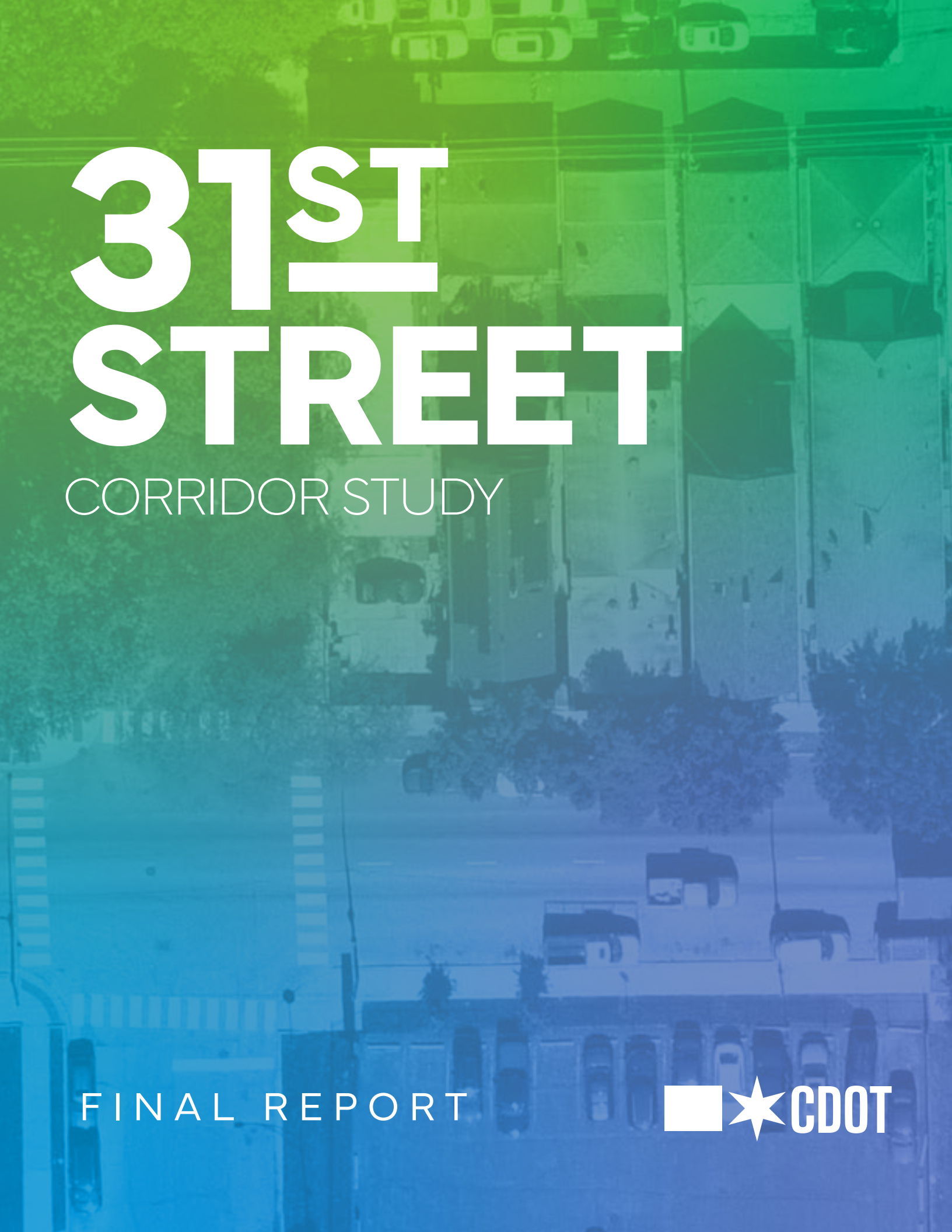


31ST STREET

CORRIDOR STUDY

FINAL REPORT

CDOT

FUNDING FOR THIS STUDY WAS PROVIDED BY:

REGIONAL TRANSPORTATION AUTHORITY
OF NORTHEASTERN ILLINOIS

01

PROJECT OVERVIEW

The 31st Street corridor travels through the Little Village neighborhood and the South Lawndale Community Area. 31st Street serves many uses and people travel to and through the corridor in different ways today. Upcoming development will only increase its use.

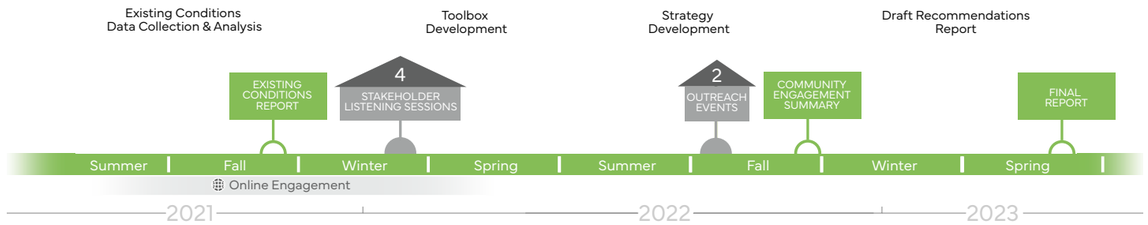
The 31st Street Corridor Study, part of the larger Southwest Industrial Transportation Corridor Study (SWITCS), focuses on the public right-of-way, including the street and sidewalk space, between Sacramento Avenue and west to the city limits, the Belt Railway right-of-way. The study looks to understand how the corridor operates today and what the community imagines for the future of 31st Street. Understanding the existing challenges and opportunities will help inform ways to improve the quality of experiences along the corridor, particularly for those who walk, bike, take transit, and live here.

This study aims to understand the 31st Street community's goals in order to identify the type and the scale of future street improvements. The study builds upon previous planning efforts and works to better understand the transportation opportunities and investments that could support the community's goals.

PROJECT TIMELINE & PROCESS

The study analyzed a variety of transportation-related data and previous planning efforts. An existing conditions evaluation helped inform the development of a toolbox of mobility and quality-of-life improvements shared in community outreach events. The project team learned about opportunities and challenges to the 31st Street corridor through a variety of engagement: (1) developed on online mapping activity in which respondents identified barriers and opportunities for various types of modes, (2) conducted stakeholder interviews to ask participants in-depth questions about mobility challenges and ideas for the future, and (3) organized two outdoor outreach events. Attendees provided feedback on what should be prioritized on 31st Street, what level of improvements should be made, and where there are additional barriers or opportunities along the corridor and what they would like to see (i.e. the mobility and quality-of-life toolboxes). Both findings from the existing conditions and community outreach helped inform the development of strategies and recommendations for the future of 31st Street as shared in this report.

Project Timeline



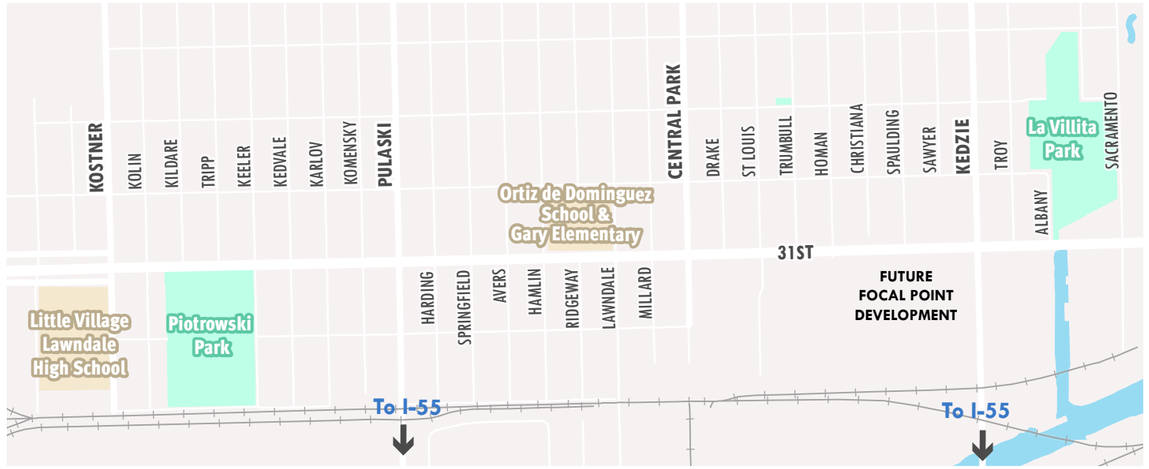
02

31ST STREET TODAY

EXISTING CONDITIONS SUMMARY

The 31st Street Corridor Study stretches two miles from Sacramento Avenue west to the city limits, the Belt Railway right-of-way. The street, a minor arterial, is predominantly under City jurisdiction. West of Kostner Avenue, 31st Street is under the jurisdiction of the Illinois Department of Transportation (IDOT). The majority of 31st Street has a speed limit of 30 MPH except for two 20 MPH school safety zones, at Gary Elementary/Ortiz de Dominguez Schools and at the Little Village Lawndale High School campus, on school days when children are present. West of Kostner Avenue as 31st Street ascends over the railway, the speed limit is 35 MPH.

Map of 31st Street Corridor



Along the corridor, there are several major destinations including commercial and industrial employers, Chicago Public Schools, and Chicago Park District parks. Destinations such as the Little Village Lawndale High School campus, Gary Elementary School, Ortiz de Dominguez School, Piotrowski Park, and La Villita Park draw significant bicycle and pedestrian traffic on this relatively short two-mile segment.

Depending on the segment, between 12,000 and 20,000 vehicles use 31st Street on a daily basis and up to approximately 6% to 8% of those vehicles are trucks. At the same time, 31st Street is a key transit corridor for nearby residents, connecting them to CTA Orange, Red, and Green lines via a local bus Route #35.

Along the corridor, both traffic signals and stop signs are applied to control intersections. Additionally, there are numerous uncontrolled crosswalk markings across 31st Street, particularly between Central Park Avenue and Kostner Avenue which are inconsistently signed.

Map of jurisdiction, signals and crossings along the corridor

In evaluating the existing conditions of the 31st Street corridor, there are several preliminary key findings. A full Existing Conditions Report is included in the **Appendix** with additional detail.

SAFETY

Between 2016 and 2020, 21 people were seriously injured and one person was killed in traffic crashes along the 31st Street corridor* (IDOT, 2017 - 2021). In 2020, a pedestrian was killed by a motorist while crossing 31st Street at Kedvale Avenue. More recently, in 2022, a motorist was fatally struck at 31st Street and Kedzie Avenue by another motorist. People walking and bicycling along the corridor are seriously or fatally injured at a disproportionately higher rate than people in vehicles. Fourteen percent of traffic crashes involving bicyclists resulted in serious injury and 33% of traffic crashes involving pedestrians resulted in serious or fatal injury.

There are several areas of safety concern along the corridor, specifically for pedestrians and bicyclists traveling across or along 31st Street, including at Kedvale Avenue, Pulaski Road, Lawndale Avenue, Central Park Avenue. More information about traffic crashes and safety can be found in the Appendix.

PEDESTRIAN NETWORK

The sidewalks along the 31st Street corridor create an important network, connecting pedestrians from residential neighborhoods to schools, parks, bus stops, and businesses. However, the street is missing a sidewalk on the south side between St. Louis Avenue and Homan Avenue. Despite the absence of sidewalk here, frequent utilization is apparent by evidence of footpaths through the weeds. Additionally, there are a few segments where the sidewalk is in poor or fair condition.

The pedestrian environment along 31st Street can be unwelcoming. Barricades, or guardrails, were installed at a few locations along the corridor. The guardrails, while providing separation between the street and the sidewalk, are uncomfortable to walk along and suggest a history of motorists approaching the curb. The guardrails also create a barrier for people exiting parked cars – it is difficult to open the passenger door and forces people to either climb over the barrier or walk along the road to access the sidewalk without a guardrail.

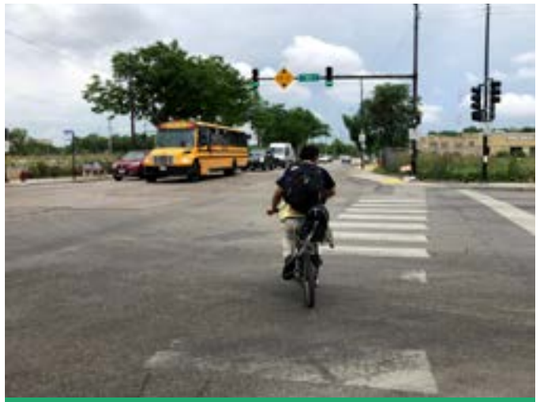
Additionally, there are several pinch points along the corridor where the sidewalk width becomes narrow due to an obstruction. Fourteen percent of the blocks in the study area have a pinch point, or obstacle that narrows the sidewalk making it difficult to pass.

* In 2022, a person driving was killed on 31st Street in a traffic crash.

The guardrail, east of St Louis Ave, makes it difficult for parked motorist to safety exit the vehicle and approach the sidewalk. Facing east.

The guardrail, west of Springfield Ave. Facing east.

A desire path on the south side of 31st Street at St Louis Ave. Facing east.



A person biking west on 31st Street. Facing west.

BICYCLE NETWORK

Currently, there are limited bicycle connections to the 31st Street Corridor. However, the City is currently developing a plan for a Neighborhood Bike Network throughout the South Lawndale neighborhood, which includes the 31st Street Corridor study area. In 2022, a neighborhood greenway was installed on Keeler Avenue which extends to 33rd Street. In 2023, a neighborhood greenway will be installed on Hamlin Avenue from Cermak Road to 33rd Street, 28th Street, and 30th Street. Additionally, the Chicago Department of Transportation (CDOT) is planning for bike lanes on Kedzie Avenue south through the neighborhood across the Stevenson Expressway.

TRANSIT ACCESS

CTA Route #35 (31st/35th) is the primary bus route that serves the study area, but other routes also have a limited amount of stops on the corridor, including Route #53 (Pulaski), Route #53A (South Pulaski), and Route #82 (Kimball/Homan). The bus terminal at Komensky Avenue provides a transfer point between Routes #52, #53A, and #82 (in the evenings). According to 2021 observations, the corridor lacks bus stop amenities, such as bus shelters. The highest boarding and alighting for CTA bus routes is at 31st Street and Komensky Avenue and 31st Street and Pulaski Road.

According to CTA weekday ridership data from October 2019, Route #35 was providing 4,848 rides per weekday on average. 1,114 bus users board these routes between Kostner Avenue and Kedzie Avenue and 1,098 alight. About 38% of all boardings come from the busiest stop along 31st Street, the terminal at Komensky Avenue which averaged 428 weekday boardings. The second and third most used stops are at Pulaski Road with 326 weekday boardings.

TRUCK VOLUMES

Truck rates within the study area peak between Kostner Avenue and Pulaski Road. This segment consists of primarily residential and commercial land uses and includes Piotrowski Park. There are also significantly higher truck volumes just outside the study area between California Avenue and 31st Boulevard. Unlike the land use between Kostner Avenue and Pulaski Road, this segment consists of predominantly industrial land use.

Truck count data from the major cross streets suggests that the majority of truck turns are towards the south of 31st Street due to higher counts to the south, particularly at California Avenue, Kedzie Avenue, and Pulaski Road, all providing access to the Stevenson Expressway.

The 31st Street corridor is only one of two east-west truck routes between Cermak Road and 47th Street.

TREE CANOPY & ENVIRONMENT

A healthy tree canopy along a street can provide many benefits such as improved air quality, reduced greenhouse gas emissions, lowered air and surface temperatures, enhanced stormwater management, and improved quality of life.

Much of the 31st Street Corridor lacks a healthy tree canopy or vegetation. Paired with the truck volumes, primarily building towards residential and commercial areas between Pulaski Road and Kostner Avenue, there is an opportunity to provide more vegetation throughout the Corridor. As the sidewalks and parkway space are constrained, creative opportunities such as trees within curb extensions, sidewalk re-construction, or road narrowing should be considered. Partnerships with residents, local businesses, and planned development property owners can be formed to foster a growing tree canopy. Additionally, there is available land between 31st Street and Frontage Road west of Kostner Avenue, along with other locations throughout the corridor, where additional trees may be planted near the sidewalk.

Due to the nearby industrial land uses and heavy truck traffic, the corridor experiences poor environmental conditions that can adversely impact health and quality of life. The surrounding area has a history of environmental justice advocacy activity, sometimes spurred by events, such as the demolition of the Crawford Power Plant in 2020 which resulted in excessive dust covering the area. Examples like this have added to the awareness of the poor environmental quality residents endure along the corridor. Studies have confirmed the poor air quality conditions of the area. The 2020 Air Quality and Health Report from the Chicago Department of Public Heath combined community-level data on air pollution, health, and social factors to identify the areas in the City that are most vulnerable to the effects of air pollution.

There are also concerns about nearby water quality issues raised by local environmental groups such as Little Village Environmental Justice Organization (LVEJO) and Climate of Inequality. The Collateral Chanel is a northward extension of the Sanitary and Ship Canal that reaches 31st Street. According to these community groups, noxious smells and effects of the combined sewer outfalls that dump sewage into the water near the street during severe rain events have made the waterway unusable to humans and wildlife.

ROADWAY CONFIGURATION

The 31st Street pavement width ranges from 40 feet to 50 feet and carries two travel lanes, one in either direction, throughout the corridor with on-street parking on either side. Given the configuration of 31st Street, the lane widths are wider than necessary to accommodate 30-MPH vehicle flow on a City street. This may give motorists a perception of a wider safety margin and encourage speeding that often occurs when travel lanes are unnecessarily wide.

CHAPTER 2 | 31ST STREET TODAY

Summary of Existing Conditions Key Findings

TOPIC	CHALLENGE	OPPORTUNITY
SAFETY	Several areas are of safety concern, specifically for people walking and biking.	Improve safety, particularly at intersections and uncontrolled crossings
PEDESTRIAN NETWORK	31st Street is missing a sidewalk on the south side between St. Louis Avenue and Homan Avenue. There are segments where the sidewalk is in poor or fair condition.	Complete the pedestrian network by filling existing sidewalk gaps and enhance pedestrian environment through wider sidewalks and street trees. With the onset of planned developments, collaboration with property owners to have a comfortable pedestrian environment may support the future network.
TRANSIT ACCESS	There is a lack of bus stop amenities and restricted space for provided amenities and enhancing service.	Improve the comfort of accessing and waiting for the bus.
BICYCLE NETWORK	There are limited bicycle connections to the 31st Street corridor.	Coordinate with bike routes on Keeler Avenue and additional, nearby bike facilities on Kedzie Avenue and within the South Lawndale community.
TRUCK VOLUMES	The corridor is only one of two east-west truck routes envisioned between Cermak Road and 47th St leaving a significant east-west gap in the truck route network.	Transition land use to be less reliant on truck activity
TREE CANOPY & ENVIRONMENT	Much of the corridor lacks a healthy tree canopy or vegetation.	Provide more vegetation. As the sidewalks and parkway space are constrained, creative opportunities should be considered.
ROADWAY CONFIGURATION	The travel lane widths are wider than necessary to accommodate 30-MPH vehicle flow.	Narrow the travel lanes while still managing the traffic volume.

PREVIOUS PLANNING EFFORTS & RECENT DEVELOPMENTS

PREVIOUS PLANS

The corridor has been included in several studies, including the Draft Little Village Industrial Corridor Framework (2019) and the Little Village Quality of Life Plan (2019).

The **Draft Little Village Industrial Corridor Framework's** stated goals include "provide better access for all modes within and around the Little Village Industrial Corridor." It identifies 31st Street as a corridor that needed additional study to determine specific issues and recommendations to address safety and truck traffic. The framework specifies that pedestrians need to be prioritized where adjacent land uses are residential and institutional and be examined for improvements to transit access.

The framework acknowledges the issues associated with high levels of truck traffic around the corridor. It suggests a need for an alternate east-west industrial road between Pulaski Road and Kedzie Avenue and notes that low viaduct clearances in the area often force trucks to use routes that impact communities negatively.

The **Little Village Quality of Life Plan** shared a vision to plan the future of the neighborhood with the values of family, culture, and community. It set goals in categories such as arts, economic development, education, green space, etc. Most important to 31st Street, the plan called for "improved access to healthcare." The future presence of Saint Anthony Hospital on the street underscores the importance of efficient transportation along the corridor to help reach this goal.

The plan also has the goal to "create a safer and cleaner physical environment" with strategies that include, "improve safety amenities, including lighting in specific hot spots in the community" as well as "promote positive space transformation and increase family ownership of public spaces." These can be guiding priorities when improvements along 31st Street are considered.

RECENT & PLANNED DEVELOPMENTS

There are a few significant planned developments along the east side of the corridor. The future developments will likely further the need for transportation improvements as land uses change and intensify in the future.

Saint Anthony Hospital/ Focal Point

A mixed-use development anchored by the relocation of Saint Anthony Hospital is proposed on the southwest corner of 31st Street and Kedzie Avenue. The developer, Chicago Southwest Development Corporation, plans for the parcel to contain a 150-bed hospital, affordable housing, retail, recreation centers, and a trade school. This development has the potential to activate the vacant lots at the intersection and increase the number of trips by all modes to and from its location. The current design calls for building frontages along 31st Street for most of the parcel. A traffic impact study for the development was completed in 2012 and according to Focal Point, construction is planned to begin in 2023.

CineSpace

In 2019, Chicago Cinespace Film Studios purchased a former steel factory on the south side of 31st Street at Homan Avenue. The parcel is adjacent to the proposed Saint Anthony Hospital location. The building has been built out to house sound stages as a satellite to its main campus on 15th Street and Western Avenue, making it a new employment center along the corridor.

Target Distribution Center

In 2021, Target opened Exchange 55, its 1.3 million square foot warehouse facility at 31st Street and Pulaski Road, 3501 S Pulaski Road. Target representatives recently announced plans to build a 'Target Flow Center', which aims to accommodate truck traffic concerns and fleet storage on a site adjacent to the Exchange 55 facility, on the east side of Lawndale Avenue. The site is planned to address environmental concerns by adding trees, landscaping and an adjacent bike path.

LAND USE

The majority of the 31st Street corridor study area consists of neighborhood-scale residential, commercial and mixed-use properties, particularly the section between the City of Chicago boundary and Central Park Avenue. A typical block may consist of rows of single-family homes and two-flats separated by occasional mixed-use buildings with ground-floor retail or a single-story commercial building that houses a small business. This fabric of traditional pedestrian-scale development exists alongside major public land uses consisting of the Little Village Lawndale High School Campus, Ortiz de Dominguez and Gary Elementary Schools and Piotrowski Park.

Towards the eastern end of the study area, this pattern transitions to a mix of industrial and commercial land uses that notably includes Cinespace's Campus 2 building and La Villita park, a popular community destination. However, much of the land in this area is vacant, particularly around the key intersection of 31st Street and Kedzie Avenue, where all four of the corners feature vacant land or buildings. The roughly 29-acre property at the southwest corner of the intersection is planned as the future site of a mixed-use campus for Saint Anthony Hospital, which is currently located 2875 W. 19th Street. The proposed development was approved by the Chicago City Council in January of 2022, but had broken ground as of April 2023. At the southeast corner is a roughly 18-acre vacant property that was formerly the site of RTC Industries, a packaging manufacturer. Altogether, there are roughly 51 acres of vacant land on the eastern section of the corridor (including the Saint Anthony's site). Additionally, at the southeast corner of 31st Street and Central Park Avenue, there is a large vacant industrial building that was formerly occupied by MRC Polymers.

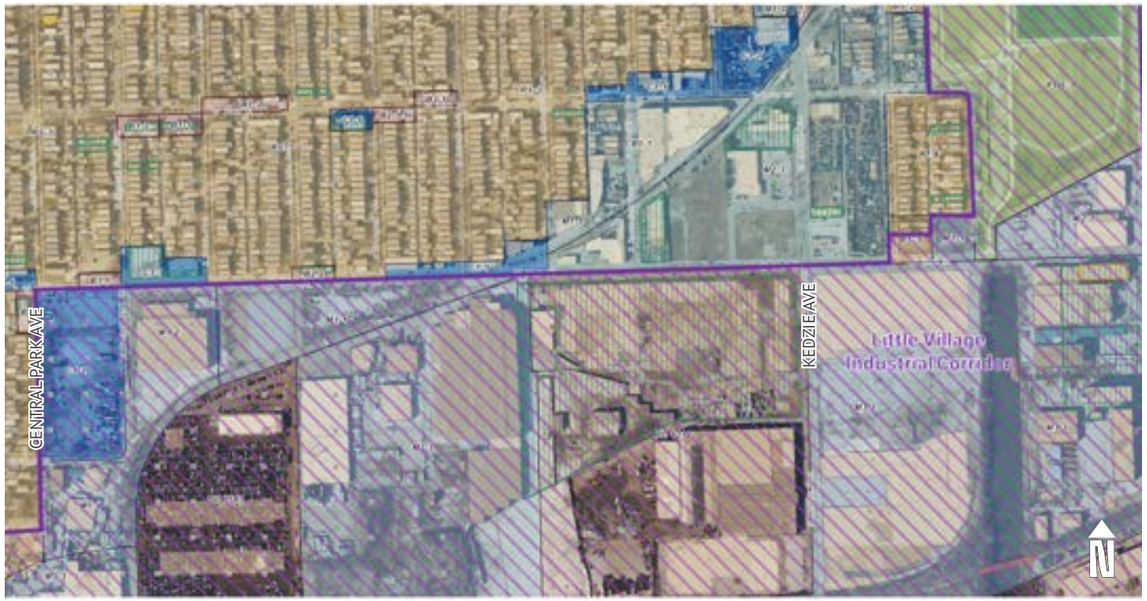
Map of large-scale vacant properties on the east end of the corridor.

Map of large-scale vacant properties on the east end of the corridor

A City of Chicago Department of Planning and Development (DPD) analysis of the zoning designations assigned to the properties fronting 31st Street with the study area indicated that the majority of adjacent land is industrial at roughly 47 percent, followed by residential at roughly 37 percent, institutional at roughly 11 percent, open space at roughly four percent and commercial/mixed-use at roughly two percent.

Zoning on the 31st Street corridor study area largely reflects aforementioned land use patterns with Residential Single-Unit (RS) and Business and Commercial (B/C) districts being the most common from the City boundary to Central Park Avenue. East of Central Park, Manufacturing (M) and Commercial (C) districts become more pervasive as land use transitions to industrial. Additionally, the Little Village Industrial Corridor covers the south side of the corridor between Millard Avenue and the Collateral Channel. The Industrial Corridor designation is an overlay district that requires a zoning amendment to allow certain non-industrial uses such as retail and residential. Little Village is one of 26 industrial corridors in the City, created to retain manufacturing jobs and maintain diversity in the City's economy.

Map showing the location of the Little Village Industrial Corridor in the study area



Little Village
Industrial Corridor

03

WHAT WE HEARD

STAKEHOLDER LISTENING SESSIONS

The project team conducted stakeholder listening sessions with Beyond the Ball, Chicago Transit Authority (CTA), Little Village Environmental Justice Organization (LVEJO), and Southwest Development Corp.

WALKING

- Stakeholders shared many streets connecting to 31st Street are not comfortable or feel unsafe to walk along, including Kedzie Avenue and Pulaski Road. Sidewalks along 31st Street are not in great condition. There is an opportunity to bring sidewalks into compliance and improve the accessibility and comfort.
- Stakeholders identified 31st Street as an important thoroughfare for children walking through the neighborhood. It is important for the street to be well-lit. There is limited or no space between the sidewalk and the road.
- The stakeholders noted there is a lot of pedestrian activity on 31st Street. Because of the high pedestrian activity, there are vendors along the street.

CONGESTION

- The stakeholders emphasized that 31st Street is one of the few east-west through streets in Little Village.
- Stakeholders shared that traffic congestion during the day is heavy and, at times, traffic cuts through neighborhood streets. However, when there is not congestion, motorists travel at high speeds.
- Stakeholders noted congestion at 31st Street and Kedzie Avenue, Pulaski Road, and Kostner Avenue.

TRUCK TRAFFIC

- Western Avenue and Cicero Avenue feed much of the truck traffic.
- Stakeholders commented that 31st Street seems to serve as a "relief" when the Stevenson Expressway is backed up, observing truck drivers sometimes use local side streets as an alternative when 31st Street traffic builds.
- Truck traffic diminishes the walkability and people's interest to dine outside.
- Stakeholders expressed concern for 31st Street to be made more bicycle and pedestrian friendly with more planned diesel truck-use.
- Some stakeholders had a hard time imagining trucks not being on 31st Street unless there was alternative route for trucks.
- Truck traffic along Pulaski Road approaching 31st Street is an area of concern, particularly for buses as they enter the turnaround and at Kostner Avenue.

TRANSIT

- Stakeholders shared bus service hours should be extended to support people commuting later in the day, including 3rd shift workers. Additionally, stakeholders stated the bus route should be extended further east throughout the year rather than seasonal service.
- Stakeholders emphasized the need for change at the bus turnaround at Komensky Avenue. Stakeholders were interested in improved waiting area space.

BIKING

- Stakeholders communicated it is not comfortable to bike on 31st Street, especially given the truck traffic.
- Little Village is a dense neighborhood and people (from neighborhood residents to school faculty/staff) use parking on 31st Street. Biking on 31st Street, versus another route, may not be worth the trade-off of removing on-street parking.
- Some stakeholders expressed it is hard to imagine what future biking on 31st Street looks like with all the existing congestion. Overall, wouldn't recommend people to bike on 31st Street unless truck traffic was reduced.
- The closest Divvy station is on 30th Street.

ENVIRONMENTAL JUSTICE

- Stakeholders noted that 31st Street is also home to the only two parks in the community, Piotrowski Park and La Villita Park, and stressed the discrepancy between the parks adjacent to industry.
- Stakeholders highlighted the opportunity to improve air monitoring along 31st Street and in the Little Village community. Additionally, the interconnectivity with other social justice movements was stressed.

OUTREACH EVENTS

The project team held two outreach events in September 2022:

Tuesday, September 27th from 3PM – 6PM
at Piotrowski Park

Thursday, September 29th from 3PM – 6PM
at Gary Elementary School

The events provided four stations, two with interactive activities, to understand where participants would like to see changes along 31st Street and how to prioritize the street space. All station boards and activities were provided in both English and Spanish.

At the Piotrowski Park event, most participants ranked priorities for the segment **Kostner Avenue to Pulaski Road.** "Bus" was consistently ranked as the most important priority and "Motor Vehicle" as the least important.

At the Gary Elementary School event, participants ranked "Walking" followed by "Quality of Life" as the most important and "Parking" as the least important priority for **Pulaski Road to Central Park Avenue**. For **Central Park Avenue to Kedzie Avenue**, "Walking", "Quality of Life" and "Biking" were ranked as the most important and "Motor Vehicles" as the least important.

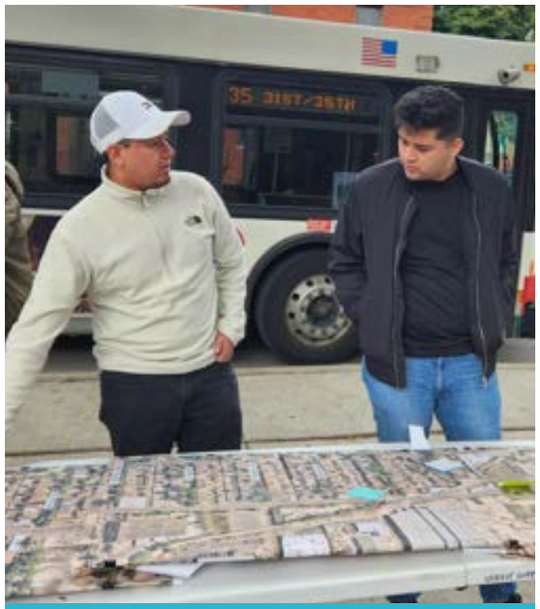
Participants shared comments on maps of the corridor. Themes of the comments include:

- **Bus:** There is interest in extending bus service hours and line as well as having bus amenities, particularly at the Komensky/Pulaski stops.
- **Walking:** Motorists are not stopping for uncontrolled crosswalks. Participants are interested in safety improvements.
- **Quality of Life:** Participants would like to see more street lighting and improved air quality.
- **Motor Vehicles:** Participants shared locations on 31st Street where traffic builds, as well as where there is speeding. There is interest in less trucks traveling along 31st Street and making safer for other modes when traveling among trucks.

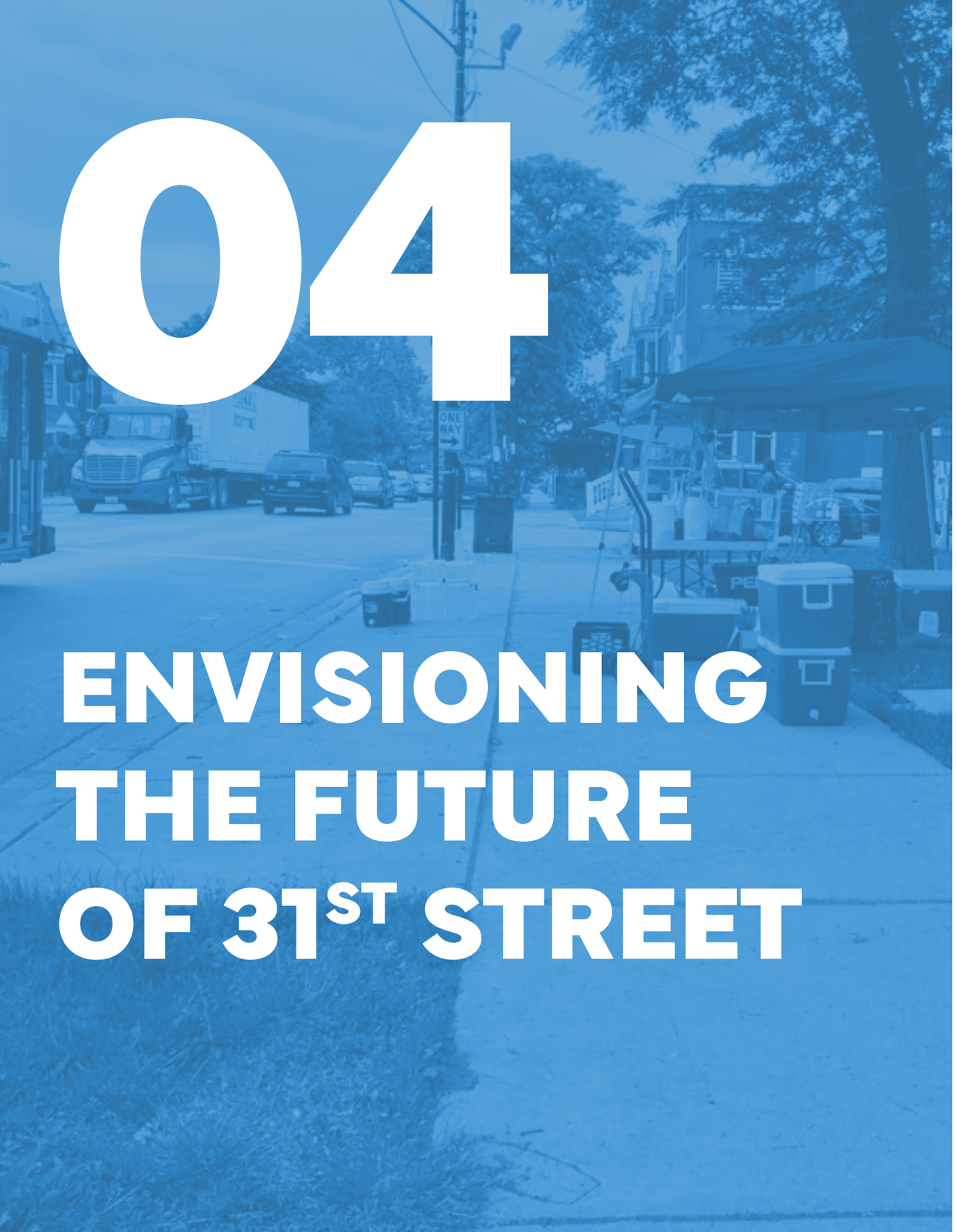
The final station asks participants to envision the future of 31st Street. Using stickers, the participants voted for one of the following options:

- 31st Street works well as is. We only need to make minor improvements here and there.
- We need to make moderate improvements, but nothing that will dramatically change how the street, curbside, and sidewalk work now.
- We need to make major changes, even if that means making hard decisions that will impact how we currently use 31st Street.

Over half of the participants shared they are interested in moderate improvements for 31st Street. Only a few participants shared they are interested in minor improvements.



Community members at Piotrowski Park outreach event



04

ENVISIONING THE FUTURE OF 31ST STREET

Applying what was learned from the existing conditions and from community input, there were four **key themes** consistently shared:

★ KEY THEMES

- **Residents want it to be easier to cross and walk along 31st Street**

—

- **Residents are concerned about air quality and noise from truck traffic**

—

- **There are no bus stop amenities along the corridor**

—

- **There is limited public right-of-way or defined space for gathering**

! OPPORTUNITIES

- Make it easier to cross 31st Street
- Find missing sidewalk gaps
- Plant more street trees
- Provide space from truck noise
- Bus stop amenities improvements
- Provide space for mobile food vendors

The key themes and opportunities informed the development of the 31 Street Design Toolbox, a suite of tools aimed to improve the safety and comfort for people walking, biking, and accessing transit tailored for the 31st Street corridor. With the toolbox in place, block-by-block solution concepts were developed to help guide CDOT envision the future of the Corridor and program capital investments. By applying the concepts and respective tools, CDOT can improve the quality of experiences along 31st Street, particularly for those who walk, bike, take transit, and live here.

31ST STREET DESIGN TOOLBOX

The 31st Street Design Toolbox was informed by community input and reviewed by CDOT. Throughout the planning process, community members raised concerns about safety while walking and biking. The items within the toolbox will help address these concerns, both for mobility and quality of life. Implementing improvements will make the 31st Street corridor and intersections safer and more comfortable for people traveling the corridor.

MOBILITY TOOLBOX

PEDESTRIAN REFUGE ISLANDS

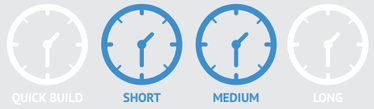
BENEFITS

- *Provides a space to wait in the middle of the street, allowing someone to cross one lane of traffic at a time*
- *Draws a motorist's attention to the crosswalk*

CONSIDERATIONS

- *Applicable at mid-block crossings or at intersections without turn lanes*
- *Contingent on the street having sufficient width; to create space for the island, nearby parking may need to be restricted*
- *This tool may be incompatible with narrowing the roadway, but can provide similar benefits*

TIMELINE



CURB EXTENSIONS

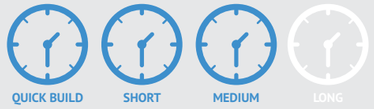
BENEFITS

- *Make it easier for motorists to see people waiting to cross the street*
- *Reduces the crossing distance for pedestrians*
- *Narrow the street to slow down motorists*

CONSIDERATIONS

- *Curb extensions, or curb bump outs, are appropriate on many streets with on-street parking. Bump outs extend the curb at the corner where parking is restricted*
- *Locations will be subject to review of physical constraints*

TIMELINE



MOBILITY TOOLBOX

RAISED CROSSWALKS

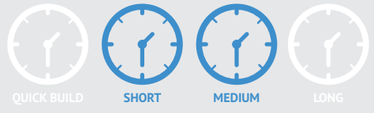
BENEFITS

- *Encourages motorists to slow down before the crosswalk*
- *Makes someone crossing more visible*
- *Enables crossing the street at sidewalk level*
- *Indicates the entrance into a residential neighborhood*

CONSIDERATIONS

- *Limited to minor residential streets*
- *Locations will be subject to physical constraints*
- *Pair with rectangular rapid flashing beacons, if appropriate*

TIMELINE



PROTECTED BIKE LANES

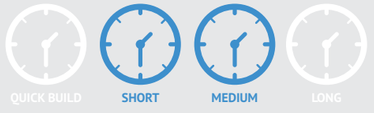
BENEFITS

- *Separates bicyclists from people driving to improve comfort and safety*
- *Provides a space to pass other bicyclists without moving into car lanes*
- *Encourages less experienced bicyclists to choose bicycling*

CONSIDERATIONS

- *Minimum lane widths for both bike lanes and travel lanes will need to be maintained*
- *Adding protected bike lanes will require narrowing lanes and/or removing parking*

TIMELINE



MOBILITY TOOLBOX

BUS BULBS/BOARDING ISLANDS

BENEFITS

- *Expands sidewalk space at a bus stop*
- *Provides waiting and boarding areas for passengers*
- *Makes boarding transitions easier for passengers*
- *Helps buses move faster by decreasing the time lost when merging into traffic*

CONSIDERATIONS

- *Requires the bus to stop in the travel lane, stopping traffic behind the bus while the passengers load and unload*
- *May require narrowing the roadway to create the required space for bus bulbs or boarding islands*
- *The location of bus stops at intersections should be evaluated*

TIMELINE

BUS SHELTERS & AMENITIES

BENEFITS

- *Improves the experience of riding the bus*
- *Provides protection from weather*
- *Increases visibility of transit*
- *Amenities such as benches or concrete pads improve the experience of riding the bus*
- *Real-time bus information helps plan travel*

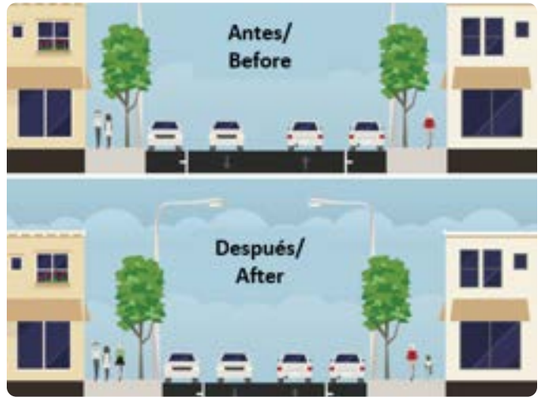
CONSIDERATIONS

- *Adding a bus shelter and/or amenities is subject to having adequate sidewalk space*
- *Real-time information requires electrical hook-up*
- *Installation of any bus shelter requires coordination with JCDecaux*

TIMELINE

QUALITY OF LIFE TOOLBOX

NARROWED LANES & ROADWAY/WIDENED PEDESTRIAN SPACE



BENEFITS

- *Narrower lanes encourage motorists to drive more slowly*
- *Narrowing the overall roadway width creates more space for pedestrians and/or street trees*
- *Reduces the distance for people to cross the street*
- *Opportunity to add street trees where right-of-way currently does not exist*

CONSIDERATIONS

- *Minimum lane widths will need to be maintained*
- *Narrowing the roadway and moving curbs, versus narrowing lanes, is a more intensive action, requiring significant time and funding*

TIMELINE

MONITOR AIR QUALITY

BENEFITS

- *Provides information about current conditions to inform decisions about spending time outdoors*
- *Data can inform how air quality conditions are changing over time - improving, remaining the same, or worsening - and guide investments*

CONSIDERATIONS

- *Available air quality monitors are for information purposes only (cannot be used for enforcement or policy development)*
- *Available air quality monitors require ongoing maintenance and calibration and have limited accuracy*

TIMELINE

QUALITY OF LIFE TOOLBOX

STREET FURNITURE & PLANTERS & COMMUNITY SPACE

BENEFITS

- *Street furniture, such as benches and planters, and public plazas beautify the corridor and creates spaces for social gathering*
- *Can provide outdoor seating to benefit existing business on the corridor*

CONSIDERATIONS

- *Space for furniture may be limited under existing condition; creating space for furniture may require narrowing the roadway or removing select parking spots to provide adequate space*
- *Maintenance of furniture and landscaping requires a partnership with a local organization*

TIMELINE

STREET TREES

BENEFITS

- *Provides shade and improve air quality in localized areas*

CONSIDERATIONS

- *Adding street trees may require widening the parkway space and narrowing the roadway by narrowing lanes and/or removing parking*
- *Where planting width is limited, the size and health of trees may be compromised*
- *Ensure visibility of roadway and signage is maintained*
- *Street trees should be 25 feet apart in accordance with zoning ordinance requirements*

TIMELINE

CHAPTER 4 | ENVISIONING THE FUTURE

QUALITY OF LIFE TOOLBOX

DEDICATED CURB SPACE FOR FOOD TRUCKS

BENEFITS

- *Formalizes space for existing food trucks*
- *Provides opportunity to small businesses and creates social gathering spaces*

CONSIDERATIONS

- *May reduce curbside space for other uses and/or locations limited by needs for other uses (parking, loading, bus stops)*

TIMELINE

FULL STREETSCAPE

BENEFITS

- *Creates a unique and consistent design along the corridor, creating a sense of place, incorporating safety and beautifying the corridor*

CONSIDERATIONS

- *Will have a longer time frame and may require significant funding resources*
- *A community partner is preferred*

TIMELINE

CONCEPTS
PRIORITIZING SAFETY

With the 31st Street Design Toolbox in hand, solution concepts were developed for the corridor. The following concepts pertain to "key" locations of the corridor. Key locations include intersections of the corridor where there is a school, park, major intersection or pedestrian network gap. Concepts for the remaining segments of the corridor are included in the Appendix.

The corridor concepts are categorized by two segments with different modal hierarchies based on community and city staff input (1) Kostner to Central Park Avenue and (2) Central Park Avenue to Sacramento Avenue.

KOSTNER AVENUE TO CENTRAL PARK AVENUE

This segment of 31st Street is home to major destinations of the Little Village Lawndale High School campus, Gary Elementary School, Ortiz de Dominguez School, and Piotrowski Park. 31st Street has a mix of residential and commercial land uses between Kostner Avenue and Lawndale Avenue and between Pulaski Road and Central Park Avenue. This segment also sees truck traffic traveling to the nearby industrial businesses and entering/leaving the City. Pulaski Road and Lawndale Avenue have experienced a higher rate of serious injury crashes and crashes involving people walking or biking than other intersections along 31st Street.

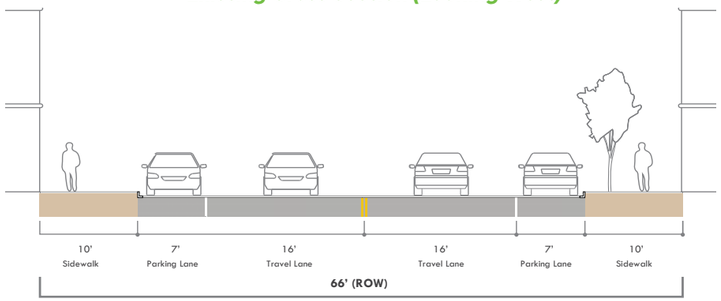
Through community outreach, community members shared their concern for crossing the street and interest in more space for people walking. Between Kostner Avenue and Central Park Avenue, pedestrian space is prioritized in the following solution concepts.

KOSTNER AVENUE - CENTRAL PARK AVENUE

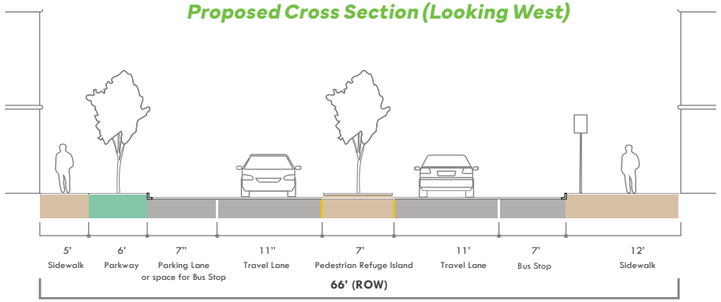
MODAL PRIORITY: PEDESTRIAN
(1. Pedestrian, 2. Transit, 3. Bicycle, 4. Auto)

Between Kostner and Central Park Avenue, pedestrian space is prioritized. The solution concepts look for opportunities to improve the pedestrian realm by adding sidewalk space, street trees, and creating safer crosswalks. As the right-of-way space is constrained, curb extensions and pedestrian refuge islands should be long enough to support a street tree.

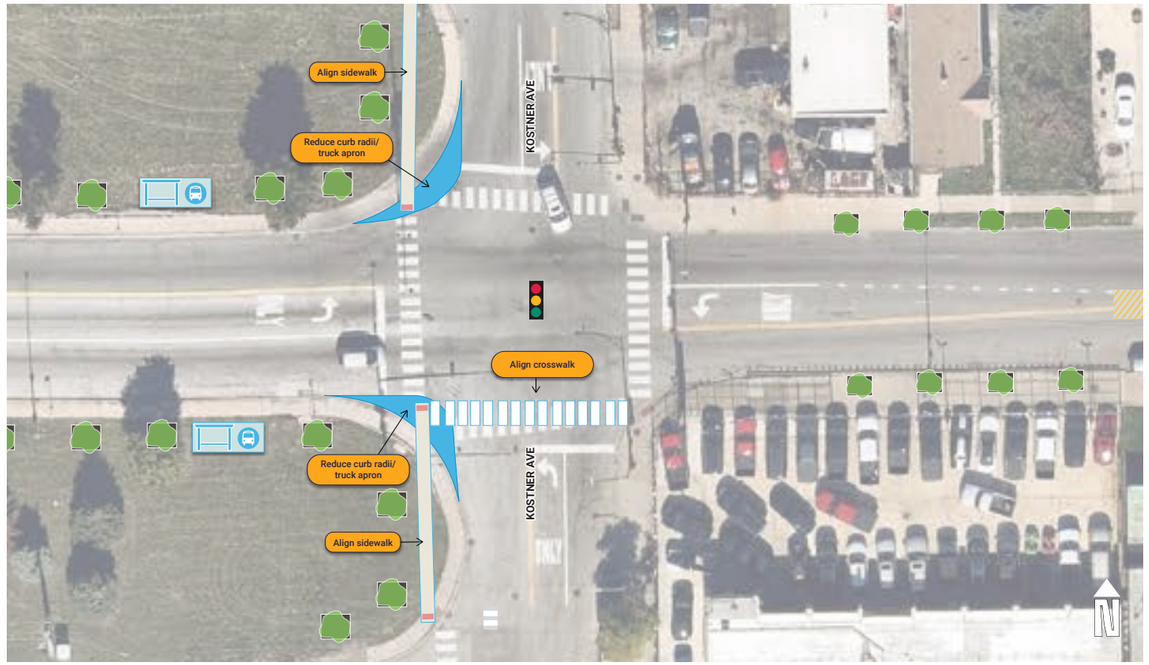
Existing Cross Section (Looking West)



Proposed Cross Section (Looking West)



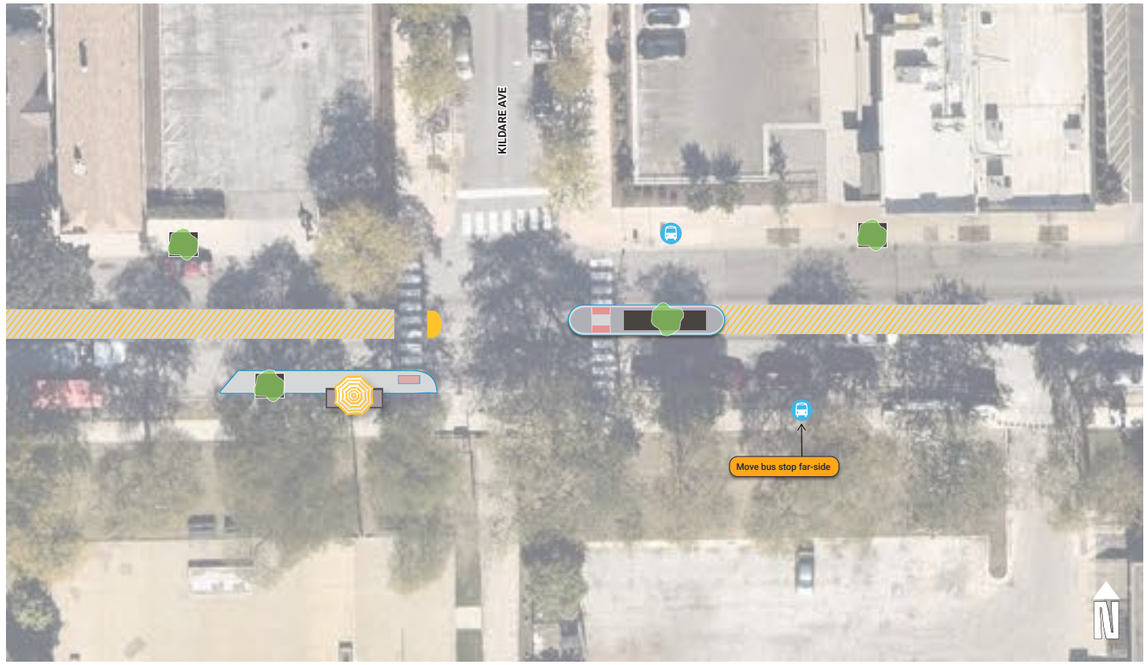
KEY LOCATION: 31ST STREET AND KOSTNER AVENUE



Key Destination: Little Village High School

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people walking and improve the experience of taking the bus	• Re-evaluate traffic signal timing for the opportunity to add a leading pedestrian interval and improve traffic flow along 31st Street • Align north-south sidewalks on west side of Kostner Avenue • Reduce curb radii • Add bus shelters • Add trees along Kostner Avenue and 31st Street edges • Align southern crosswalk	• Little Village Lawndale High School campus: World Language High School, Social Justice High School, Infinity: Math, Science and Technology High School, and Multicultural Arts High School • Coordination and communication with IDOT and CTA is needed

KEY LOCATION: 31ST STREET AND KILDARE AVENUE



Street Tree | Food Vendor | Curb Extension | Pedestrian Refuge Island | Painted Median | Bus Stop

Key Destination: Piotrowski Park

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people walking to cross and create placemaking opportunity for food vendors	• Narrow travel lanes • Add pedestrian refuge island • Relocate eastbound bus stop to far side • Add elongated curb extension at west leg and create space for vendors • Add street trees	• Mobile food vendors are often located at 31st Street and Kildare Avenue. Future improvements should consider and coordinate with vendors accordingly. • Coordination with CTA is needed to evaluate and implement a change in bus stop location.

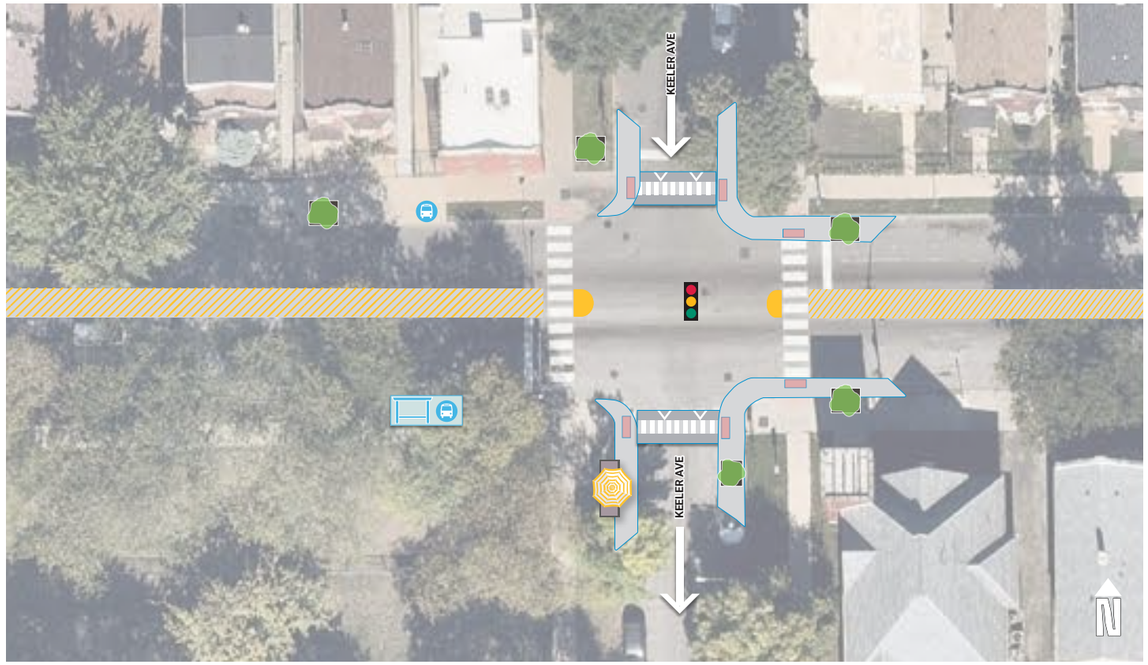
KEY LOCATION: 31ST STREET AND TRIPP AVENUE

Street Tree | Food Vendor | Curb Extension | Raised Crosswalk | Painted Median

Key Destination: Piotrowski Park

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people walking to cross and discourage cut-thru traffic in the neighborhood	• Narrow travel lanes • Shorten crossing distance through curb extensions • Add a raised crossing on Tripp Ave to slow motorists entering the neighborhood • Add street trees	• Mobile food vendors provide services at 31st Street and Tripp Avenue. Future improvements should consider and coordinate with vendors accordingly.

KEY LOCATION: 31ST STREET AND KEELER AVENUE

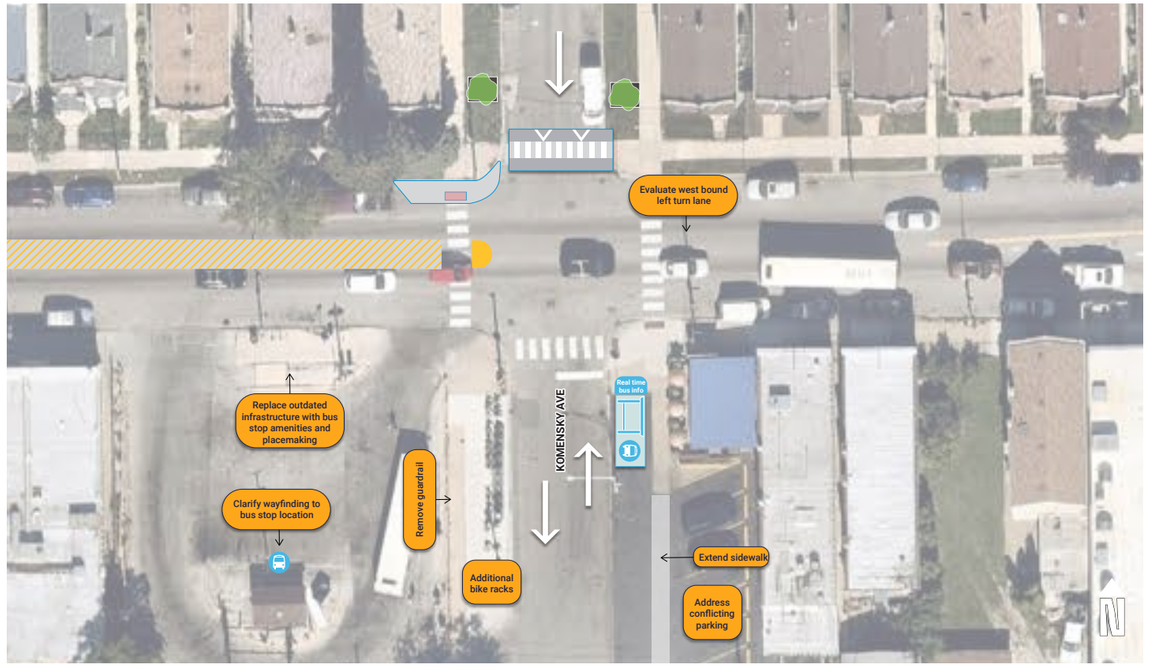


Street Tree | Food Vendor | Curb Extension | Raised Crosswalk | Painted Median | Bus Stop Amenities | Bus Stop | Traffic Signal

Key Destination: Piotrowski Park

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people walking to cross and discourage cut-thru traffic in the neighborhood	• Narrow travel lanes • Shorten crossing distances through curb extensions • Add raised crosswalk across Keeler Avenue to slow motorists by park • Create space for street trees by elongating curb extension • Add bus shelter	• Mobile food vendors often operate at 31st St and Keeler Ave. Future improvements should consider and coordinate with vendors accordingly.

KEY LOCATION: 31ST STREET AND KOMENSKY AVENUE

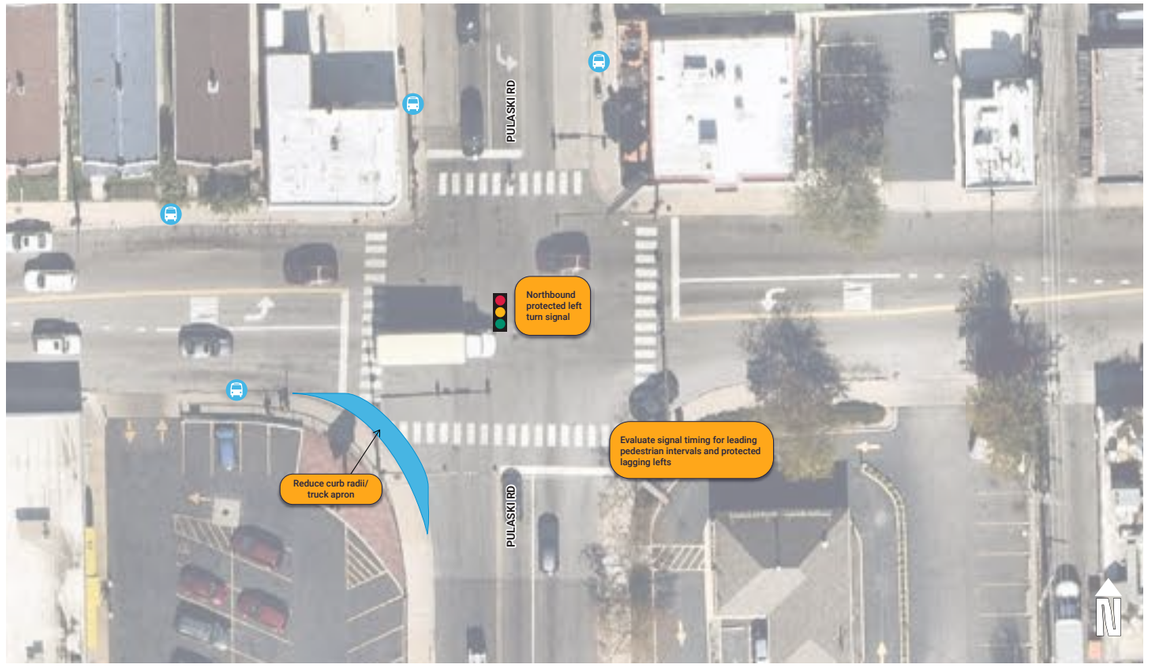


Street Tree | Curb Extension | Raised Crosswalk | Painted Median | Bus Stop Amenities | Bus Stop

Key Destination: CTA Bus Turnaround

PRIORITIES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people to access transit and improve the experience of taking the bus	• Improve clarity and visibility of bus stops • Replace outdated infrastructure with bus stop amenities and placemaking • Remove the guardrail along the sidewalk • Add additional bike racks near the Divvy station • Address conflicting parking on the east side of Komensky Ave and extend the sidewalk • Add raised crosswalk across Komensky Avenue on the north side	• Coordination with CTA is needed

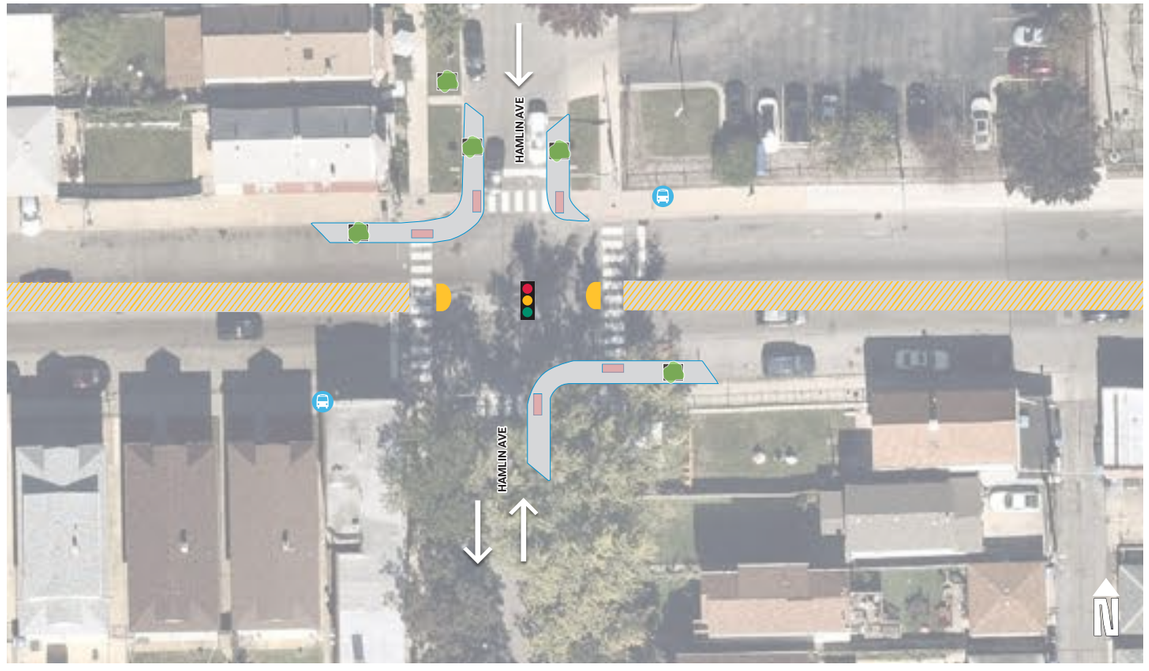
KEY LOCATION: 31ST STREET AND PULASKI ROAD



Key Destination: Major Intersection

PRIORITIES	STRATEGIES
Make it safer for people to access to transit	• Add a truck apron to the southwest corner, reducing curb radius for majority of vehicles, maintaining access for trucks • Reconfigure signal operations to prioritize pedestrian safety and access • Explore opportunities for easements for more bus stop space if property ownership changes in the future

KEY LOCATION: 31ST STREET AND HAMLIN AVENUE



Key Destination: Gary Elementary & Ortiz De Dominguez Schools

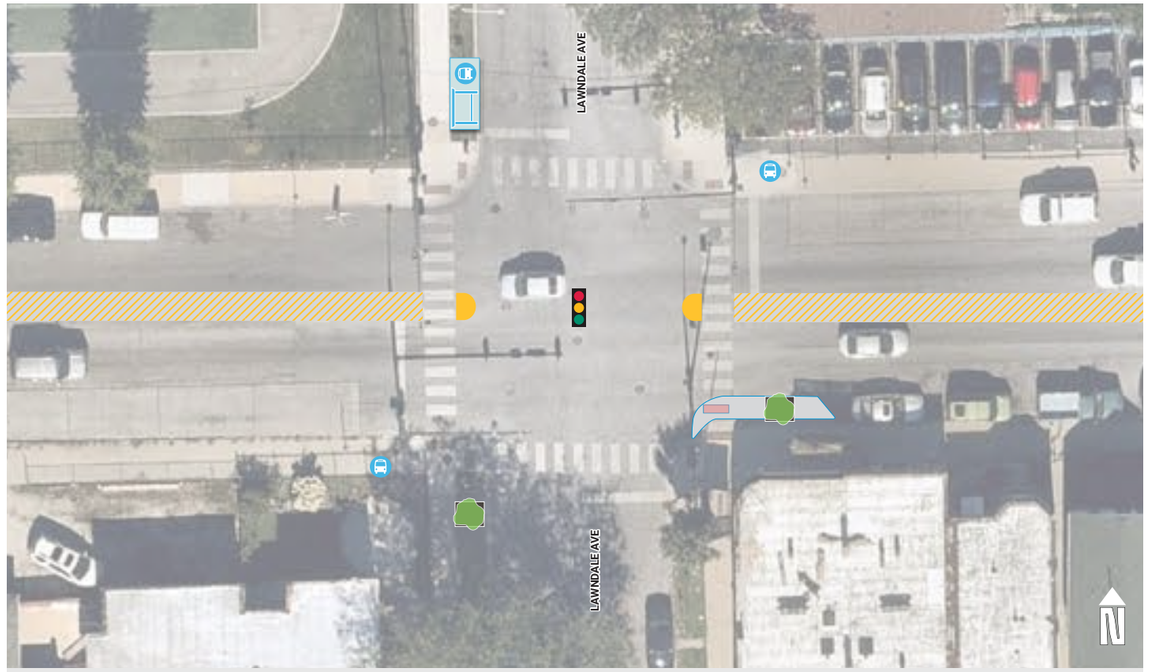
OBJECTIVES	STRATEGIES	ADDITIONAL CONSIDERATION
Make it safer for people to cross the street and access transit	• Narrow travel lanes • Shorten crossing distance through curb extensions • Create space for street trees by elongating curb extension	• CDOT will be installing a greenway on Hamlin Avenue that will extend south to 33rd Street. This includes a contraflow bike lane north of 31st Street where the street is one way • Coordinate with Gary Elementary & Ortiz de Dominguez Schools

KEY LOCATION: 31ST STREET AND RIDGEWAY AVENUE

Key Destination: Gary Elementary & Ortiz De Dominguez Schools

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people to cross the street	• Narrow travel lanes • Create space for street trees by elongating curb extension	• Coordinate with Gary Elementary & Ortiz de Dominguez Schools

KEY LOCATION: 31ST STREET AND LAWNDALE AVENUE



Key Destination: Gary Elementary & Ortiz De Dominguez Schools

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people to cross the street and access transit	• Narrow travel lanes • Create space for street trees by elongating curb extension • Shorten crossing distance through curb extensions • Add bus stop amenities	• Coordinate with Gary Elementary & Ortiz de Dominguez Schools

CENTRAL PARK AVENUE TO SACRAMENTO AVENUE

This segment of 31st Street has a mix of residential and industrial land uses between Central Park Avenue and Kedzie Avenue, with much vacant space to the east. No residences front 31st Street, fronting side streets instead. This segment also sees truck traffic traveling to the nearby businesses. There is a sidewalk missing on the south side of 31st Street between St. Louis Avenue and Homan Avenue, yet evidence of people walking along the route can be seen in a path worn through the dirt and grass. Several popular food trucks are often staged on the north side 31st Street, west of Kedzie Avenue. There is a planned mix-use community development, Focal Point, at 31st Street and Kedzie Avenue.

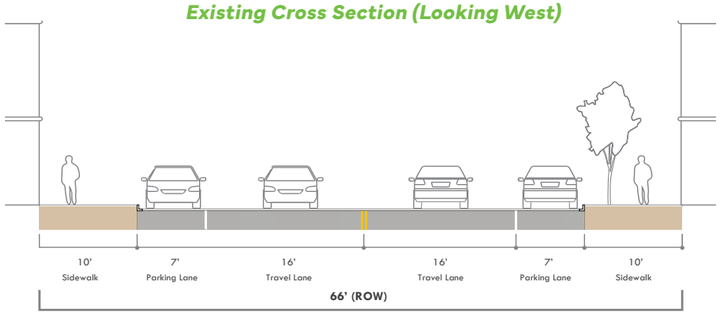
The CDOT Complete Streets team is in the process of planning and developing the bike network within South Lawndale. CDOT is currently designing neighborhood bike facilities on both 28th Street and 30th Street. However, both 28th and 30th Streets end at La Villita Park. The Complete Streets team learned there is community interest in improving connections to the east – to California Ave and beyond to the lakefront. 31st Street offers a valuable opportunity to connect the neighborhood to other bike networks. The Complete Streets team plans to extend the 28th and 30th Streets facilities to 31st Street in order to extend connections to the east.

CENTRAL PARK AVENUE - SACRAMENTO AVENUE

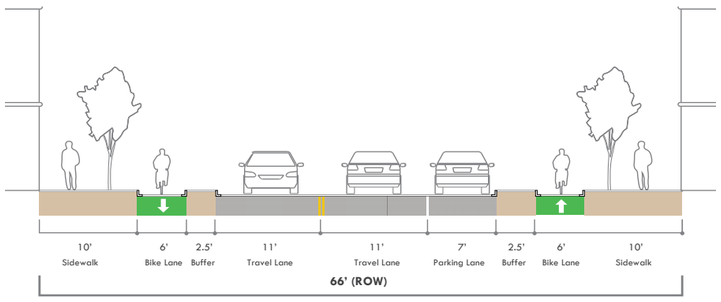
MODAL PRIORITY: BICYCLE
(1. Bicycle, 2. Pedestrian, 3. Transit, 4. Auto)

Between Central Park Avenue and Sacramento Avenue, dedicated space for biking is prioritized. The solution concepts look for opportunities to improve the bicycle realm while balancing pedestrian and transit space. In the proposed cross section, parking from the south side of the street is consolidated to allow for protected bike lanes.

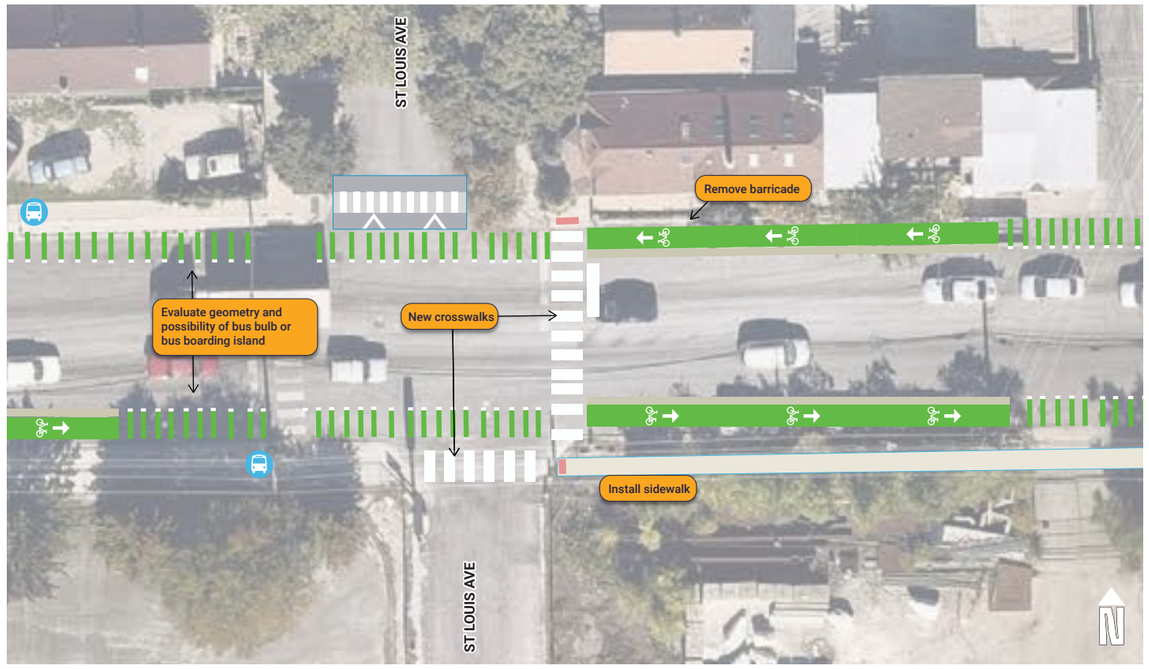
Existing Cross Section (Looking West)



Proposed Cross Section (Looking West)



KEY LOCATION: 31ST STREET AND ST LOUIS AVENUE



Key Feature: Missing Sidewalk

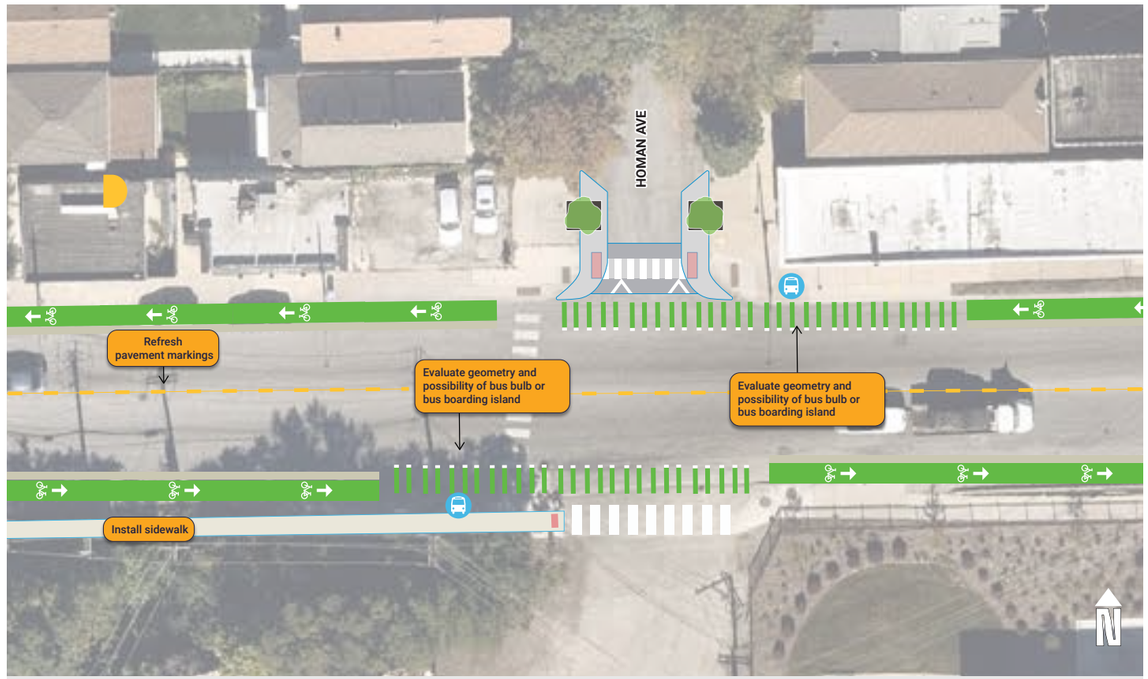
OBJECTIVES	STRATEGIES
Make it safer to walk and bike	• Add protected bike lanes • Add sidewalk on south side of the street • Add a raised crossing on St Louis Avenue to slow motorists entering the neighborhood • Bus boarding islands should be considered and studied further

KEY LOCATION: 31ST STREET AND TRUMBULL AVENUE

Key Feature: Missing Sidewalk

OBJECTIVES	STRATEGIES
Make it safer to walk and bike	• Add protected bike lanes • Add sidewalk on south side of the street • Add a raised crossing and curb extensions on Trumbull Avenue to slow motorists

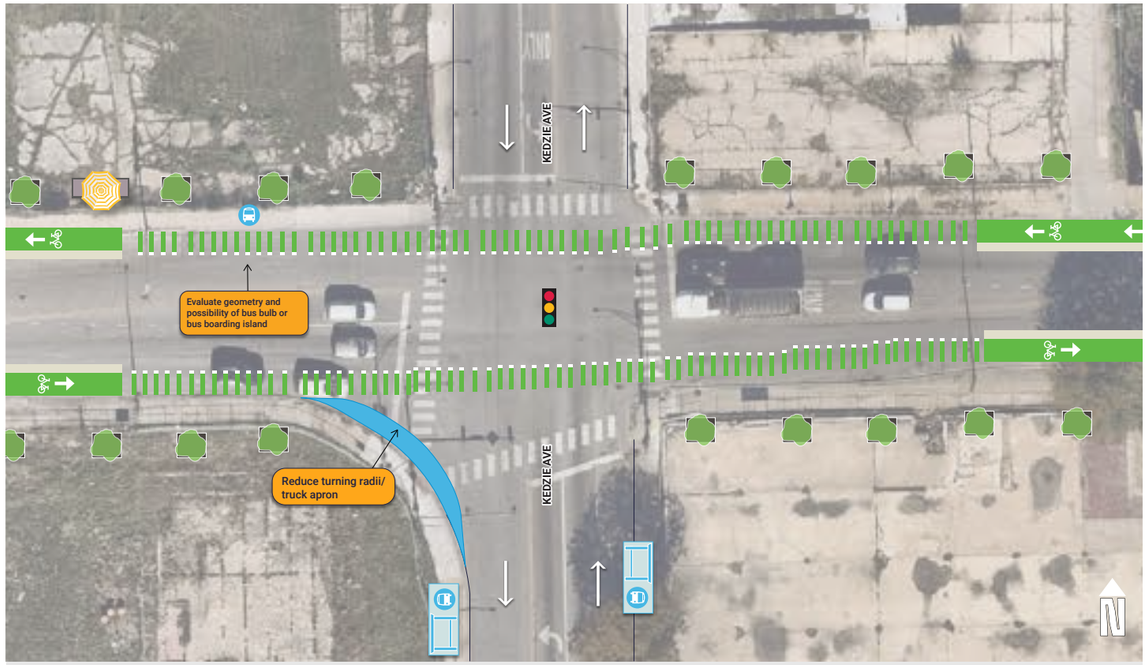
KEY LOCATION: 31ST STREET AND HOMAN AVENUE



Key Feature: Missing Sidewalk

OBJECTIVES	STRATEGIES
Make it safer to walk and bike	• Add protected bike lanes • Add a raised crossing and curb extensions on Homan Avenue to slow vehicles entering the neighborhood • Add sidewalk on south side of the street • Bus boarding islands should be considered and studied further

KEY LOCATION: 31ST STREET AND KEDZIE AVENUE



Key Destination: Major intersection

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer for people to bike, walk and access to transit	• Reduce curb radii for majority of vehicles, maintaining access for trucks • Add protected bike lanes • Thoughtfully consider locations for food trucks in the future • Add street trees along vacant properties as easement opportunities allow	• Food truck vendors provide services at 31st Street and Kedzie Avenue. Future improvements should consider and coordinate with vendors and neighboring developments • Focal Point development/St. Anthony's Hospital • CDOT is developing designs for protected bike lanes on Kedzie Avenue through this location and continuing south • Bus boarding islands should be considered and studied further

KEY LOCATION: 31ST STREET AND ALBANY AVENUE

Key Destination: La Villita Park

OBJECTIVES	STRATEGIES	ADDITIONAL COORDINATION
Make it safer to walk and bike	• Add protected bike lanes • Add street trees along vacant properties as easement opportunities allow • Add a raised crossing and curb extensions on Albany Avenue to slow vehicles entering the neighborhood	• Coordinate with Chicago Park District about access to La Villita Park

LAND USE RECOMMENDATIONS

The land use pattern of neighborhood residential, mixed-use and public uses, such as schools and parks, is well established on the section of the corridor between the City boundary to the west and Millard Avenue to the east, along with scattered industrial properties. Currently, there are no major opportunity sites that would impact this character, therefore any new development along this section of the corridor would occur at a small scale in an incremental fashion.

In contrast, the portion of the study area east of Millard Avenue presents an opportunity for transformational new development on the corridor due to the prevalence of large-scale vacant properties and a growing trend towards commercial and institutional land uses rather than industrial. This is evident in the renovation of the Crown Steel site at 3355 W. 31st Street from a manufacturing use into a film studio operated by Cinespace, as well as the planned development of the Saint Anthony Hospital mixed-use campus on the 29-acre site at the southwest corner of 31st Street and Kedzie Avenue. Similarly, vacant properties at the northwest and southeast corners of this intersection also present opportunities for non-industrial uses that will offer a transition between the Little Village Industrial Corridor and the blocks of Kedzie Avenue to the north of 31st Street that are predominantly made up of neighborhood retail and residential uses.

Although this plan does not contemplate massing and design concepts for new development on opportunity sites, zoning changes to key parcels help to facilitate these changing land use trends and allow desired development to occur without a zoning change.

ADDITIONAL LOCATIONS

North of the 31st Street and Kedzie Avenue intersection there is a contiguous triangular area currently zoned as a M2 Light Industry District, generally bounded by 31st Street to the south, Troy Street to the east, 28th Street to the north and the former BNSF railroad to the northwest (as shown in the following map). According to the Zoning Ordinance, the M2 district is intended to "accommodate moderate-impact manufacturing, wholesaling, warehousing and distribution uses."

As previously identified, this area north of 31st Street includes multiple vacant sites that are redevelopment opportunities, as well as other uses that are not compatible with the types of industrial permitted in a M2 district, such as single-family residential and retail. Considering the trend of development in the area towards non-industrial uses (with projects like Saint Anthony's hospital and Cinespace), a zoning change to a B3 Community Shopping District would support this anticipated transition in land use and prevent incompatible industrial development to be permitted as of right. Existing industrial uses, such as the used auto part sales and recycling facility, would be permitted to remain as non-conforming uses.

Vacant space along 31st Street

Map of Rezoning Opportunity Area

LONG-TERM ZONING ACTIONS

Properties on the south side of 31st Street that are east of Millard Avenue are located in the Little Village Industrial Corridor, as designated by the City of Chicago. Industrial Corridors are a special zoning designation that prevents industrial properties from being converted to non-industrial uses without City Council approval. This area includes multiple properties that present redevelopment opportunities within the plan study area. Currently, the Department of Planning and Development (DPD) is in the process of a city-wide evaluation of Industrial Corridors that will comprehensively study their land use policy implications and potentially revise their boundaries. Therefore, any zoning changes to properties within the Little Village Industrial Corridor should be considered in the long-term as part of the City's greater Industrial Corridor planning initiative.

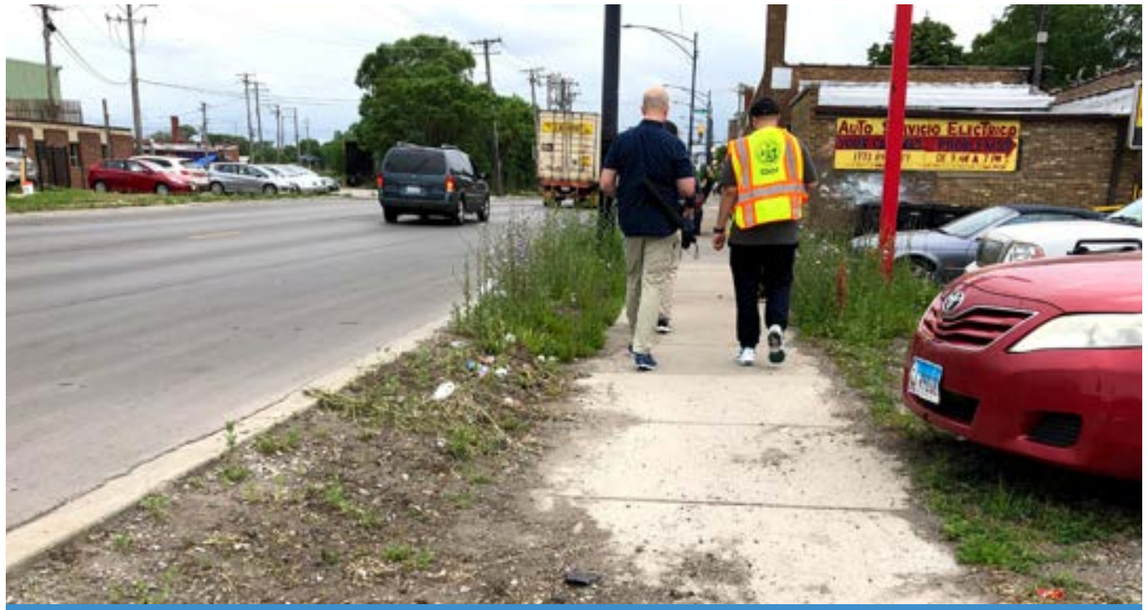
ADDITIONAL CONSIDERATIONS

MONITOR AIR QUALITY

Tracking and managing air quality is important for maintaining the long-term physical and mental health of area residents. Increasing the tree canopy, decreasing the intensity of freight transportation, and improving multimodal connections all have a positive impact on air quality. The Environmental Protectection Agency (EPA) hosts the AirData portal, which gives access to air quality data collected from the AQS (Air Quality System) and allows users to display, and download monitored hourly, daily, and annual concentration data and speciated particle pollution data. The EPA hosts a range of other air quality data and shows targets that can help guide citizens, neighborhoods, and states in an effort to improve the air the community breathes.

BUILDING IDENTITY THROUGH PLACEMAKING

There are opportunities to build the identity of 31st Street and the neighborhood through placemaking efforts such as custom bike racks. Through a sponsor and collaboration with the local SSA and community groups, CDOT can install custom bike racks with a neighborhood logo. This can reinforce community identity in any municipality and provide adequate outdoor bicycle parking at the same time. Whether installed at one intersection or throughout the corridor, community identity bike racks can provide authentic branding that is unique to 31st Street or the larger neighborhood. It will also provide needed bicycle parking along the corridor.

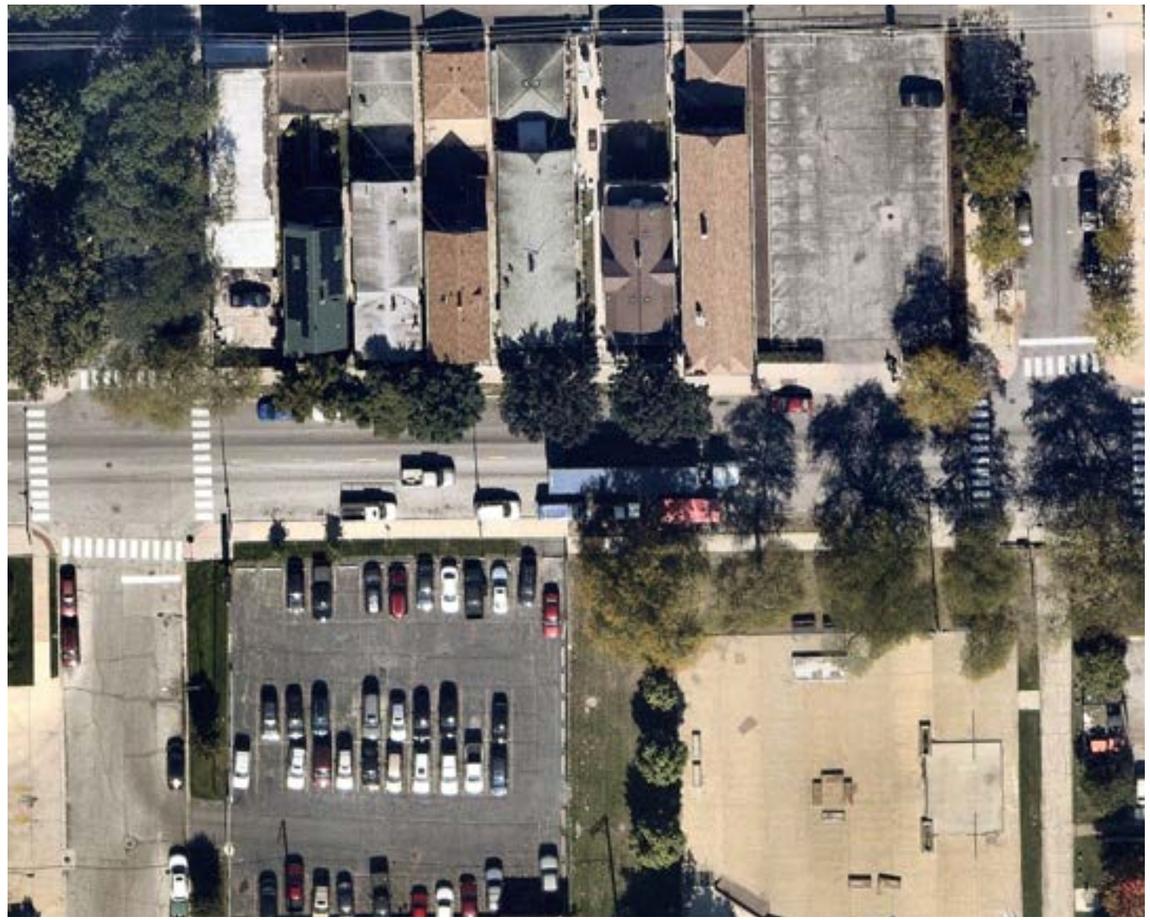


Walking along 31st Street

05

NEXT STEPS

This 31st Street Corridor Study report identifies a series of recommendations to improve the safety and comfort along 31st Street, including conceptual designs. The concepts will require additional investigation and due diligence, as well as further community and stakeholder engagement, before moving forward. CDOT should maintain communication within the department and across agencies and the community to identify implementation and funding opportunities.



Map aerial of 31st Street

MOVING FORWARD

In order to advance the solution concepts, CDOT should coordinate within the department, other City and State agencies, and 31st Street stakeholders and community.

INTERDEPARTMENTAL

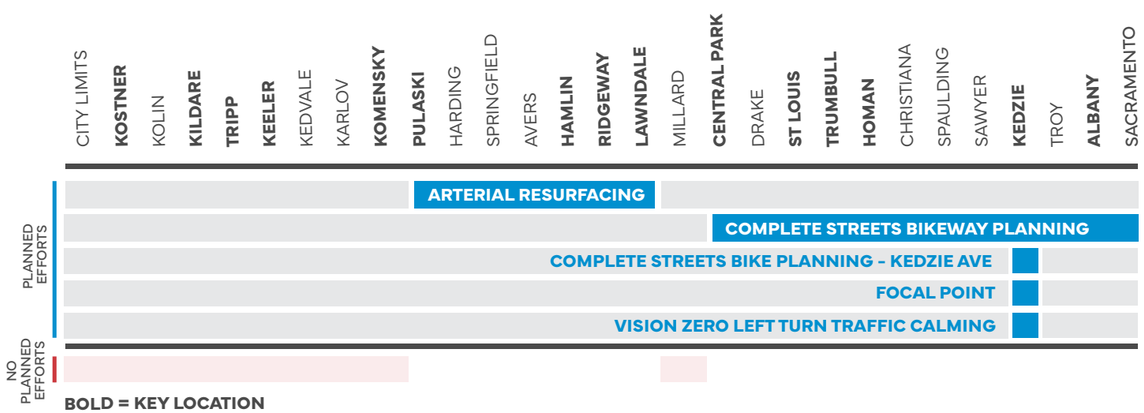
Planned Efforts
CDOT is managing several efforts along or near the 31st Street corridor. Projects between Pulaski Road and Lawndale Avenue and Central Park Road and Sacramento Avenue are being planned or developed. The department should continue to coordinate concurrent efforts and identify future opportunities where no efforts are currently planned (Kostner Avenue to Pulaski Road, Lawndale Avenue to Central Park Avenue.)

As opportunities to implement concepts arise, CDOT should undergo an additional engineering investigation and due diligence. Investments should prioritize key locations, as denoted in bold below.

In addition to the larger Southwest Industrial Transportation Corridor Study, planned efforts include:

- ***Complete Streets bikeways planning efforts –*** The Complete Streets team is in the process of planning and developing the bike network in South Lawndale. 31st Street offers a valuable opportunity to connect the neighborhood to other bike networks. Bus bulbs and raised intersections, along with other safety improvements, should be considered in the development, design, and construction of the protected bike lanes. The planning effort overlaps with the sidewalk gap between St. Louis Avenue and Homan Avenue and should be coordinated with Ward offices. Additionally, the Complete Streets team is planning for bike lanes on Kedzie Avenue across 31st Street.
- ***Planned developments, including Focal Point and future sites –*** There is an opportunity to work with developers and plan for pedestrian and bicycle safety improvements, including widening sidewalks and adding street trees. Focal Point, at the southwest corner of 31st Street at Spaulding Avenue to Kedzie Avenue should incorporate safety improvements for people walking, biking, and accessing transit.

Planned efforts on 31st Street



- ***Vision Zero left turn traffic calming –*** Quick build left turn traffic calming is planned along Kedzie Avenue, including at 31st Street.
- ***Arterial Resurfacing –*** Upcoming Arterial Resurfacing (AR 2023) is planned on 31st Street from Pulaski Road to Lawndale Avenue. The segment includes lane narrowing with painted medians and curb extensions. There is an opportunity to coordinate with Arterial Resurfacing to implement additional solution concept recommendations.

Funding
A variety of funding sources can be used to support the design and implementation of the 31st Street solution concepts including but not limited to:

- ***Bond Program & Aldermanic Menu Program -*** The bond program and the Menu program offer potential funding opportunities to apply the 31st Street solution concepts.
- ***Safe Routes to Schools (SRTS)*** - SRTS a federally funded program with the goal of make it safer and more comfortable for students to walk and bike to school. Typical infrastructure awards range from $25,000 to $200,000, with at least 20% local match required.
- ***Shared Sidewalk Cost Sidewalk Program –*** This program allows property owners to share the cost of sidewalk repair with the City.

CITY AND STATE AGENCIES

- ***CTA*** - CDOT should coordinate bus stop relocation and bus stop amenity improvements with CTA. CDOT should continue communication in regard to any long-term plans for bus layover and/or turnaround improvements at Central Park Avenue and Komensky Avenue, respectively. Additionally, the agencies should coordinate to implement the recommendations within future CTA bus planning efforts.
- ***Chicago Public Schools*** – CDOT should communicate with the following CPS schools along the corridor: Little Lawndale Village High School campus (World Language High School, Social Justice High School, Infinity: Math, Science and Technology High School, and Multicultural Arts High School), Gary Elementary School, Ortiz de Dominguez School. CDOT should not only discuss safety needs with the schools, but also continue to understand drop-off and pick-up behaviors. The schools and their families should serve as key stakeholders for the corridor.
- ***Chicago Park District*** – As both Piotrowski Park and La Villita Park sit along 31st Street, CDOT should communicate and coordinate with both parks.
- ***Chicago Department of Public Health (CDPH)*** – CDPH analyzes air quality in the area of the Crawford Site. Continued air quality monitoring should be in collaboration with the department.
- ***Ward Offices*** – The 31st Street corridor falls within two Wards, 22 and 25. Future projects should be coordinated and communicated with the respective wards.
- ***IDOT*** – 31st Street to the west of Kostner Avenue is IDOT jurisdiction. CDOT should communicate nearby improvements and collaborate any proposed recommendations that fall within IDOT jurisdiction.

STAKEHOLDERS AND COMMUNITY

It is essential that the 31st Street community are involved as opportunities move forward. CDOT should establish designated liaisons to provide updates to the community in both English and Spanish. Key stakeholders continue to be engaged and work in collaboration to identify and support improvements for the corridor.

Mobile food vendors and food trucks are popular and important stakeholders within the 31st Street corridor. CDOT should consider vendors within final designs and communicate and work with vendors accordingly.

Community members at outreach event

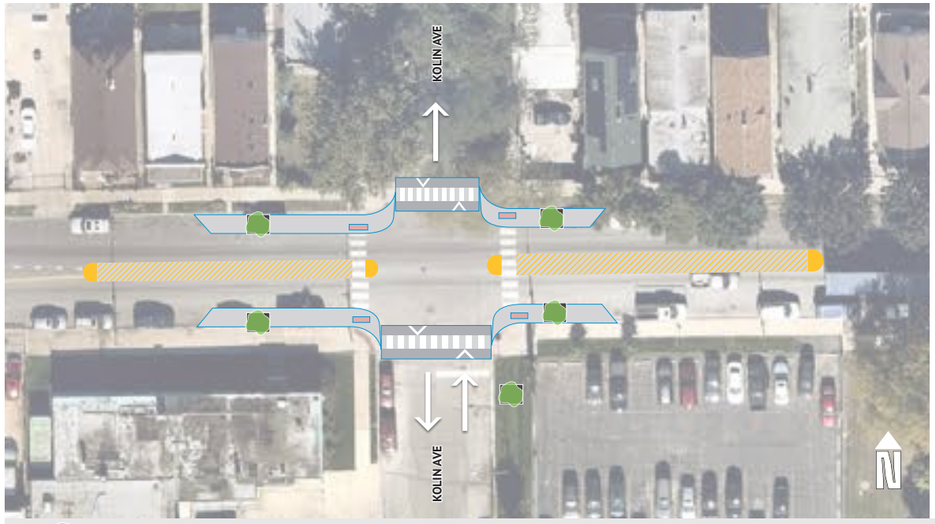
APPENDIX

A. ADDITIONAL CORRIDOR CONCEPT SOLUTIONS

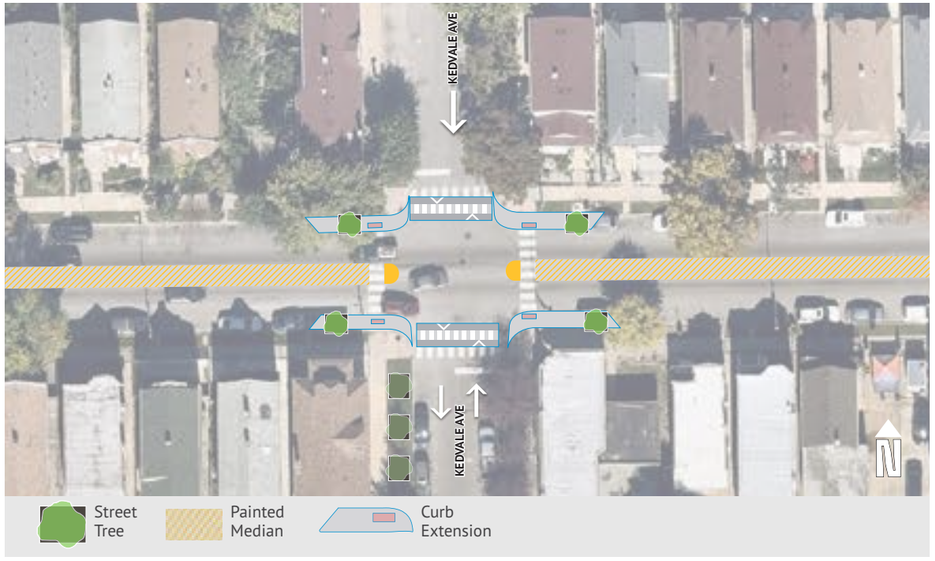
B. EXISTING CONDITIONS REPORT

C. COMMUNITY OUTREACH SUMMARY

31st St & Kolin Ave

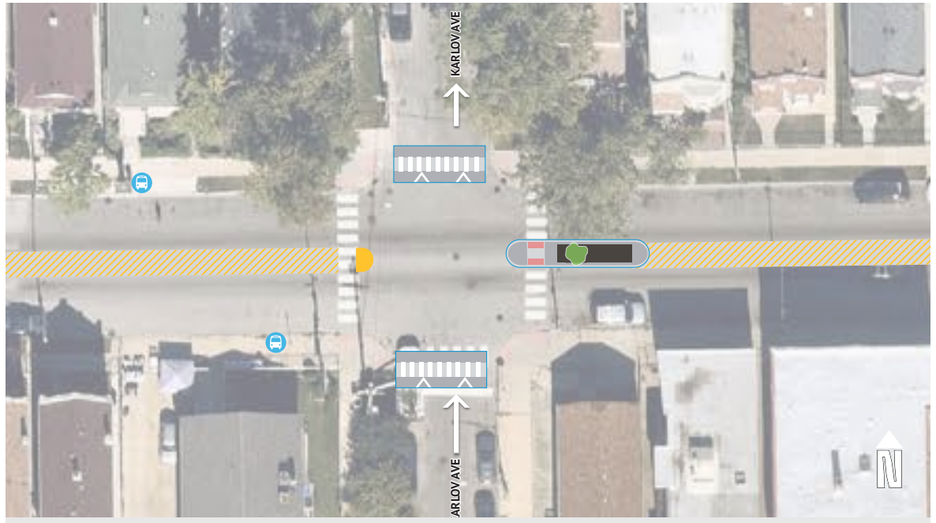


31st St & Kedvale Ave

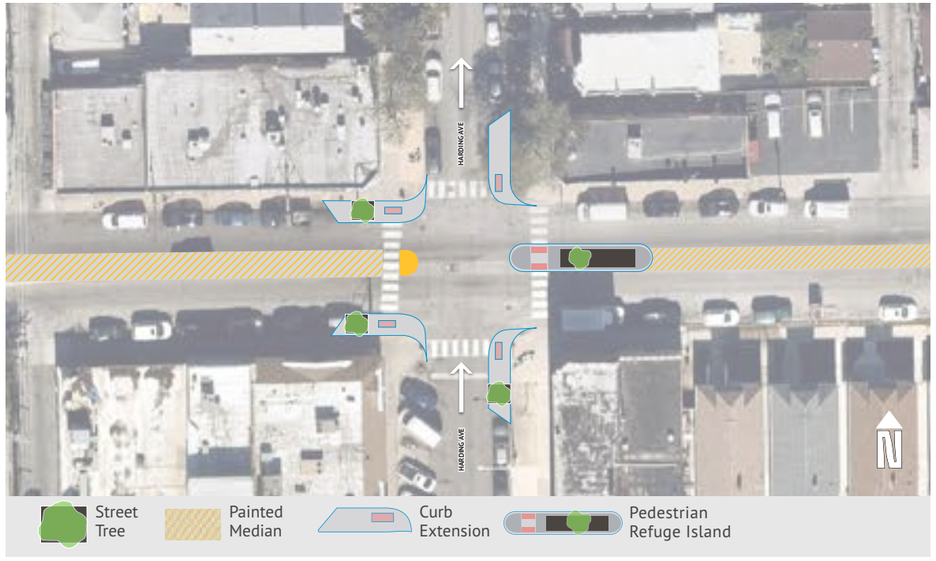


In 2020, a person crossing the street in the crosswalk was hit by a motorist and died from injuries.

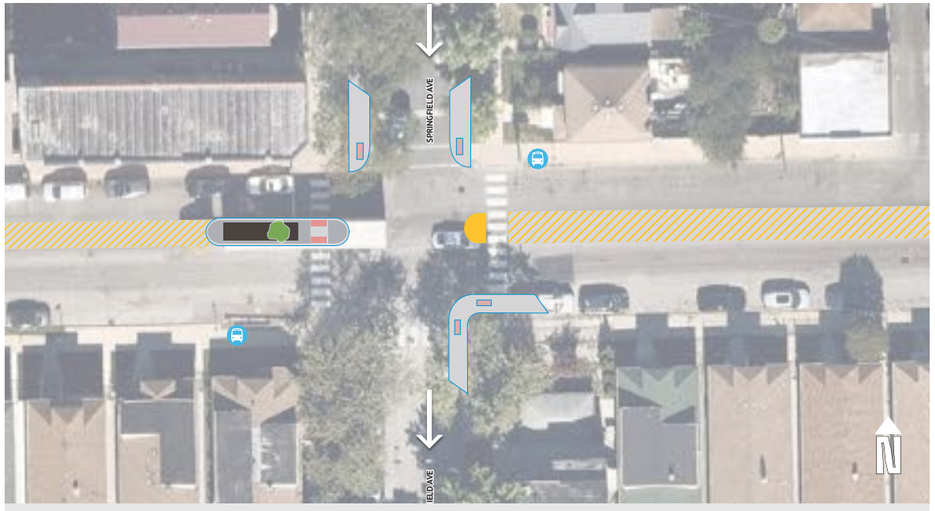
31st St & Karlov Ave



31st St & Harding Ave

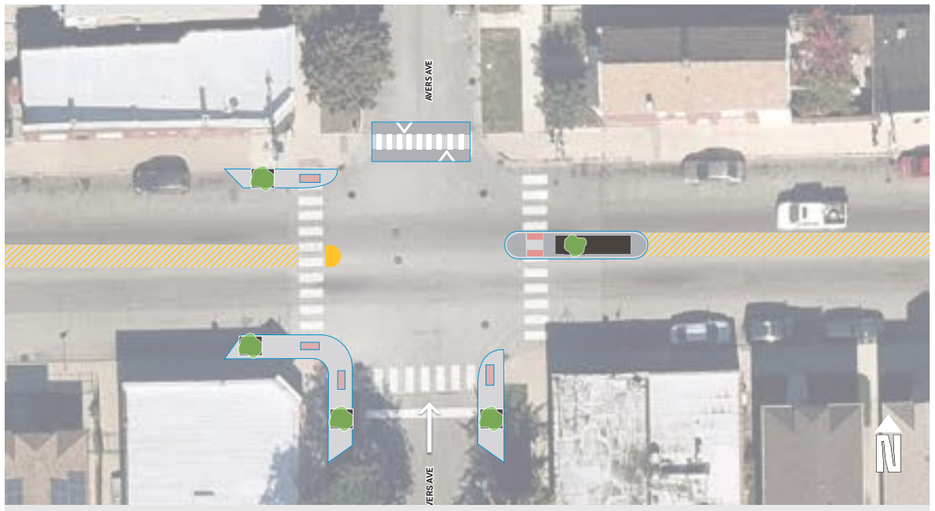


31st St & Springfield Ave



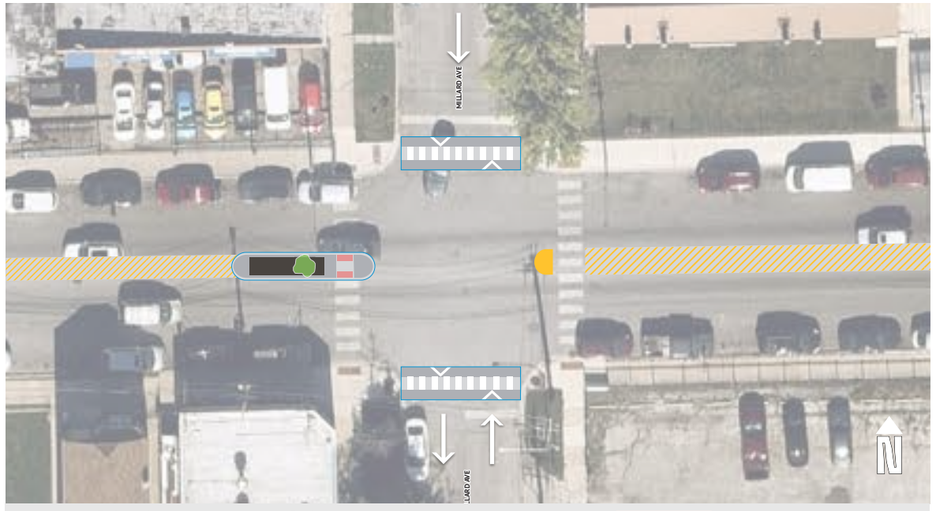
Painted Median
Curb Extension
Pedestrian Refuge Island

31st St & Avers Ave



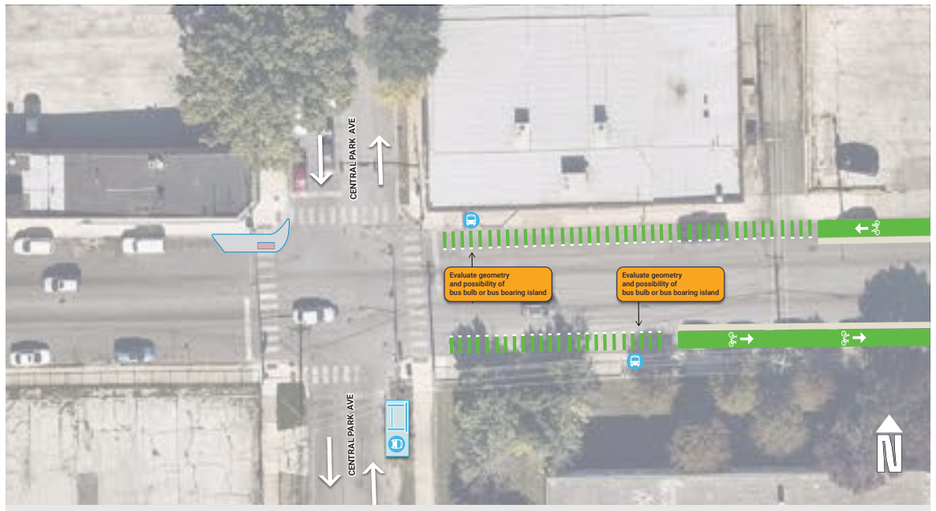
Painted Median
Curb Extension
Pedestrian Refuge Island
Raised Crosswalk

31st St & Millard Ave



Painted Median
Curb Extension
Pedestrian Refuge Island
Raised Crosswalk

31st St & Central Park Ave



Painted Median
Curb Extension
Protected Bike Lane

31st St & Drake Ave

31st St & Troy Ave

31st St & Sacramento Ave