Riverdale Community Area Multimodal Transportation Plan



Acknowledgements

The Riverdale Community Area Multimodal Transportation Plan was approved by the Steering Committee on January 18, 2019.

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APPENDIX: PROJECT CONCEPT SHEETS

Author's Note: This plan references Rosebud Farmstand, a grocery store formerly located within the study area on 130th Street. The grocery store unexpectedly closed after the plan was drafted. The site at 130th Street, east of Eberhart Avenue, offers a prime location for retail/business space, which necessitates access by active and public transportation. For this reason, recommendations connecting to the location are retained within this document. No other details related to the closure or possible future tenants were available at the time the project concluded.

1. Introduction

The Riverdale Community Area Multimodal Transportation Plan is a study to help improve access to destinations and transportation options for residents and visitors in the City of Chicago's Riverdale Community Area.

Vision

Ideas contributing to the project's initial vision were identified in the project's application for funding from the Chicago Metropolitan Agency for Planning (CMAP).

The project application's vision statement:

> *This plan would utilize the City of Chicago's Complete Streets Policy and Pedestrian First Modal Hierarchy to develop recommendations for improving access to existing transit, recreation, and job opportunities, as well as identifying future improvements that increase the number and safety of walking, biking, and transit trips.*

Residents and steering committee members affirmed the project's vision and used the project's first steering committee and public events to discuss what the plan means to them, their neighbors, and local community organizations.

Goals

This plan is guided by the following goals:

- Serve as a model for progressing towards an equitable distribution of Chicago's resources.
- Focus the planning process on listening to residents' ideas for their community's future
- Address existing barriers to walking, biking, and transit access
- Address past concerns, as documented in previously adopted planning documents created in the study area
- Continue and strengthen community events and programs that provide residents with safe ways to try bicycling and walking
- Reduce trip times and transportation costs
- Set a vision for mid- and long-term improvements to improve access within the study area and to regional destinations
- Improve access to nearby regional trails
- Improve health indicators and increase access to jobs and transit
- Prioritize and identify funding for near-term improvements



Figure 1. Community bike ride.

Study Area

The study area for this effort is the portion of Riverdale bounded by 130th St. on the north, the Bishop Ford Freeway to the east, 138th St. on the south and Indiana Ave. and the Caulmet River to the west (Figure 2). The plan incorporated community outreach and steering committee participation to determine the vision and goals.

Regional Planning Context

GO TO 2040, the comprehensive regional plan for the Chicago metropolitan region, was adopted in 2014 in accordance with federal law. GO TO 2040 established a regional vision to guide the development of the seven counties and 284 municipalities, and build upon ongoing plans and visions for improving quality of life by addressing four main themes: Livable Communities, Human Capital, Efficient Governance, and Regional Mobility.

The objectives of this plan were developed to improve processes and help eliminate gaps and barriers in the transportation network, and to provide residents and visitors to the Riverdale Community Area with high-quality infrastructure and transportation choices.

Additionally, by identifying short and long term improvements, this plan supports more efficient governance in the delivery of services at the ward, city, department of transportation, and transit agency levels.

As of October 2016, CMAP has developed emerging priorities for ON TO 2050 that will involve the development of strategies to address the following: changing economic factors, inclusive growth, housing choice, transportation infrastructure (including an emphasis on transit, bicycling, and walking), the movement of goods and services, the identification and preservation of sustainable transportation funding, reinvestment and infill opportunities, conservation, flooding and climate change, and collaboration and capacity. As CMAP embarks on the preparation of its next comprehensive regional planning effort, it will be important to tie this plan's efforts to the emerging priorities of ON TO 2050.

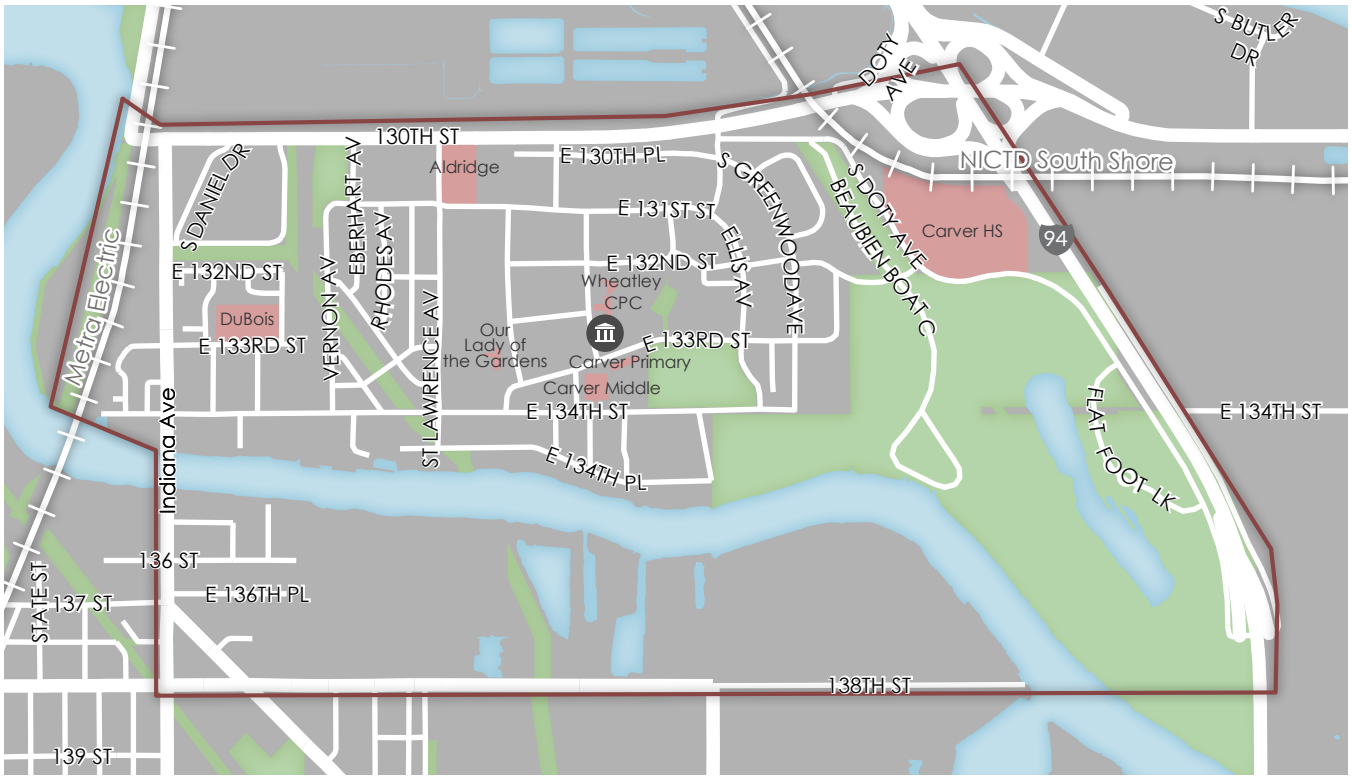


Figure 2: Study Area

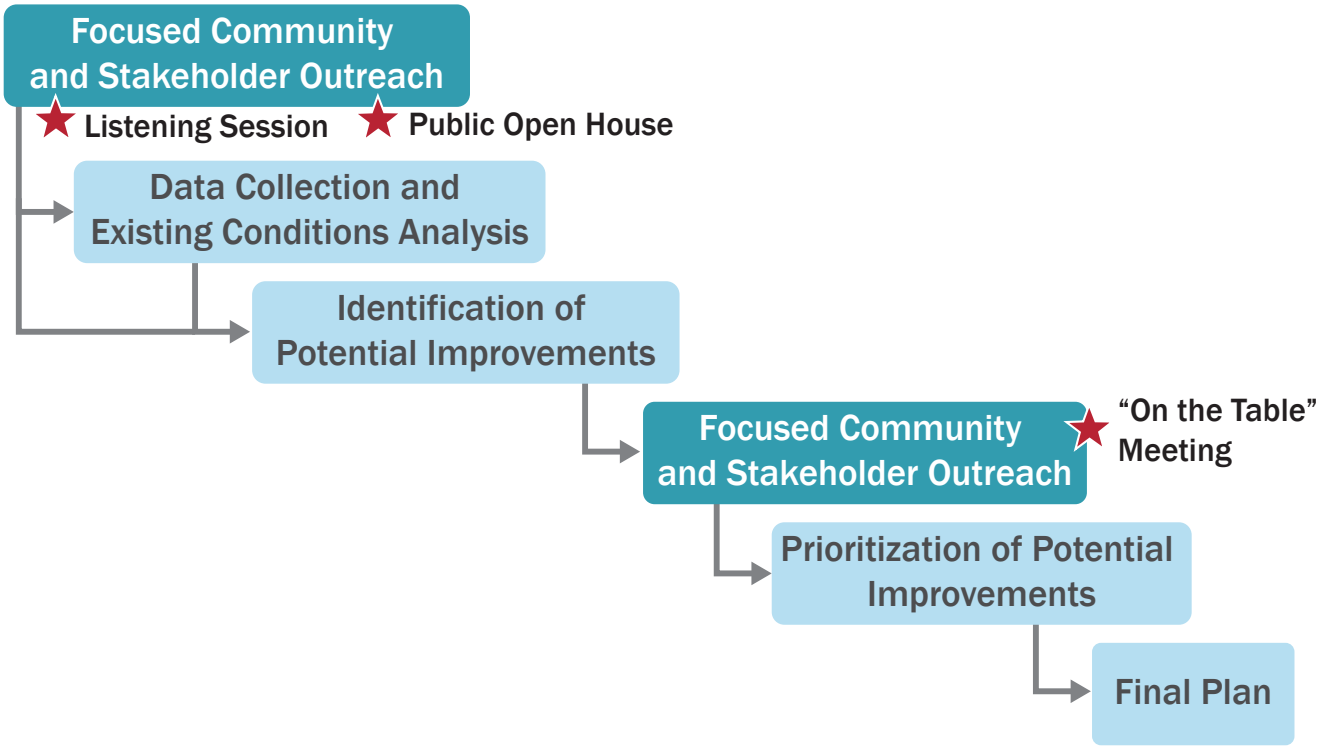
Planning Process

This study was funded by the Local Technical Assistance (LTA) program managed by the Chicago Metropolitan Agency for Planning (CMAP) to provide technical assistance to the Chicago Department of Transportation (CDOT). The planning process involved several meetings with steering committee members, and a stakeholder engagement plan that outlined public meetings and events within the study area. Figure 3 illustrates the plan's development from community engagement to final plan.

The plan's development began with focused outreach to residents within Riverdale and the formation of a steering committee of key partners. The plan's existing conditions phase used public events, such as bike rides and a community dinner with a public meeting, to identify opportunities and challenges for traveling in the study area. This work informed recommendations for the short and long term. The plan offers strategies to support implementation of these recommendations. Implementation will require coordination with multiple agencies, City departments, and elected officials.



Figure 3. Planning Process



2. Community Outreach

Community engagement occurred throughout the planning process, hosted by the project team, community members, and community organizations.

The timeline below summarizes engagement events:

June 2017: Residents provided comment during a We Keep You Rollin' community bike ride. The bicycle ride doubled as a listening session. Residents shared ideas about the study area's strengths and opportunities for improvement. More than one dozen people attended the ride. Divvy Bike Share representatives provided free bicycles for the ride.

November 2017: A public open house allowed people who live, work, and play in the Riverdale Community Area a chance to provide feedback about the area's existing conditions and their visions for the future. This event doubled as a chance for Food Resources That Are Easily Sustainable and Healthy in Chicago's Riverdale Community Area (FRESH) to also participate in the meeting. FRESH aims to improve residents' access to produce and other healthy food options. Meeting attendees commented on Riverdale Community Area Multimodal Transportation Plan progress to-date as well as a draft FRESH community resource map. Dinner and transportation to the event were provided.

May 2018: On the Table is a Chicago-area project from the Chicago Community Trust. Steering Committee Member Deloris Lucas hosted an On the Table event to facilitate a discussion about plan recommendations and residents' ideas. The multi-faceted meeting covered many topics including wellness programs, efforts to beautify the community, and an anti-littering campaign. Stakeholders provided ideas and feedback related to recommendations from spring through summer 2018.

Additionally, the project's Steering Committee members provided feedback and guidance through in person meetings, phone calls, and email correspondence.





3. Existing Conditions

Introduction

The project Steering Committee, study area residents, and the project team reviewed conditions in the study area during summer 2017. This chapter reviews findings from the multimodal transportation analysis of the Riverdale Community Area, including conditions at the gateways to Riverdale, local demand for multimodal transportation, public transit access and connections, community assets and challenges, and recommendations from previous plans.

Gateways to Riverdale

The study area is located on the far south side of the City of Chicago, adjacent to the Town of Riverdale to the South.

Access to the study area is limited to three points:

- The overpass at the Bishop Ford and 130th
- The underpass at 130th and Indiana
- The intersection of 138th and Indiana, though access is limited by the Calumet River Bridge.

A review of these three access points identified that walking and bicycling are challenging due to a lack of bicycle facilities, faded or absent crosswalk markings and a lack of pedestrian signal heads at intersections, and poorly-lit, cracked sidewalks. The photographs, maps, and analysis on the following pages help to illustrate and document the challenges for entering and exiting the study area.



Figure 4. Overpass at Bishop Ford and 130th Street.



Figure 5. Underpass at 130th Street and Indiana Avenue.



Figure 6. Calumet River Bridge.

Demand Analysis

To determine demand for transportation choices, the project team engaged the steering committee and residents to identify key destinations within and outside of the Riverdale Community Area. Stakeholders were asked to identify locations where they walk, bike, take transit, or drive.

Key destinations are identified in Figure 7 and include Roseland Community Hospital, the 95th Street Red Line Station, Walmart, Aldridge Elementary, Rosebud Farms, and Golden Gate Park. Resident-identified challenges highlighted on the map include damaged sidewalks, sidewalks without a grass buffer, few bike racks, concern about safety near the 130th St viaduct, and difficulties accessing Metra.

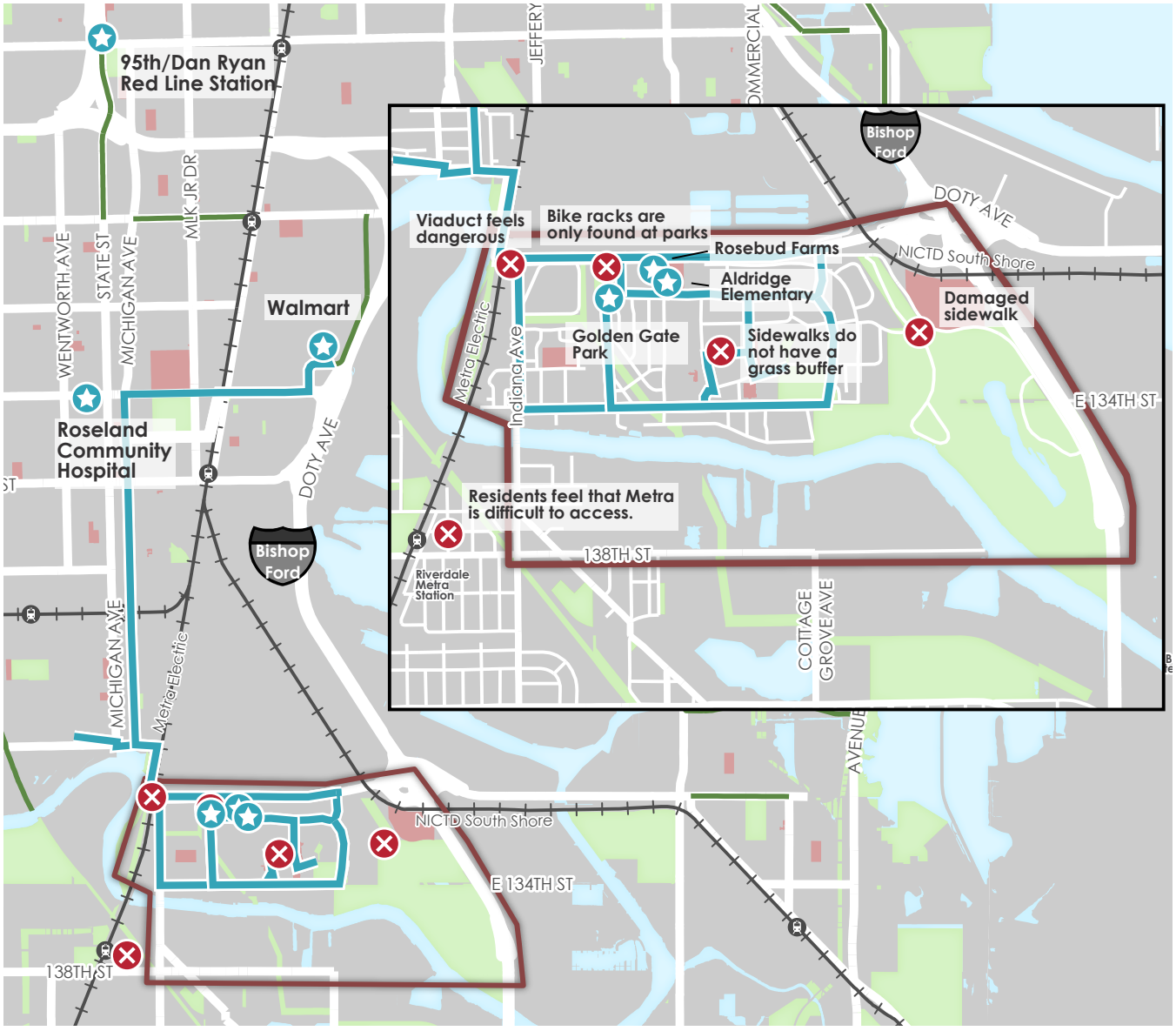


Figure 7: Community Destinations and Challenges

Challenge
Destination
Route Travelled by Transit, Walking or Bicycling
Bike Route, Lane, or Path
Study Area
Schools
0
1 Mile

Public Transit Access and Connections

Figure 8 shows transit routes that enter the Riverdale Community Area, including Pace Route 353, CTA Routes 34 and 108, and the proposed Red Line Extension, as well as routes running near the Riverdale Community Area.

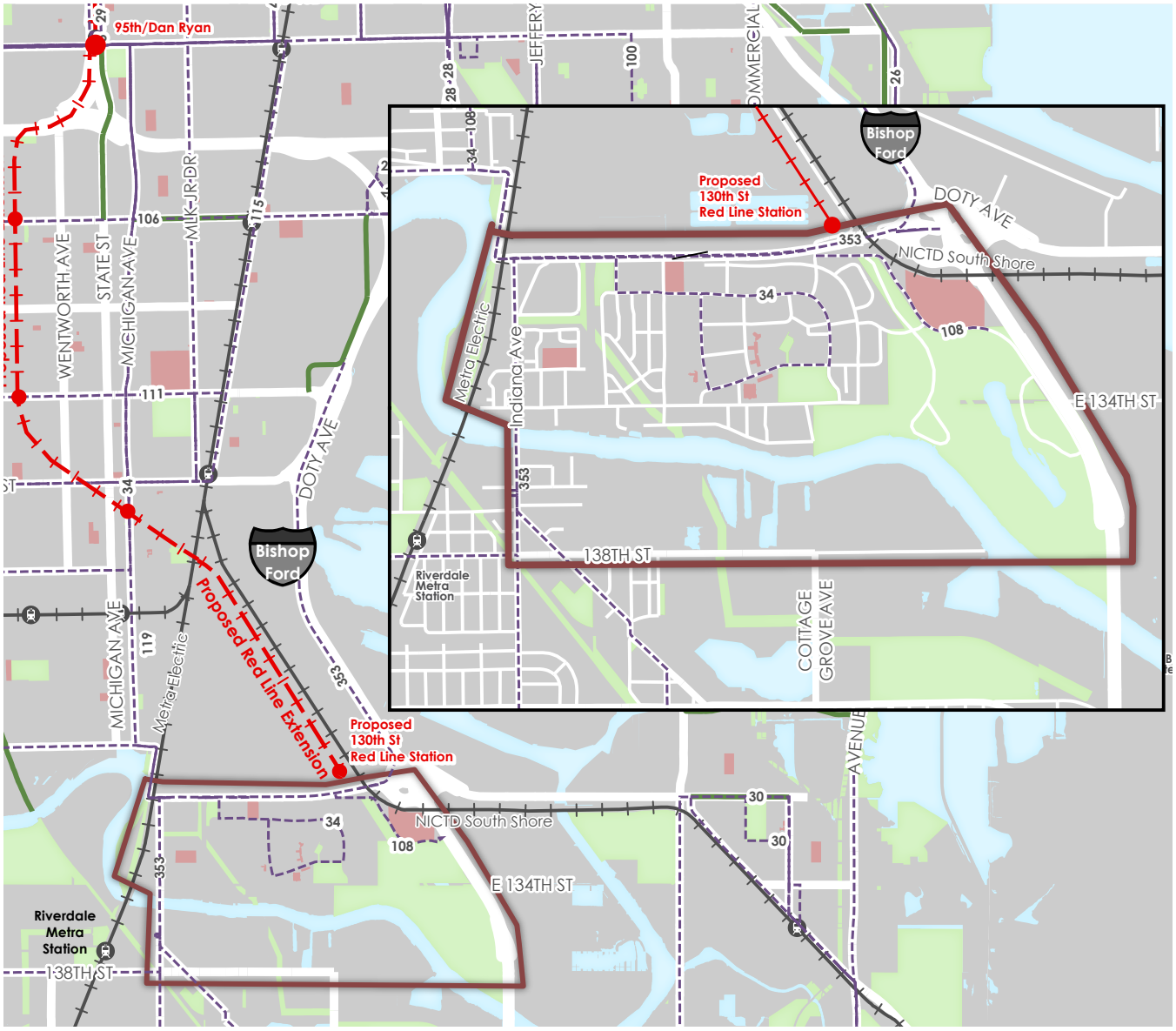


Figure 8: Riverdale Transit Routes

CTA and Pace Bus Routes

Proposed Red Line Extension

Metra Stations

Bike Route, Lane, or Path

Study Area

Schools

0 1 Mile

N

Existing Transit Service

CTA

The CTA #34 South Michigan bus travels along 131st Street, Ellis Avenue, 133rd Street, and Langley Avenue. The route includes service to the 95th Street Red Line station and service to Carver Military Academy during select times when school is in session. As of January 2018, full fare on CTA buses costs $2.25 and CTA "L" train fare costs $2.50. CTA bus and train transfers cost $0.25. Service operates 24 hours per day. CTA #34 buses run every 10-12 minutes during peak hours. Off-peak service frequency varies between 12-20 minutes until midnight and increase to 30 minutes after midnight.

Pace Bus

The Pace #353 travels along Doty Avenue to 130th Street, and south to Indiana Avenue. Although a stop is located at Indiana Avenue and 130th Street, there are no stops east of Eberhardt, after which inbound buses run express to the CTA 95th Street Red Line Station, bypassing the remainder of the study area. Residents stated that they avoid combining travel on CTA/Pace and Metra for a single trip, since this does not allow them to receive a reduced price transfer. A full Pace fare costs $2.00 and a cash fare is $2.25. Route #353 service operates between 5am and midnight with a frequency ranging from 15 minutes during peak hours to hourly late at night.

Metra

The Metra Electric District's Riverdale Station is located just outside the study area at 138th St. with service operating between University Park and downtown Chicago every 15-20 minutes in peak periods and every hour off-peak. Thirteen trains per day travel between University Park and Downtown Chicago. A full fare from the Riverdale station to Millennium Park is $6.00 ($3.00 reduced fare).

A review of resident travel activities revealed that Metra is not used frequently for trips to and from the study area. The Metra stop is perceived as too far away for easy access. The majority of residents interviewed stated that trips between the study area and downtown were along CTA bus routes or accessible from within the CTA "L" train network from 95th Street Station.

All three transit service providers use Ventra, the reloadable fare card system, but there are no Ventra retail machines located within the Riverdale Community Area.

Key Destinations Served by Transit

Community members and stakeholders identified destinations that they and their neighbors in the study area most frequently access by a combination of public transportation, walking, and bicycling.

Three major destinations were identified within five miles outside of the study area:

- Walmart (10900 S Doty Avenue)
- 95th Street Red Line Station (14 W. 95th Street)
- Roseland Community Hospital (45 W 111th Street)

For example, the 95th Street Red Line Station represents an important link in many residents' commute trips and allows access to destinations north of 95th Street.

Existing Travel Times by Mode

To access these destinations, residents identified three different transportation modes: private car, bicycle, and public transportation. The project team measured travel times utilizing Google Maps Distance Matrix. This tool estimates travel time between points based upon inputs such as real-time traffic information, previous travel times, and speed data.

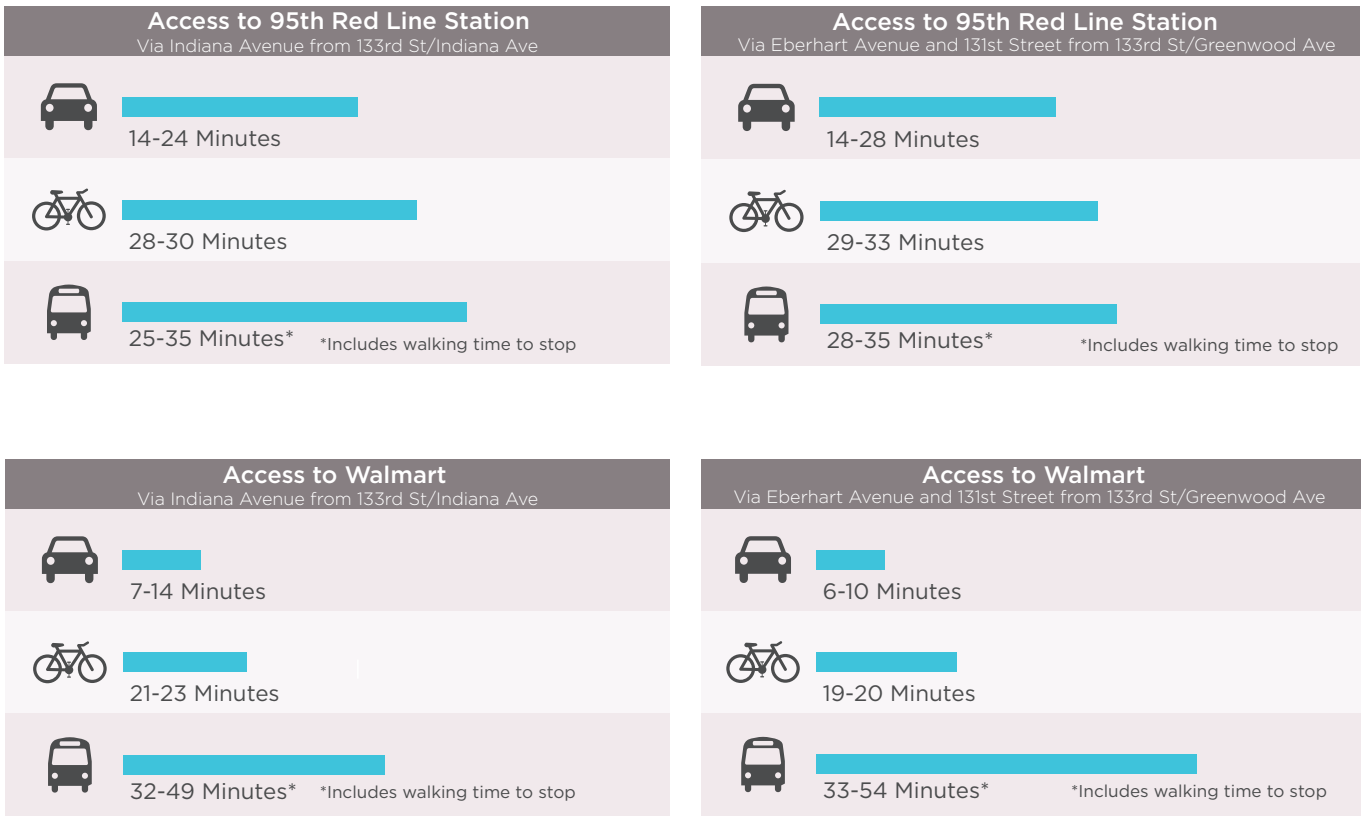
Graphics showing the analysis results are shown on the folowing page (Figure 9). A total of six origin locations within the study area were selected to reflect an estimated minimum (ideal) and maximum (worst-case) travel time. Peak travel times for each mode were estimated at morning, midday, and evening time periods.

When estimating the travel times via public transportation, only CTA buses were included in the analysis because residents noted Pace buses are less accessible from the community and therefore are not used as often. Please note that this methodology cannot account for late buses and assumed ideal transfer times between buses.

Due to the study area's location, cars provide the quickest and least stressful access to nearby destinations. Two sample destinations were identified to analyze the difference in travel times between forms of transportation: 95th Street. This analysis is not representative of he many destinations near the study area, several of which are located directly along CTA bus routes.

Charts illustrating the study area's travel times to the two sample destinations are shown in Figure 9. As shown below and discussed on the following page, travel times vary depending on the mode used to reach a destination, changes in traffic levels throughout the day, and the number of transfers required by transit and walking.

Figure 9: Existing Travel Times by Mode



Transit Access

Stakeholder outreach identified major destinations within five miles of the study area. Public transit is available to access destinations directly or via transfer to another transit route, depending on the destination. Some destinations involve walking long distances from a bus stop. To determine the number of links required for residents to access two sample destinations, a Transit Access Analysis was completed. This analysis used the same origins determined in the Travel Time Analysis.

For both sample destinations, the CTA #34 bus was the lifeline between a resident's origin and destination, as it was always the required first link of every trip.

Among these destinations, the 95th Street Red Line Station was accessible using one transit link and a walk shorter than 15 minutes (Figure 10). To access Walmart, transit users make two transfers or walk up to 25 minutes (Figure 11). Residents travel to Walmart in part because of a lack of affordable grocery options nearby.

Figure 10: Transit Access from Riverdale to 95th Red Line Station

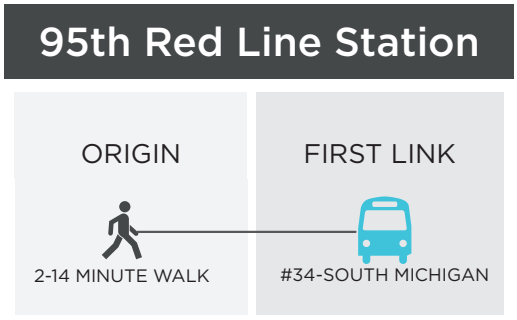
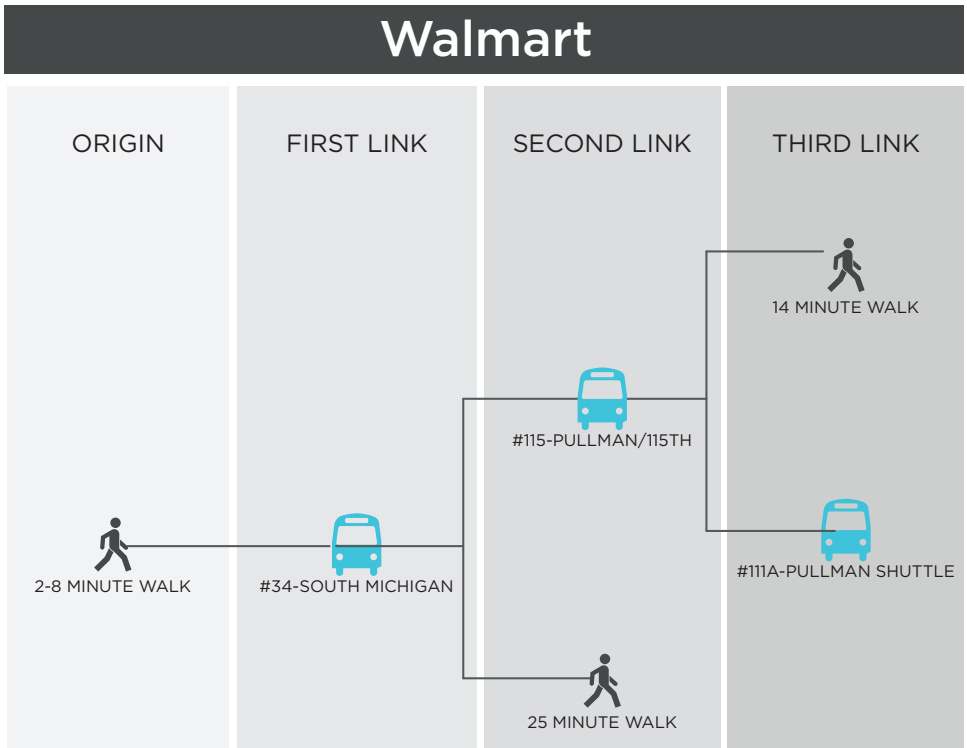


Figure 11: Transit Access from Riverdale to Walmart



Bus Ridership

Bus options for residents are limited to either the CTA #34 South Michigan Bus or the Pace #353 95th – River Oaks – Homewood Bus. The CTA bus #34 provides 24 hour service and frequency between 10 - 30 minutes. This is the only bus that travels through the study area as opposed to along the border. It travels along 131st Street, Ellis Avenue, 133rd Place, and Langley Avenue while entering and exiting from Eberhart Avenue. This bus does not enter the area west of the freight tracks. The closest access for residents of this area is along 130th Street. CTA #34 stops at 18 locations, including most intersections. In previous years, the CTA #34 was unable to serve the interior roads of the study area due to poor pavement quality. Recent improvements have allowed for the reinstatement of CTA #34 service.

Access to the Pace #353 bus is limited. The bus does not enter the residential area and only offers stops along the western border (Indiana Avenue), which is identified as a stressful street (refer to Level of Traffic Stress discussion and Figure 25 for more discussion) for most people to walk and bike. The bus stops only at the five major intersections along Indiana Avenue. Northbound buses begin express service to the 95th Street Red Line Station at the intersection of Indiana Avenue and 130th Street and do not stop again along 130th Street.

Bus ridership maps for each of these routes (Figure 12) were developed to highlight northbound stops that experience the highest average weekday ridership. The two busiest stops for total northbound ridership for CTA's #34 South Michigan Bus are located at 131st Street/Ellis Avenue and 131st Street/Langley Avenue with approximately 191 and 201 average rides respectively. Pace's #353 95th – River Oaks – Homewood Bus experienced less ridership overall within the community, with the most ridership occurring at Indiana Avenue/132nd Street and Indiana Avenue/130th Street with approximately 46 and 41 average rides.

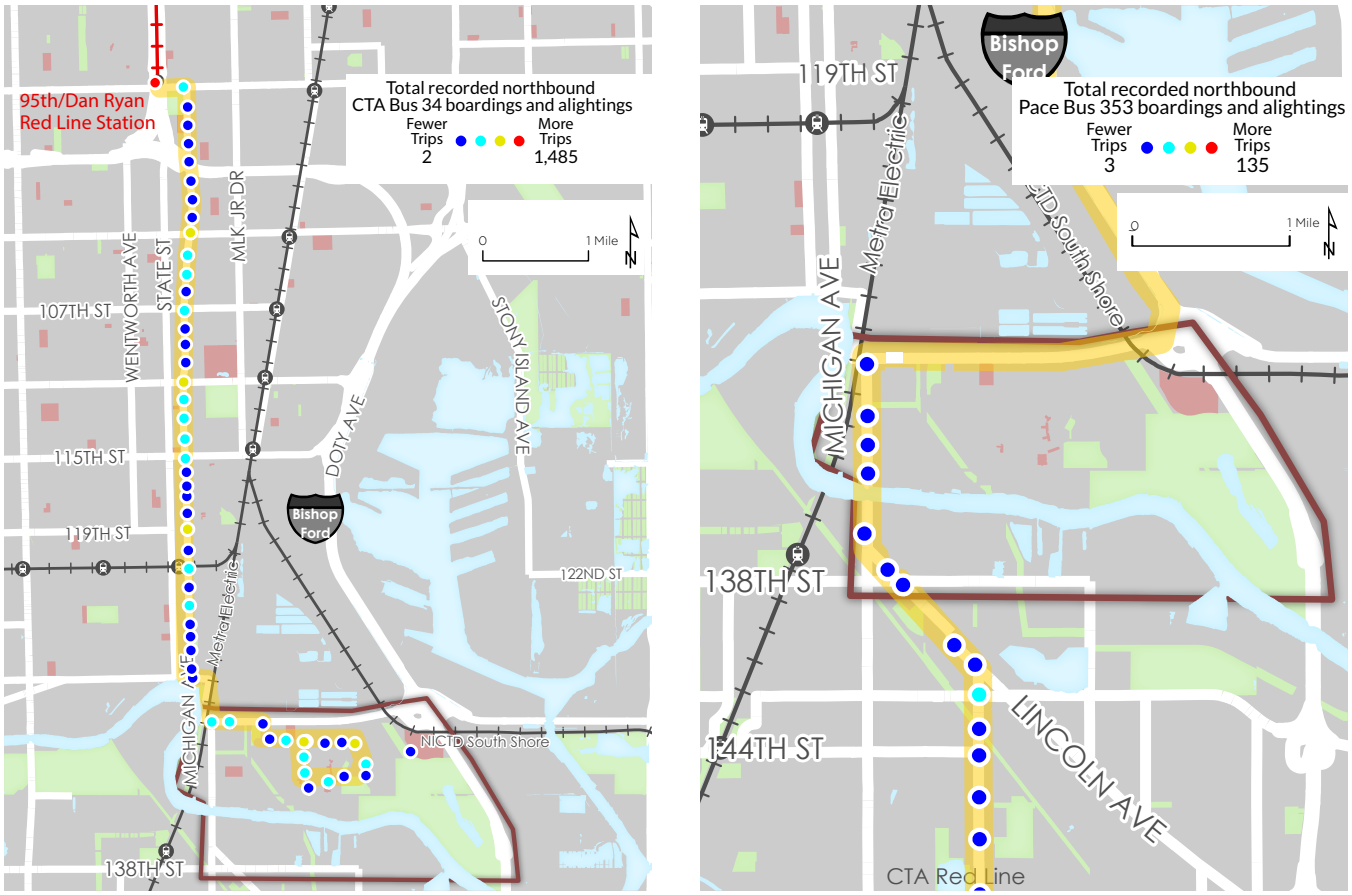


Figure 12. Left: Relative bus ridership along the CTA #34 bus route. Right: Relative bus ridership along the Pace #353 bus route. Yellow highlighting illustrates each map's respective bus route.

CTA Service Access

Walksheds, the area that a person can access by walking, were developed to study connectivity to CTA #34 bus stops. Figure 14 below shows the areas that are within a 1/2 mile walk of the CTA #34 bus stop. Half-mile walksheds are the typical metric by which CTA measures service coverage.

Much of the study area is within the half-mile transit coverage area (Figure 14). This means that CTA #34 bus stops are within a half-mile of many residents' homes, the library, schools, and other origins or destinations for transit trips. Freight railroad tracks running parallel to Vernon Avenue challenge east-west connectivitybecause of limited crossings within the study area. The image at right, Figure 13, shows the end of 133rd Street facing east towards the rail corridor, which blocks access to the eastern part of the Riverdale Community Area.



Figure 13. Foliage and railroad tracks separate the western and eastern sides of the Riverdale Community Area and limit transit access.

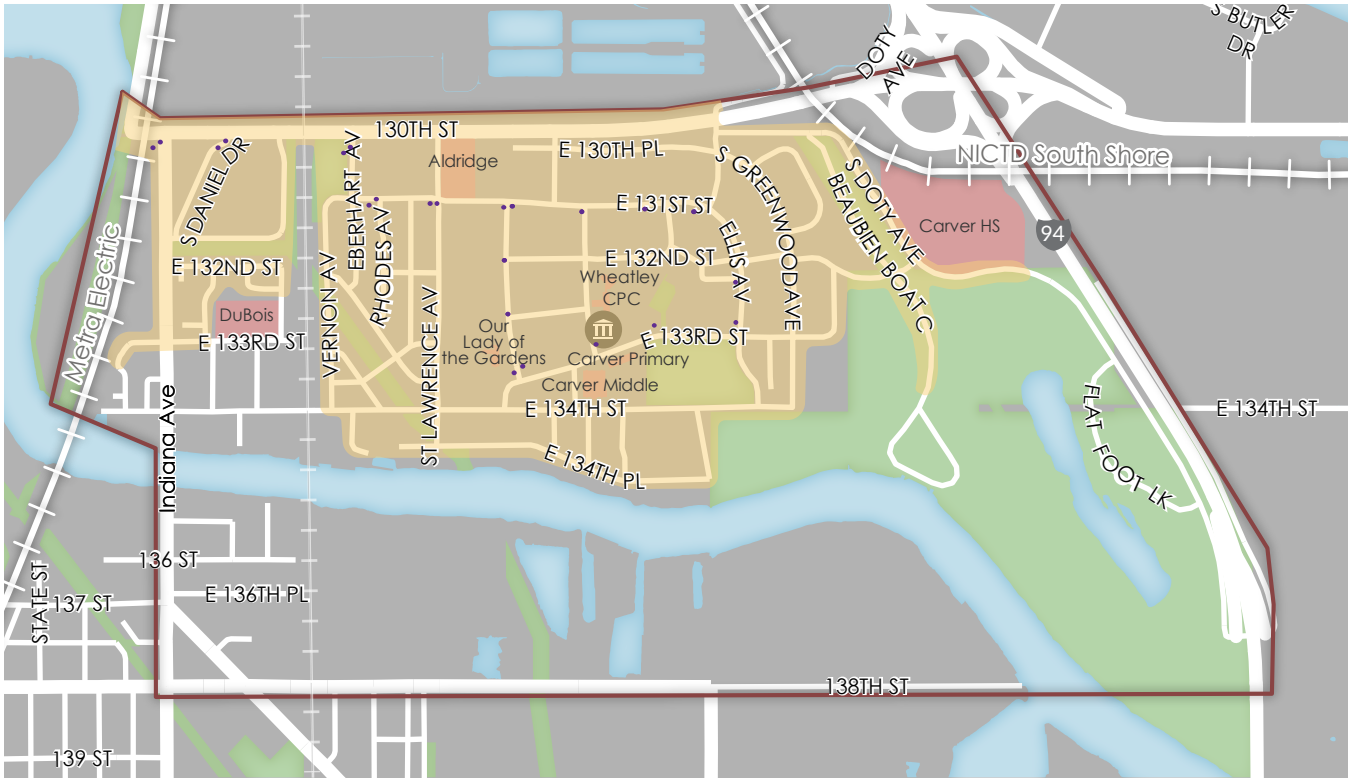


Figure 14: Transit Service Area

Area within 1/2 mile walk of CTA Bus Route #34

Bus Stop

Study Area

Libraries

Schools

0 0.25 Mi

Community Assets and Challenges

Existing Community Assets

Riverdale is home to multiple community assets and infrastructure which support a healthy and active lifestyle, including a community bike advocacy organization, the Altgeld Garden Community Farm (inactive during the study period), Golden Gate Park, Carver Park and Pool, and a handful of upgraded ramps and curbs (Figures 15-18).

Strengths and Opportunities for Walking and Bicycling Within and Beyond Riverdale



Figure 15. Residents take part in "We Keep You Rollin'", a community bike advocacy organization.



Figure 16. The intersection of S. Vernon Ave. and S. Riverdale Ave getting upgraded with ramps and curbs.



Figure 17. The Altgeld Garden Community Farm produces healthy food throughout the year. The farm employs 15 teenagers during the school year.



Figure 18. Golden Gate Park and Carver Park act as anchors for the community. They provide programs and recreational opportunities to which residents can walk.

Roadway and Sidewalk Conditions

Sidewalks were surveyed to identify where major gaps or barriers limit walkability or access to transportation. Generally, while sidewalks were improved in many areas, and there was evidence of curb ramp and intersection repair, the sidewalk network contains gaps and sections in disrepair. Figures 19-22 show examples of challenges for walking and bicycling within and beyond the Riverdale Community Area. Figure 23 on the following page shows the current sidewalk network and sidewalk gaps in the study area. Sidewalks appear in yellow. If there is no sidewalk shown along a roadway, no sidewalk exists.

Challenges for Walking and Bicycling Within and Beyond Riverdale



Figure 19. People ride on both the street and the sidewalk along roads like Indiana Ave.



Figure 20. 138th St is one of many examples of streets without sidewalks.



Figure 21. Barriers along sidewalks, like the stairs shown here, limit accessibility.



Figure 22. Even where sidewalks exist, they are often in poor condition.

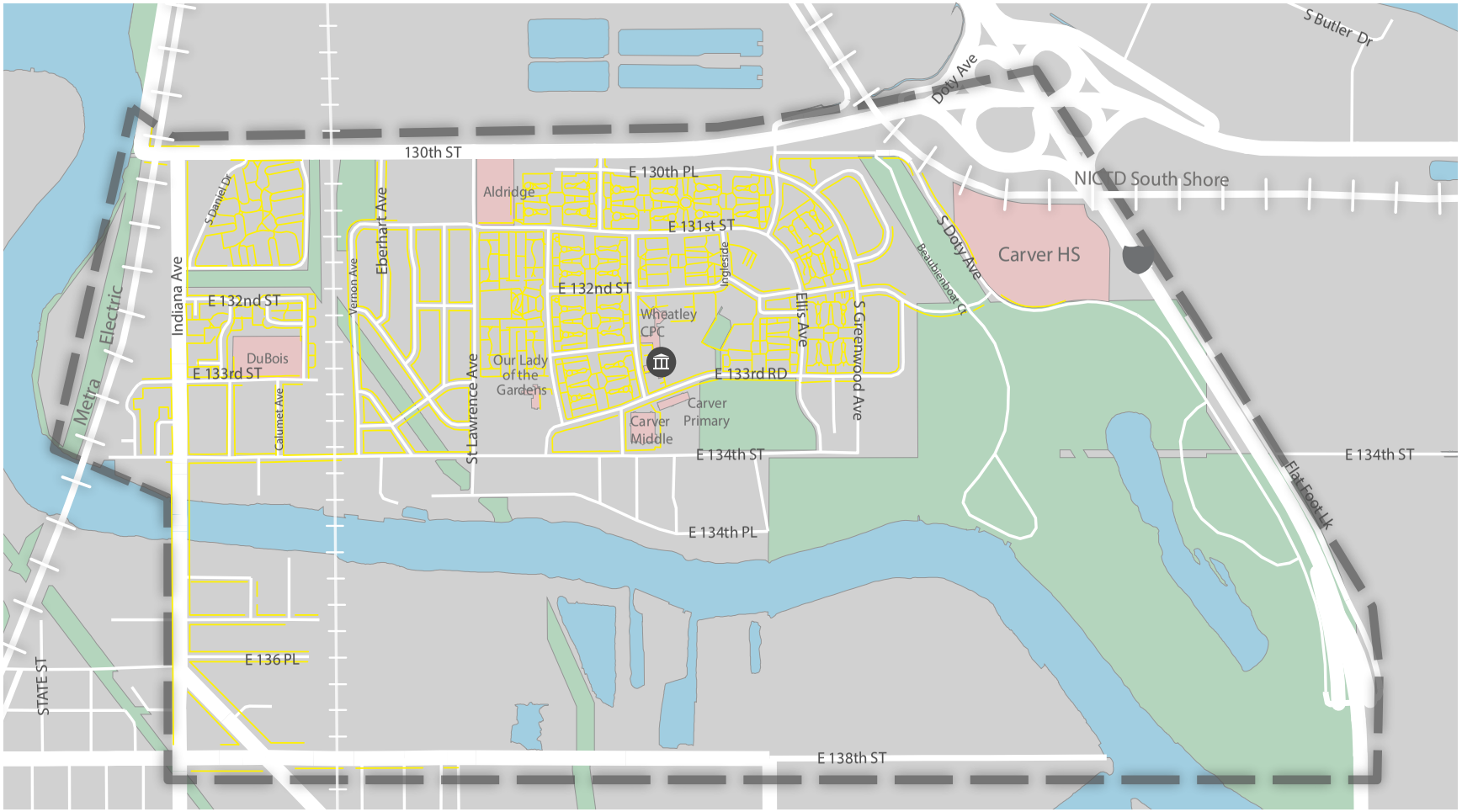


Figure 23: Existing Sidewalks

Sidewalk | Study Area | Libraries | Schools

0 0.25 Mi

N

Equity Analysis

The hardship data highlights the importance of investing in multimodal transportation to help residents reach key destinations, including employment centers. Reliable, comfortable, and safe transportation options will help improve residents' quality of life.

According to Chicago Department of Health data, the Riverdale Community Area ranks as the city's highest hardship community area in terms of five hardship indicators:

- Households below the poverty line
- Share of residents who are over age 65 or under age 18
- Unemployed residents
- Residents who do not have a high school diploma
- Low per capita income

Figure 24 illustrates these metrics within the Riverdale Community Area. More than half of all households within the community area live below the poverty line, and 34.6% of people age 16 or older are unemployed. The area has a per capita income of $8,201. 27.5% of people age 25 or older do not have a high school diploma. Just over half of residents are children or seniors. According to the American Community Survey, about 40% of residents lack access to a motor vehicle and 40% use walking and transit to get around.

Figure 24: Riverdale Community Area Hardship Data



56.5 % of households live below the poverty line



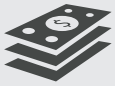
51 % of people are over the age of 65 or under 18



34.6 % of people age 16 or older are unemployed



27.5 % of people age 25 or older do not have a high school diploma



$8,201 Per Capita Income

*2012 Chicago Department of Public Health- Riverdale remains the highest hardship community in Chicago in 2017, though specific data was only available from a previous analysis.

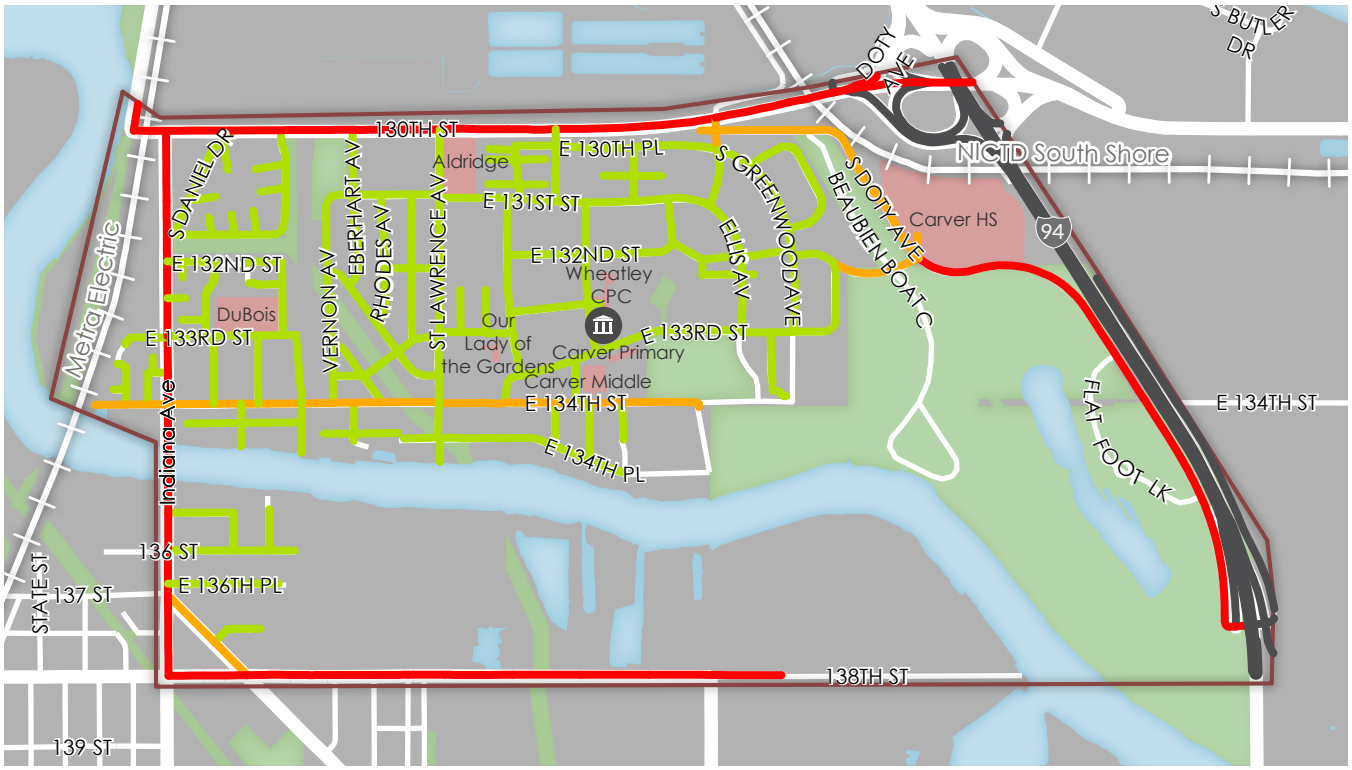


Figure 25: Level of Stress for Bicycling

Low Stress
Moderate Stress
High Stress
Bicycling Prohibited
Study Area
Schools
Libraries
0 0.25 Mi
N

Levels of Stress for Bicycling

Level of traffic stress (LTS) is a metric that is used to rate the comfort level of a roadway from the perspective of a bicyclist. It takes into account a roadway's posted speed, number of travel lanes, and the amount of separation that a bicyclist has from other lanes of travel (with or without the presence of a bike lane). Figure 25 shows the general levels of traffic stress within the study area. It is difficult to enter or exit the Riverdale Community Area by bicycle.

Several residents stated that they follow the path of the CTA #34 when entering or leaving their neighborhood on foot or by bicycle. Figure 25 shows that streets such as Greenwood Avenue, Vernon Avenue, or 131st Street are less stressful places to bike, compared to the streets around the study area's perimeter.

Nonetheless, high motor vehicle speeds in internal streets, near misses, and concentrations of reported crashes may deter residents from bicycling in these areas. Although interior streets are marked as low traffic stress, in reality, these routes are likely fairly stressful for many residents due to concentrations of crime and perceptions of personal safety. For example, interior streets such as 131st Street are marked as low stress routes, but experience high concentrations of crashes involving people walking and bicycling.

Personal Safety and Crime

Concern with crime affects residents' transportation choices and their desire to travel in and around the area. Most residents cited personal safety concerns as the number one reason they do not walk in their neighborhood. As with crash data, concentrations of crimes reported are located along 131st Street and Ellis Avenue.

All Crime: 2015-2016

The project team analyzed 2015-2016 crime data from Chicago's Data Portal to understand the amount of crime that occurs in the study area and how it may affect how residents move throughout the area.

Figure 26 shows all crime reports, excluding domestic violence crime reports. Figure 27 shows crime reports for on-street crime only. All instances of crime were weighted equally when generating the maps.

Higher crime areas are shown in red, orange, and yellow. These include areas near destinations such as Aldridge Elementary School and Ucan.

The results of this analysis show that the area east of St Lawrence Avenue to Greenwood Avenue as well as the area west of S King Drive and north of E 131st Place (the Concordia Place Apartments) have high frequencies of crime while the area west of St. Lawrence Avenue to the railroad tracks experiences fewer incidents of reported crime.

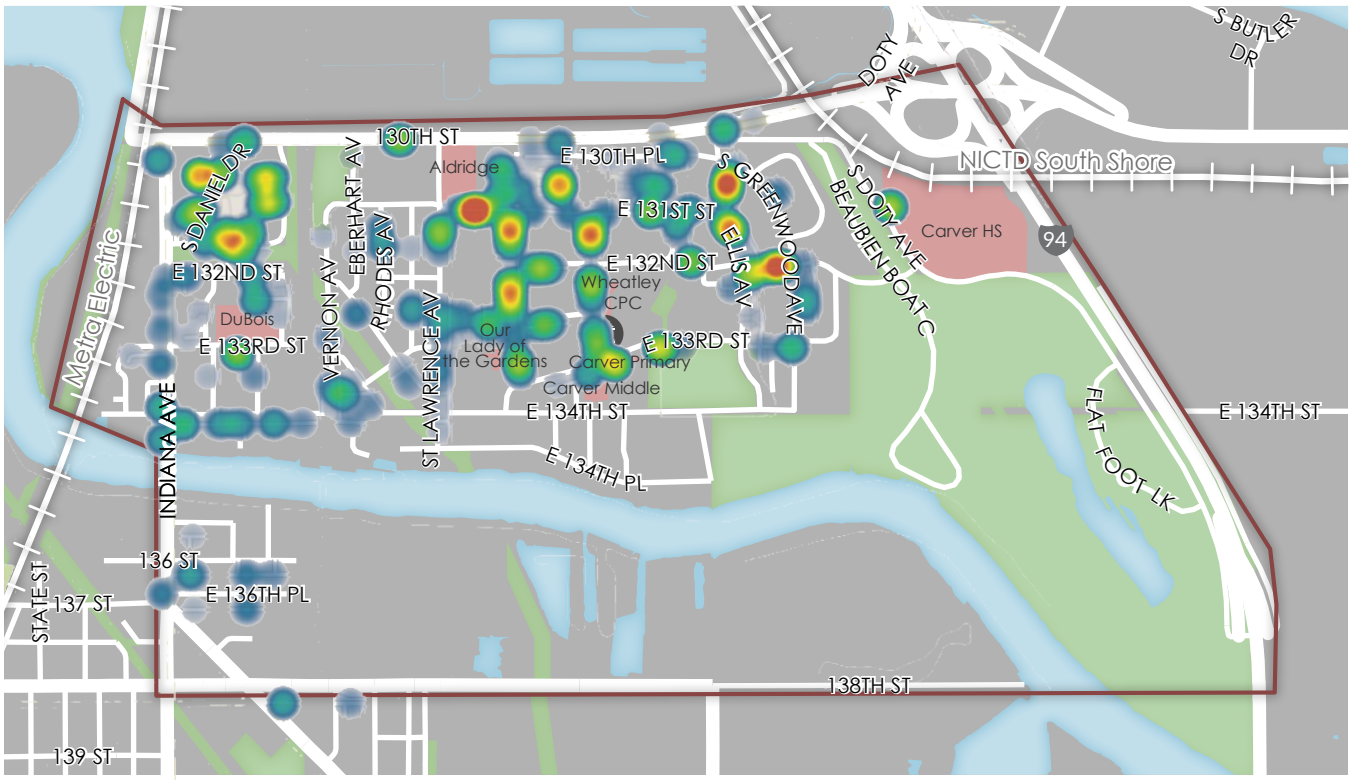


Figure 26: 2015-2016 Crime Concentrations: All Crime (1,828 Total Crime Reports)

1 crime report — 27 crime reports | Study Area | Libraries | Schools | 0 0.25 Mi | N

Crime on Public Rights-of-Way: 2015-2016

Using the same crime data set, the data was further filtered to only reflect crime that occurred in the public realm (streets, sidewalks, parking lots, driveways, parks, and yards). The data was filtered in this way to illustrate where crime occurs in relation to bus stops and how crime relates to perceptions of comfort and safety near bus stops. Figure 27 below shows that the area east of St Lawrence Ave to Greenwood Ave as well as the area west of S King Dr and north of E 131st Place (the Concordia Place Apartments) experience higher incidence of reported crime than the area west of St Lawrence Ave to the freight railroad tracks.

Some areas with higher street crime also have higher numbers of pedestrian and bicycle crashes. St. Lawrence Avenue and 131st Street, and Langley Avenue and 131st Street are two examples.

Bus stops within 250 feet of the following intersections had higher on-street crime rates:

- 131st Street/Langley Avenue
- 131st Street/St Lawrence Avenue
- 133rd Street/Langley Avenue
- 132nd Street/Ellis Avenue
- 131st Street/Ellis Avenue

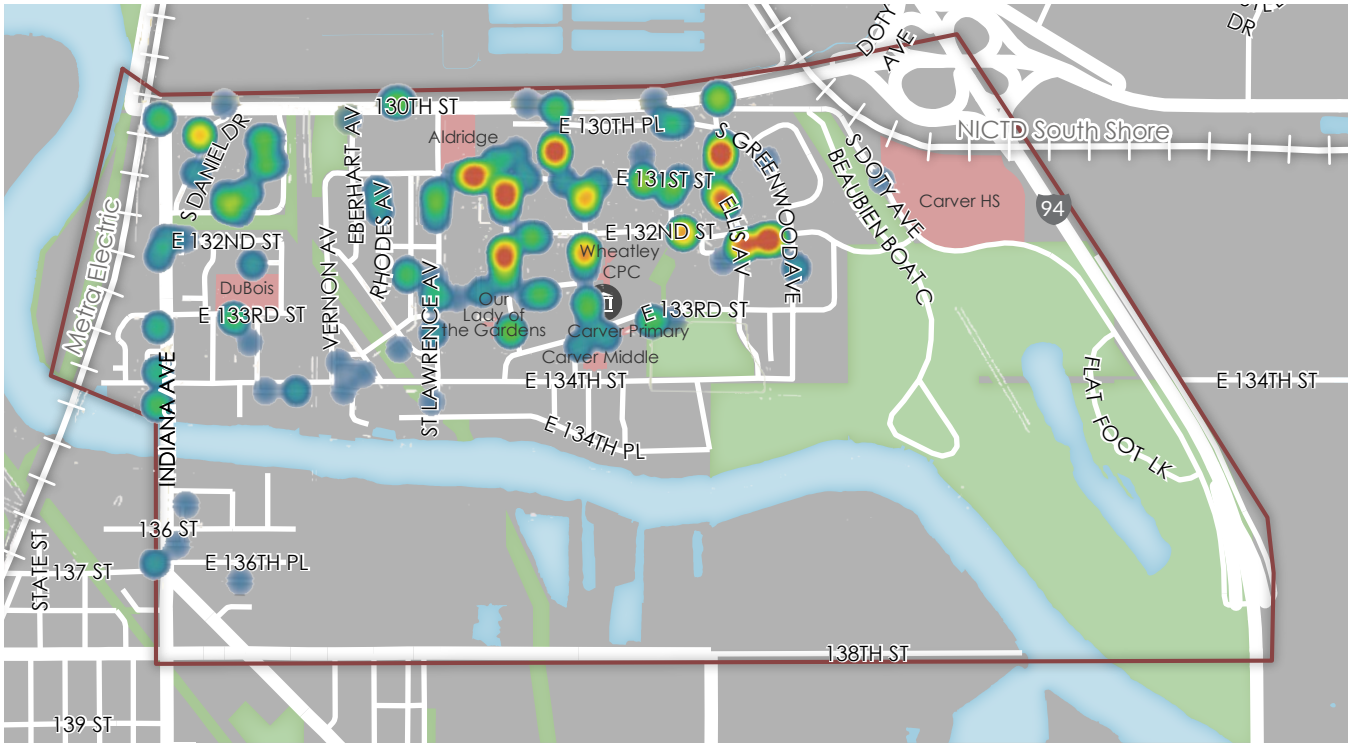


Figure 27: 2015-2016 Crime Concentrations: Crime Occuring on Streets (892 Total Crime Reports)

1 crime report — 14 crime reports | Study Area | Libraries | Schools | 0 0.25 Mi | N

Crash Analysis

The roadway network in the study area was reviewed to identify potential factors that impact crashes. Long stretches of some roads are (¼ to ½ mile) wide open with no houses on one side and little activity visible from the street near the houses that are present. Conversely, certain blocks are busy and full of activity and when speeding cars enter these sections, conflict arises, increasing the likelihood of crashes.

A review of intersections where multiple crashes occurred revealed that crossings were often wide and difficult to cross on foot. Sight lines or parked cars made it difficult for people walking across intersections to see approaching vehicles. Conflicts that the study team experienced while conducting fieldwork were consistent with the crash patterns revealed in the data. Streets that intersected at acute angles or on curves were found to be difficult to navigate.

Crash data collected for the five-year period of 2011 to 2016 were reviewed to identify trends and to pinpoint locations where improvements should be focused. Most reported crashes occurred along 131st Street, Corliss Avenue, Langley Avenue, and St. Lawrence Avenue. Failure to yield and wrong-way driving are commonly identified behaviors in the crash data.

Crashes involving people walking or bicycling are concentrated where 131st St and 132nd St cross Langley Ave and Corliss Ave. The crash data also shows Indiana Avenue as a high crash corridor, particularly near 137th Street, south of the river.

Riverdale Community Area crashes involving people walking or bicycling are likely to result in an injury. Only one of the reported crashes from 2011 to 2016 did not result in a reported injury. Consistent with previous findings, Figure 30 on the following page shows walking and bicycling crashes occurring near schools and the library on residential streets.

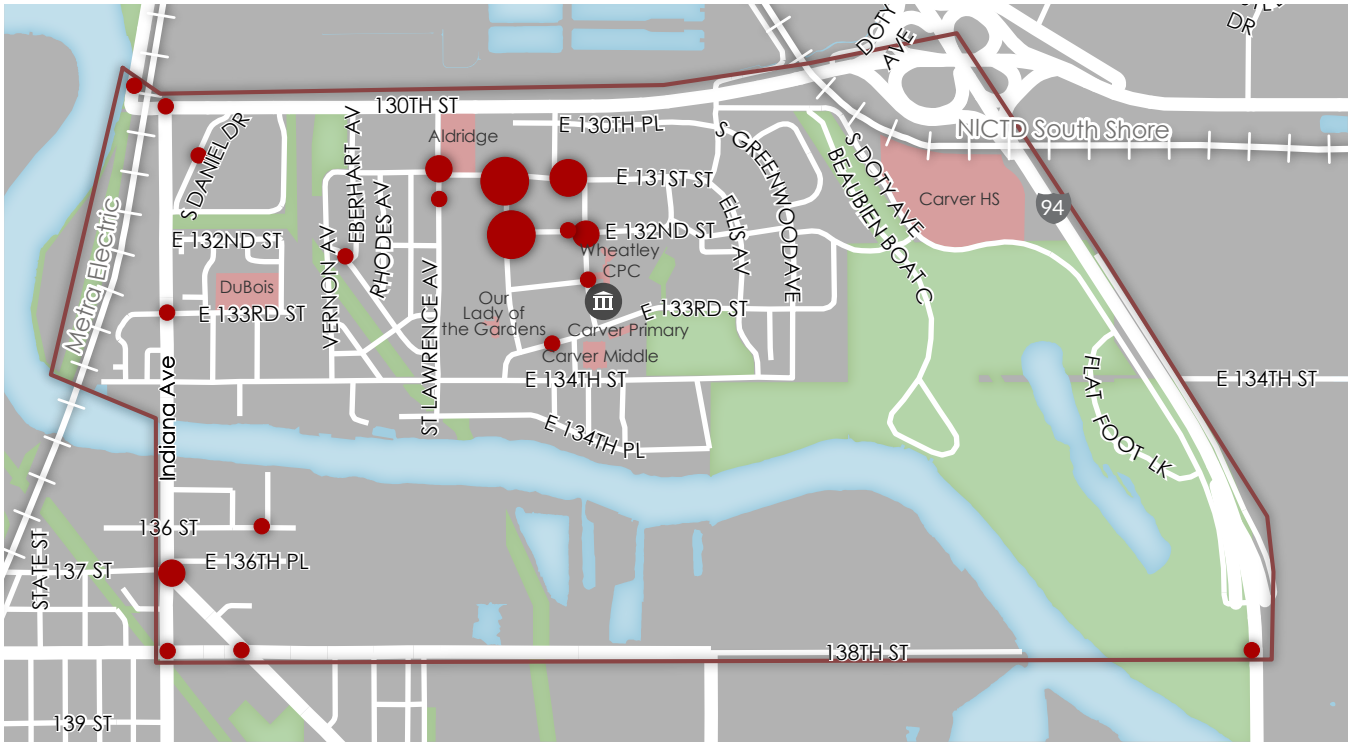


Figure 28: Walking and Bicycling Crash Locations

One Crash
Four Crashes
Study Area
Libraries
Schools
0 0.25 Mi
N

Crash analyses are based on reported crashes and thus do not provide information regarding the occurrence of near-misses and crashes that go unreported. The absence of reported crashes along a street does not necessarily mean a street is safe for people walking and biking; there may be no crashes because people feel unsafe and thus avoid walking and biking along the street altogether.

One fatal pedestrian crash occurred on 130th Street west of the Metra Electric viaduct (Figure 29). During public engagement events, residents and stakeholders mentioned the difficulty in navigating this intersection due to the partially obstructed view created by the overpass, the constant flow of vehicles through the viaduct, and the faded pedestrian crosswalk markings and lack of pedestrian signal heads at the intersection.



Figure 29. Intersection of 130th Street and Indiana Avenue.

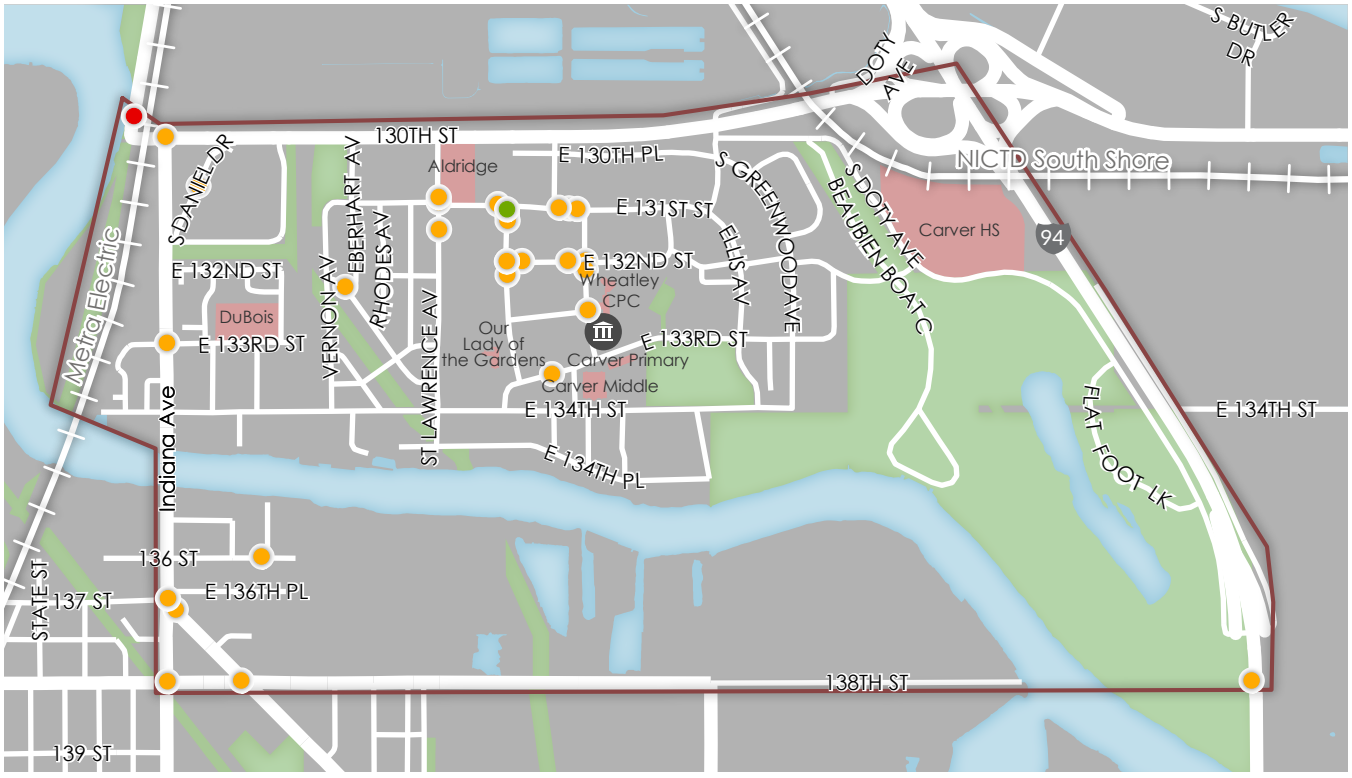


Figure 30: Walking and Bicycling Crashes: Severity

Fatal Crash
Injury Crash
Crash with No Reported Injuries
Study Area
Schools
Libraries
0 0.25 Mi
N

Building on Previous Plans

There have been several other planning efforts in recent years that impact the study area, and they were reviewed to identify recommendations or findings worth revisiting or modifying for the purposes of improving multimodal transportation. The plans reviewed include:

Plan Title	Year
Altgeld Gardens Philip Murray Homes Master Plan	2013
Big Marsh Access Action Plan	2016
Chicago Complete Streets Guidelines	2013
Chicago Streets for Cycling 2020	2013
Chicago Truck Route Planning Study	2013
Red Line Extension: Draft Environmental Impact Statement	2016
Riverdale Active Transportation Plan	2011
Riverdale: Past, Present, and Future	2010
Safe Passage Route Map	2015
Safe Routes to School Action Plan: Aldridge	2014
STAC Better Blocks Final Report	2014

Past plans have offered incremental solutions to the area's transportation network concerns and other issues. This plan includes previously proposed recommendations as well as new ones. This strategy seeks to offer incentive for relevant agencies and organizations to invest in the area.

Previously adopted plans indicate a need for transportation improvements along the arterial streets that form the study area's perimeter (130th Street and Indiana Avenue). They also point to the need for safe and comfortable travel along the study area's interior streets. Recommendations from these plans are identified in Figure 31. Future development, such as the proposed CTA Red Line Extension and the proposed new retail on 130th Street would provide improved access to other parts of the city and more local and regional employment opportunities for area residents.

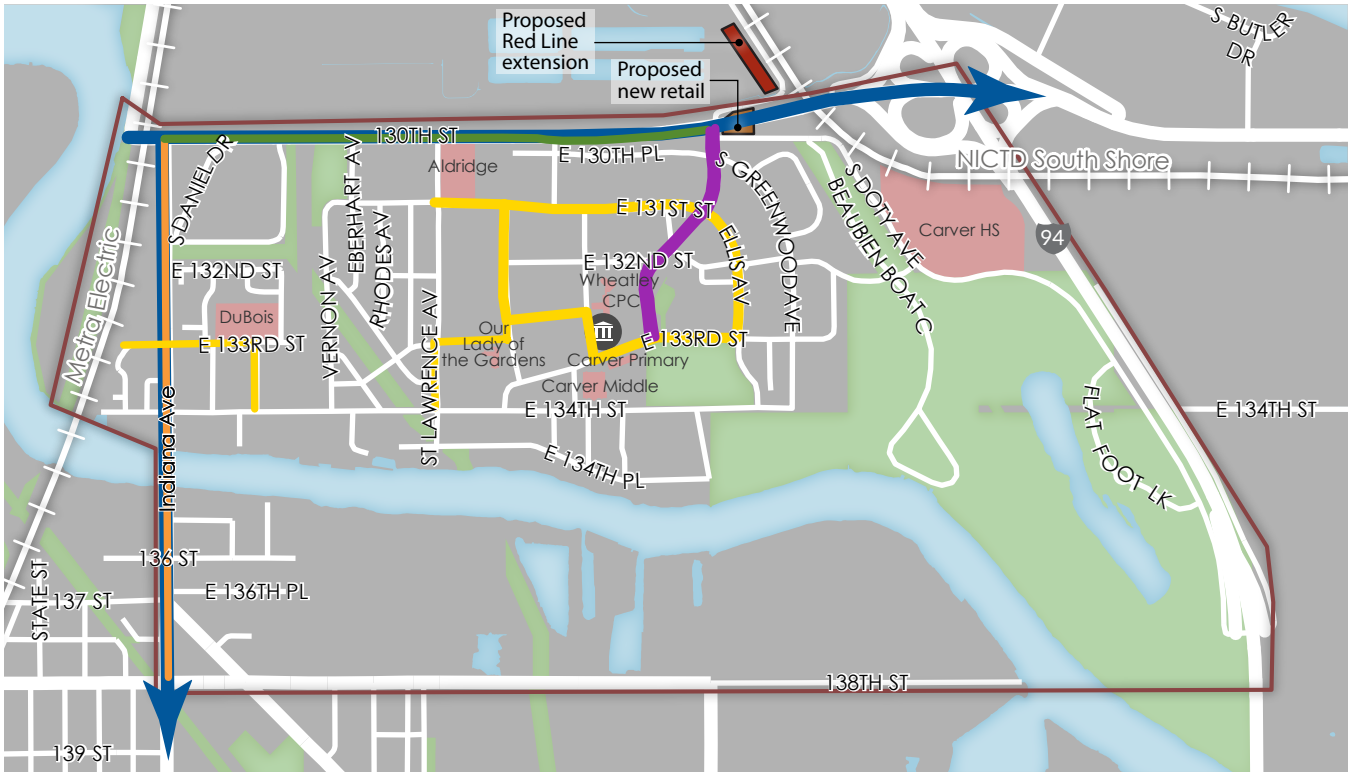


Figure 31: Previously Recommended Improvements: Adopted Plans

Streets for Cycling 2020 (Crosstown Bike Route)
STAC Plan (Proposed Sidewalk)
Safe Passage Routes
Proposed Road Diet
Altgeld Gardens Master Plan (Ellis Ave. Redesign)
0 0.25 Mi
N

130th Street Planning Efforts

The proposed CTA Red Line Extension station at 130th Street would be located on the north side of the street, with a station entrance located on the south side of the street, which would provide access for residents. This may result in increased automobile traffic, mainly due to the proposed park and ride lot and/or structure, which would be located on the north side of the street. Figure 32 depicts the Locally Preferred Alternative for the proposed Red Line extension.

The **Altgeld Gardens Philip Murray Homes Master Plan** (2013) proposes new retail southwest of the proposed Red Line Station. The plan also shows an expansion of the existing TCA Health, Inc. building on the southeast corner of Ellis Avenue and 130th Street. The new retail and health center could further increase demand for safe walking and bicycling in the northeast corner of the study area.

Chicago Streets for Cycling 2020 identifies 130th Street as a Crosstown Bike Route, a key mid- to long-distance route to connect neighborhoods in the city. Similarly, the **Big Marsh Access Action Plan** (2016) envisions a side-path along 130th Street to provide connections to Big Marsh bicycle park and recreation area.

The **Chicago Truck Route Planning Study** (2014) identifies 130th Street and Indiana Avenue as important truck routes in the area. Both are identified as potential Class III Truck Routes.

Each of these plans recognizes the important role 130th Street plays in area access and how important it is to mitigate any conflicts associated with this street. It is possible for truck traffic, bicycle facilities, and a walkable environment to coexist, but it is important to ensure that actions are taken for this to remain feasible.

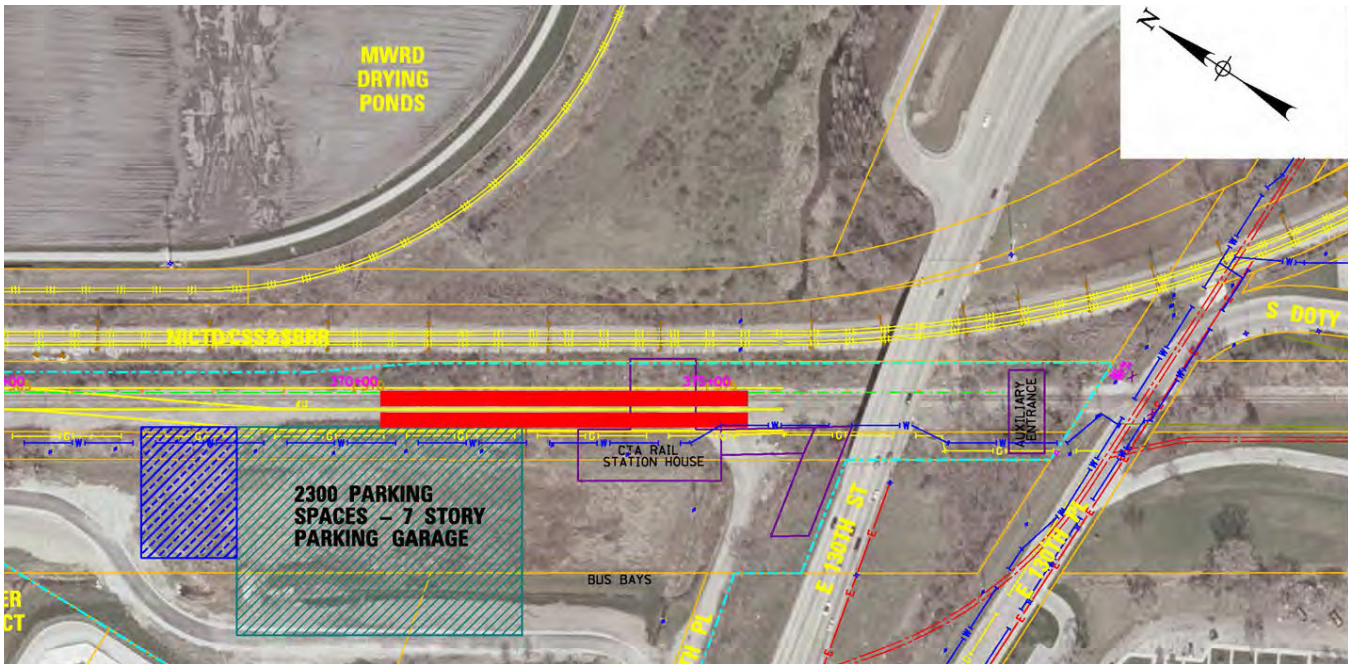


Figure 32. The planned red line expansion, showing a parking garage. Map courtesy of CTA.

Previously Identified Street Improvements

The **Safe Routes to School Action Plan: Aldridge Elementary School** (2013), **Better Blocks Workshop Report** (2013), and **Altgeld Gardens Philip Murray Homes Master Plan**, as well as documents produced by the Safety and Transportation Advisory Council (STAC) present potential improvements to the study area.

Key recommendations found in these plans include:

- New bus shelters
- Better pedestrian wayfinding signage
- Repaint faded crosswalks across from Golden Gate Park (131st and Eberhart)

Recommendations specified how community members continue to play an important role in bringing improvements to life. The plans ask individuals to call 311 to report sidewalk flooding or uneven sidewalks and to ask their Alderman for curb ramp or sidewalk improvements. They encourage residents to follow winter sidewalk shoveling ordinances.

Community groups such as the STAC and We Keep You Rollin' cite these and other plans' recommendations for easier and safer walking and bicycling in the Riverdale Community Area. Activism from community groups was an important factor in undertaking this Riverdale Community Area Multimodal Transportation Plan.



Figure 33. A graphic from the Altgeld Gardens Philip Murray Homes Master Plan showing a proposed path and linear park on the south side of 130th Street and boulevard redesign.

Findings

Economic and land use factors highlight the need for multimodal transportation investment

- The Riverdale Community Area ranks the highest on the City of Chicago's Hardship Index. This means that the area has high unemployment, low median income, low levels of education, and higher numbers of people below age 18 and above age 65.
- According to the American Community Survey, about 40% of residents lack access to a motor vehicle and 40% use walking and transit to get around.
- There is demand for multimodal transportation options to travel within the study area and beyond to destinations like Walmart and the 95th Street Red Line Station.
- Despite access to the former Rosebud Farms grocery store on 130th Street, many residents take two or three buses to access more affordable grocery options like Walmart. Travel time by bus to Walmart can be six to eight times longer than travel time by car.
- Despite the transportation hurdles faced by people in the Riverdale Community Area, there are some positive forces at work in the community. Community and citywide organizations have strong relationships, a challenge in other parts of the city. This means that small positive changes within the community will affect a higher percentage of people than they would in other places. The efforts of community organizations to encourage and support multimodal transportation should continue to receive support.

Improved access to transit is important for connecting residents with economic opportunity

- It is difficult for residents east of the freight tracks to take advantage of Pace #353 service. Residents currently use this route to travel to destinations on 95th Street.
- Sidewalk access to Indiana Avenue from residences in the study area is limited and poorly maintained.
- Sidewalks are lacking along segments of 130th, 131st and 134th streets. Walking on 130th or 134th Street is the only way for residents east of the freight railroad tracks to access the Pace #353 bus.
- Residents stated that transit along 130th Street could help them reach destinations.
- CTA #34 bus service is essential for travel north to key destinations, including employment centers.
- Bus stops in the area lack shelters, benches, bike racks, and real-time travel information. These amenities are needed especially at high ridership stops along 131st and 130th Street.
- The geographic location of the Riverdale Community Area, coupled with limited transit service make it challenging for residents with limited mobility to travel. Dial-a-Ride (DAR) service in the Community Area involves a long wait for service and makes regular trips to grocery stores challenging. Fixed-route CTA and Pace service and the Riverdale Metra station are even more difficult for these individuals to access than other residents of the study area. For these residents, standing and waiting for public transit is not physically possible.
- Transportation access will change significantly when the proposed CTA RLE 130th Street station is opened. However, this improvement is long-term, and improvements are needed in the near-term.
- All three transit service providers use Ventra, the reloadable fare card system, but there are no Ventra retail machines located within the Riverdale Community Area.
- The construction of new complete streets connections would reduce walking times to transit.

Gaps, barriers, and stressful roadway conditions make travel within the study area difficult

- The Riverdale Community Area is physically separated from the rest of the City of Chicago. The points of entry into the community are limited. Indiana Ave on the west, the Bishop Ford Expressway on the east, and 130th Street on the north serve as the main roadways for entering the community. Walking facilities are limited at these points of entry, and bicycle facilities are non-existent.
- The Metra viaduct on 130th Street feels unsafe due in part to insufficient lighting and poor maintenance. A person walking was killed in a traffic crash just to the west of the viaduct.
- The streets surrounding the Riverdale Community Area are high or medium stress, reducing the access to the community by walking or biking. 130th Street, is too high speed and stressful for bicycling.
- Bicycling is typically faster than travel by bus to Walmart, which is a key destination outside the community.
- Residents noted a lack of bicycle racks as a barrier to bicycling.
- A lack of pedestrian facilities is an issue, particularly for east-west travel.
- ADA ramps and crosswalks are incomplete and inconsistent throughout the study area. Crosswalk markings are often faded.
- Concern with crime affects residents' transportation choices and their desire to travel in the area.
- Sightlines are often obscured by overgrown vegetation, and sidewalks are poorly lit.
- A review of locations with multiple crashes shows that long pedestrian crossings, speeding, failure to yield, and wrong-way driving contributed to crashes. Improving signing, striping, and signals may reduce wrong-way driving and failure to yield. Streetscape improvements and landscaped buffers along sidewalks can calm traffic and increase space between people walking and moving vehicles.

Improvements recommended in previous plans are still needed

- Previous plans recommend improvements along the major corridors (130th and Indiana) as well as some adjacent corridors (Doty Road). Few of these changes have been implemented.
- Multiple plans emphasized the need for pedestrian and bicycle infrastructure on 130th Street. Limited sidewalks and no safe place to bicycle on 130th Street continue to be major barriers to access to transit.
- While some ADA and lighting improvements recommended in previous plans were rolled out during the initial study period (summer 2017), many more are still needed.
- Previous plans identified the need for new bus shelters, better pedestrian wayfinding signage, and repainting of faded crosswalks. Residents identified these as un-met needs.

4. Recommendations

Recommendation Development

The following recommendations are based on findings from the multimodal transportation analysis, discussions with stakeholders, the public, and public agencies. Recommendations aim to improve walking, bicycling, and access to transit within the study area. They also lay the groundwork for improved connections outside of the study area. Where applicable, recommendations build upon elements from adopted plans prepared by other agencies, or ongoing work that may impact the multimodal transportation network. An overview map with all recommendations is shown in Figure 35. The following sections explain infrastructure recommendation details.

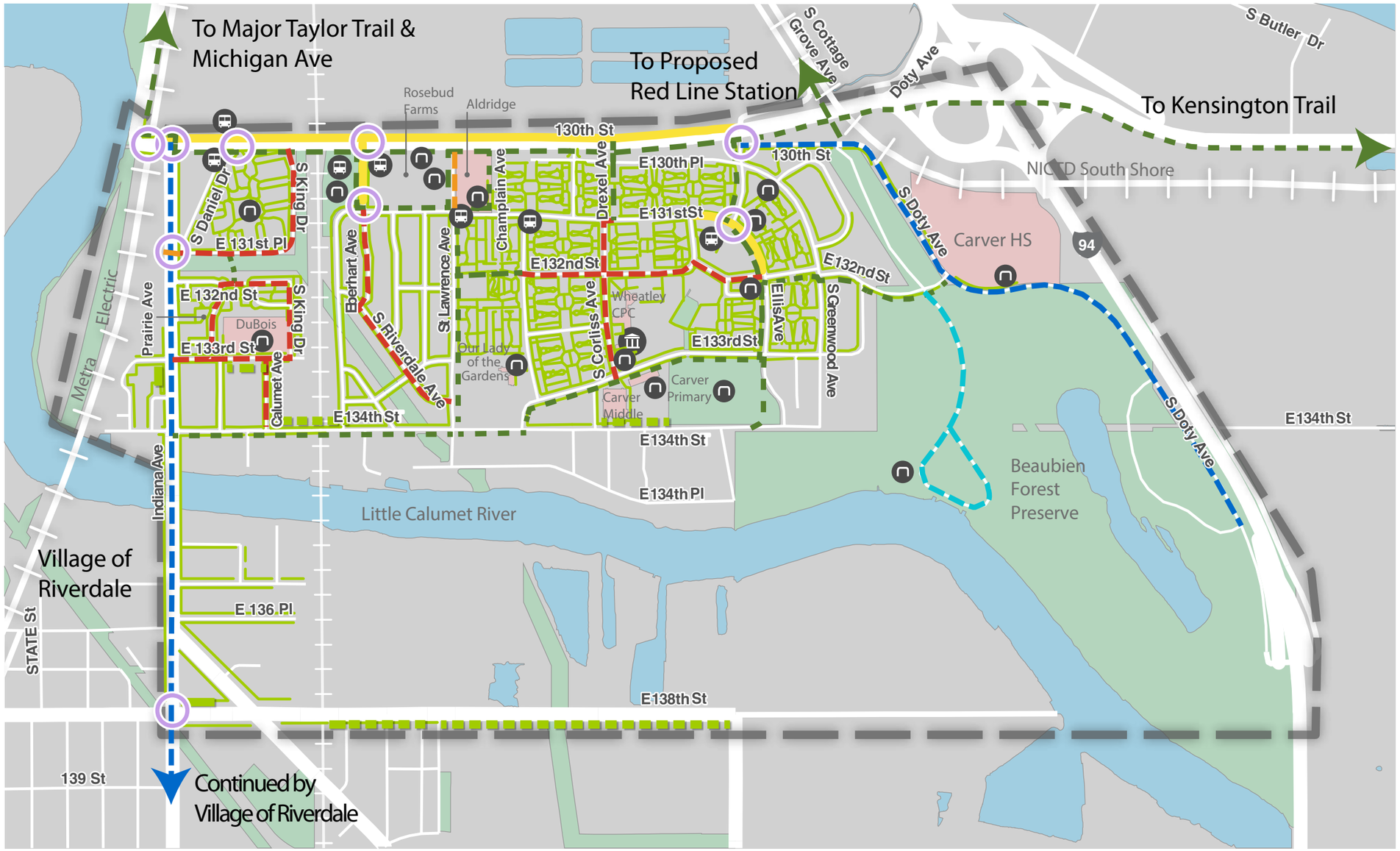
Recommendations were developed in two categories:

- **Location-specific recommendations:** proposed infrastructure improvements to specific corridors or intersections. For example, new sidewalks, bike lanes, and new pedestrian crossing improvements at intersections are included in this category.
- **Area-wide recommendations:** amenities and "spot improvements" recommended throughout the study area. For example, bus stop improvements and new bike racks are included in this category.



Figure 34. Resident comments from a public open house held during the planning process.

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Recommended Facility

- Intersection Improvement
- Neighborhood Greenway
- Advisory Shoulder
- Buffered Bicycle Lane
- Sidewalk
- Sidepath / Shared Use Path
- New Street Connection
- Median / Streetscape Enhancement

Amenities

- Bus Stop Improvements
- New Bike Racks

Figure 35: Recommendations

Existing Features

- Study Area
- Libraries
- Schools
- Existing Sidewalk

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Cost Estimates

Cost estimates are an essential planning tool. Cost estimates were developed for each proposed project based on a review of planning-level estimates of similar constructed projects and pay items from public sector projects completed within the last five years in the State of Illinois and throughout the Midwest, as well as industry averages. All facility designs and associated cost estimates proposed in this plan are conceptual in nature. Inflation should be added to these costs for projects that are programmed for future years. Additional costs may be incurred for corridor planning, public engagement, surveying, engineering design, right-of-way acquisition, and other work required to implement a project. Please note that some cost estimates were studied in more detail. These include the proposed sidepath on 130th Street from Indiana Avenue to the Calumet River and the proposed sidepath or separated bicycle lane from Michigan Avenue at 127th Street to Indiana Avenue at 130th Street.

Facility Type	Assumed Cost per Mile
Neighborhood Greenway	$60,000 - $200,000
Advisory Shoulder	$17,000
Buffered Bicycle Lanes	$125,000 - $200,000
Sidewalk	$211,200
Sidepath	$1,202,700
New Street Connection (32' back to back, two lane roadway, no median)	$6,000,000 - $8,000,000
Median and Streetscape Enhancement	$317,000

Cost estimates for intersection improvements can vary significantly based on unique circumstances and context. Like the linear improvements, this chapter's intersection recommendations are assigned cost estimates based on similar projects in Illinois and the region, as well as industry averages. Additional costs may be incurred as the projects move into subsequent phases. Grouping intersection improvements with similar spot improvements or in tandem with linear improvements may help streamline project delivery.

Intersection Improvement	Assumed Cost per Treatment (One Unit)
High Visibility Crosswalk (including stop/yield bar)	$2,600
Traffic Signal Modifications - Full Intersection (Pedestrian Signal Heads and Pedestrian Push Buttons)	$50,000
Curb Ramp	$3,500
Rapid Rectangular Flashing Beacon (RRFB)	$22,000
Pedestrian Refuge Island	$2,500 - $30,000
Curb Extension	$18,750
Railroad Pedestrian Crossing Improvement	$200,000 - $400,000
Traffic Signal Modification (one approach)	$50,000
Traffic Signal (Full Intersection Replacement)	$300,000 - $400,000

Location-Specific Recommendations

Neighborhood Greenways

A neighborhood greenway is a low-stress residential roadway meant to be comfortable for people who walk and bike of all ages and abilities. A high comfort level is achieved through a combination of traffic calming elements to keep motor vehicle speeds and volumes low. This includes, but is not limited to, miniature traffic circles and speed humps. Shared lane markings remind motorists to look for people bicycling. Wayfinding signage is a key element of neighborhood greenway design. The signage system directs people to destinations by using low-stress routes.



Shared lane marking

Curb extensions can help increase pedestrian visibility at intersections. They should be considered at many intersection locations in the study area and designed consistently with IDOT and other agencies' applicable standards.



Speed hump

Neighborhood Greenway Location	Additional Design Considerations	Cost Estimate
King Drive/131st Place from 130th Street to Indiana Avenue	■ Add shared lane markings and wayfinding along residential streets within the Concordia Place Apartment complex. Wayfinding should be added as new, low-stress bicycling and walking routes are created that extend outside of the apartment complex. ■ Coordinate entrance with the proposed road diet on Indiana Avenue, which would provide a left turn lane at this intersection. ■ Construct traffic calming elements.	$22,500 - $75,000
Prairie Avenue from 132nd Street to 133rd Street	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$14,000 - $45,000
132nd Street from Prairie Avenue to King Drive	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$6,000 - $19,500
King Drive from 132nd Street to 133rd Street	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$8,000 - $26,500
133rd Street from Indiana Avenue to King Drive	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$13,000 - $42,500
Calumet Avenue from 133rd Street to 134th Street	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$7,500 - $24,500

Neighborhood Greenways, continued

Neighborhood Greenway Location	Additional Design Considerations	Cost Estimate
Eberhart Avenue/Riverdale Avenue from 131st Street to St. Lawrence Avenue	■ Install speed humps and other traffic calming measures along Eberhart/Riverdale Avenue to address speeding concerns within the Golden Gate neighborhood. ■ Add crossing and median improvements Eberhart Avenue and 131st Street.	$10,500 - $35,000
132nd Street from Langley Avenue to Ellis Avenue	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$27,000 - $90,000
Corliss Avenue from 131st Street to 133rd Place	■ Add shared lane markings and wayfinding signage (lower cost). ■ Construct traffic calming elements (higher cost).	$24,500 - $80,500

Advisory Shoulders

Advisory shoulders make space for people walking or bicycling on a roadway otherwise too narrow for bike lanes and lacking sidewalks. Shoulders are delineated with a dashed lines. Colored pavement within the advisory shoulder is optional to draw attention to the area of the roadway where people will walk and bike. Motorists can drive within the dashed lines when people are not walking or bicycling. Motorists should use the center area of the roadway when passing these roadway users. Advisory shoulders can be installed on roadways with or without on-street parking. Advisory shoulders are experimental and subject to approval by Federal Highway Administration (FHWA).



Advisory shoulders

Advisory Shoulders Location	Additional Design Considerations	Cost Estimate
Unnamed access road from 132nd Street to Beaubien Forest Preserve/Little Calumet River	Add advisory shoulders to create a better walking and bicycling connection to the river from 132nd Street south. A long-term alternative is to add a sidepath for walking and bicycling next to the roadway for a physically separated facility. The cost estimate at right shows the cost of constructing an advisory shoulder, not the long-term option of adding a sidepath.	$11,500 (advisory shoulder option)

Buffered Bicycle Lanes

Buffered bike lanes provide a painted buffered space between the bike lane and a parking lane or travel lane to increase the space between people bicycling and people driving. One buffered bicycle lane is typically provided on each side of the street, in the direction of travel.



Buffered bicycle lane

Buffered Bicycle Lane Location	Additional Design Considerations	Cost Estimate
Indiana Avenue from 130th Street to Village of Riverdale	■ Implement bicycle lanes by changing the four travel lane roadway to three lanes, resulting in two travel lanes and a center turn lane. Bicycle lanes would also provide buffer space for sidewalks. ■ The bike lanes can be implemented in three phases: 1) Indiana Avenue from 130th Street to 134th Street 2) Indiana Avenue from 134th Street to 138th Street 3) Indiana Avenue from 138th Street to Village of Riverdale. This segment would be completed by the Village of Riverdale. ■ Proposed roadway design changes are subject to a Phase I study. Additionally, a railroad operation analysis will be necessary to address potential delays on Indiana Avenue at the at-grade railroad crossing.	$125,000 - $201,000
Local branch of 130th Street/ Doty Avenue from Ellis Avenue to Forest Preserve Parking Lot	■ Remove parking on one side of 130th Street to make space for bike lanes. This section, by TCA Health , would use standard bicycle lanes. ■ Create a bike and pedestrian cut-through in the Ellis Avenue median to connect with the proposed 130th Street sidepath. Add signing and striping; consider a signal or beacon if needed. ■ The bike lanes can be implemented in two phases: 1) 130th Street from Ellis Avenue to Carver Military Academy High School 2) Doty Avenue from Carver Military Academy High School to Beaubien Forest Preserve	$156,500 - $250,500

Sidewalks

Sidewalks provide dedicated space for people walking that is safe, comfortable, and accessible to all. Buffer space created through grass/landscaped parkways, contrasting colored pavement, street furniture, or other methods, creates a more comfortable walking environment. Sidewalk design should be consistent with the Americans with Disabilities Act (ADA) Accessibility Guidelines, Draft Public Rights of Way Access Guidelines, and Chicago Department of Transportation Complete Streets Design Guidelines. This includes eliminating barriers such as sidewalk gaps and repairing broken sidewalks. Sidewalks are not intended for use by people bicycling. Frequent sidewalk bicycling may illustrate streets that many people do not find comfortable for bicycling.



Sidewalk with buffer space

Sidewalk Location	Additional Design Considerations	Cost Estimate
South side of 133rd Street from Prairie Avenue to King Drive	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$15,000
North side of 134th Street between Vernon Avenue and railroad viaduct	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$27,000
North side of 138th Street from Indiana Avenue to Leyden Avenue	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$31,500
South side of 138th Street from railroad tracks to Forest Avenue	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$10,000
South side of 138th Street from Park Avenue to Kanawha Avenue	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$6,000
South side of 138th Street from Center Avenue to Cottage Grove Avenue	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards. The sidewalk can be implemented in two phases: 1) 138th Street from Center Avenue to Dolton Solvent Center 2) 138th Street from Dolton Solvent Center to Cottage Grove Avenue	$104,000
West side of Indiana Avenue from 133rd Street to 133rd Place	Fill sidewalk gaps. Replace existing sidewalk connections if not to current ADA standards.	$14,000

Sidepaths

A sidepath provides a travel area adjacent to a street, but separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Sidepaths can provide a low-stress experience for a variety of users using the network for transportation or recreation. Although typically located along high traffic volume, high speed roadways, sidepaths are recommended along residential streets in the Riverdale Community Area to provide an alternative to bicycling in the street, since many residents indicated that this causes them stress. Furthermore, sidepaths are proposed along areas that are currently missing sidewalks. Additional study is needed to mitigate potential bicyclist and motor vehicle conflicts at intersections. Sidepaths should be a minimum of 10 feet wide, with 8 feet an acceptable minimum in constrained location. Street crossings should feature high visibility crosswalks and other elements to help people walking and bicycling cross minor and major streets.



Sidepath

Sidepath Location	Additional Design Considerations	Cost Estimate
Indiana Avenue from 127th Street to 130th Street	■ In the long-term, Riverdale residents are interested in better connections to the Major Taylor Trail, through West Pullman. A sidepath is recommended along the north side of 130th Street under the railroad viaduct. Local cost participation is required to leverage federal funding as well as the City's commitment to ongoing maintenance of the sidepath. ■ An interim addition of an on-street, two-way separated bike lane is possible until the sidepath is funded north of 130th Street, on the east side of Indiana Avenue. The facility could be separated from motor vehicle traffic with a painted buffer and physical separation, such as flex posts.	$589,000 - $1,000,500 Note: A more detailed cost estimate was prepared for this section due to the corridor segment's complexity.
New shared use path between 131st Place and 132nd Street	This would connect recommended neighborhood greenways where there is not an existing street connection.	$103,000
130th Street from Indiana Avenue to Ellis Avenue	Add a sidepath on the south side of 130th Street to connect to Rosebud Farm, residential areas, and community destinations. Sidepath should concur with IDOT guidelines and should minimize flooding concerns. A loop trail could be added within existing greenspace on the eastern end of the sidepath. Local cost participation is required to leverage federal funding. The sidepath can be constructed in two phases: 1) 130th Street from Indiana Avenue to St. Lawrence Avenue 2) 130th Street from Indiana Avenue to Ellis Avenue IDOT is planning to resurface 130th Street in the near future. However, the maintenance effort will only upgrade existing curb ramps and will not add other infrastructure, such as the proposed sidepath.	$1,950,000 Note: A more detailed cost estimate was prepared for this section due to the corridor segment's complexity.

Sidepath Location	Additional Design Considerations	Cost Estimate
130th Street from Ellis Avenue to existing sidepath on 130th Street at the Calumet River	Future connections should lead to the proposed 130th Street Red Line station and the previously proposed Kensington Trail that would connect the Pullman neighborhood to the Riverdale community. From there, the sidepath would continue to the existing sidepath on the east side of the Calumet River. Concern and care are needed to safely route trail users through the I-94 interchange.	$10,647,000 - $11,618,000 Note: A more detailed cost estimate was prepared for this section due to the corridor segment's complexity.
Eberhart Avenue from 130th Street to 131st Street	Add a sidepath on the west side of Eberhart Avenue by Golden Gate Park.	$129,500
131st Street from Eberhart Avenue to St. Lawrence Avenue	Add a sidepath on the north side of 131st Street.	$184,500
Champlain Avenue from 130th Place to 131st Street	Upgrade the existing sidewalk to a sidepath.	$134,500
St. Lawrence Avenue from 131st Street to 134th Street	Upgrade the existing sidewalk to a sidepath.	$446,500
New shared use path north of St. Lawrence Avenue from 130th Street to 131st Street	Add a shared use path to help residents walk and bike to Rosebud Farms. Site visits and stakeholder input suggest that many people walk through a shortcut between 130th Street and 131st Street.	$132,500
134th Street from Indiana Avenue to 133rd Place	Upgrade existing sidewalk to a sidepath, filling in the existing sidewalk gaps. Remove existing stairs and replace with ADA compliant sidewalk	$753,000
133rd Street from 134th Street to Ellis Avenue	Upgrade existing sidewalk to a sidepath, filling in the existing sidewalk gaps.	$565,000
New shared use path from the local section of 130th Street to Proposed Red Line Station	A sidepath connection should be installed concurrently with the proposed 130th Street Red Line station. This could be a rail-with-trail connection to provide a grade separated crossing of 130th Street, east of the existing intersection of Cottage Grove Avenue and 130th Street. Exact alignment is dependent on Red Line Station planning.	Cost and alignment dependent on Red Line Station planning decisions.
New shared use path between St. Lawrence Avenue and Langley Avenue	Widen existing sidewalks near Champlain Avenue to provide improved and more direct bicycle and pedestrian travel between St. Lawrence Avenue and Langley Avenue.	$141,500
Drexel Avenue from 130th Street to 131st Street	Install a sidepath to connect the proposed neighborhood greenway on Corliss Avenue and the proposed sidepath on 130th Street.	$120,000
134th Street from Indiana Avenue to 133rd Place	Widen existing sidewalk and fill sidewalk gaps to create a sidepath for people walking and bicycling.	$376,000
New shared use path from southern extent of Ellis Avenue (at 133rd Street) to 134th Street	Create a shared use path to extend from Ellis Avenue, past open space, to 134th Street.	$173,500
132nd Street from Ellis Avenue to Doty Avenue	Install a sidepath to connect Altgeld Gardens, Riverdale Community Garden, and Carver Military Academy High School as well as proposed connections to Beaubien Forest Preserve. Widen existing sidewalk in residential area and reconstruct 10 ft path.	$426,000

New Street Connection

The existing streets within the Riverdale Community Area area curve throughout residential neighborhoods. Creating a new street connection at 131st Street and Indiana Avenue would create better street connectivity for walking and bicycling. Additionally, the enhanced connectivity would improve access to transit by shortening walking distances to bus routes. New streets should meet ADA accessibility requirements, include sidewalks on both sides, and include a shared roadway space for bicycling and driving. This plan also includes shared use path connections, instead of new roadways, to reconnect the area's transportation system while creating spaces intended only for walking and bicycling.



Existing segment of 131st Street at Indiana Avenue

New Street Connection Location	Additional Design Considerations	Cost Estimate
131st Place from Indiana Avenue to Daniel Drive	Create a new entrance on 131st Street at Indiana Avenue to improve circulation to and from Concordia Place Apartments. The design is subject to IDOT review and could require dedicated turn lanes, such as a left-turn lane on Indiana Avenue.	$136,000 - $182,000
St. Lawrence Avenue from 131st Street to 130th Street	Create a new street intended only for truck deliveries. Implement concurrently with any new development near this area. The street should include a shared use path. The shared use path facility is budgeted within the shared use path recommendations table.	$701,500 - $935,000

Median and Streetscape Enhancement

Streetscaping enhancements include improved definition of space for people walking, bicycling, and driving. Wide segments of street encourage speeding, whereas visually narrowing the roadway encourages slower speeds. Landscaping elements can include stormwater capture and filtration, which reduces strain on local sewer systems. Pedestrian refuge islands should be added to medians where space allows. This treatment shortens the crossing distance. Pedestrian refuge islands are particularly useful at unsignalized intersections.



Median with landscaping

Median and Streetscape Enhancement Location	Additional Design Considerations	Cost Estimate
Eberhart Avenue from 130th Street to 131st Street	■ Reconstruct the existing median to better allow for bus turning movements and aesthetic gateway treatments. ■ Complement the intersection safety recommendations proposed as part of this plan. ■ This recommendation is subject to a Phase I study.	$38,000
130th Street from Indiana Avenue to Ellis Avenue	■ Narrow the roadway when the street is reconstructed. ■ Consider adding low maintenance landscaping elements to the median. ■ This recommendation is subject to IDOT review, IDOT approval, and local agreement.	$323,000
131st Street/Ellis Avenue from Ingleside Avenue to 132nd Street	■ Construct a curb between the roadway and the sidewalk on the west side of Ellis Avenue and southern side of 131st Street to delineate the parking lot and reduce potential conflicts between bicyclists, pedestrians, and motorists entering or exiting the parking lot. Add pedestrian-scale lighting. ■ Reconstruct sidewalks as sidepaths. Include buffers between the path and the roadway. Sidepaths should be unobstructed and clear of utility poles, mailboxes, or sign posts consistent with CDOT Complete Street Guidelines. Provide bus shelters. The two bus stops with the highest ridership in the study area are located along this 131st Street/Ellis Avenue. ■ Repair the existing roadway pavement.	$471,000 Note: A more detailed cost estimate was prepared for this section due to the corridor segment's complexity.

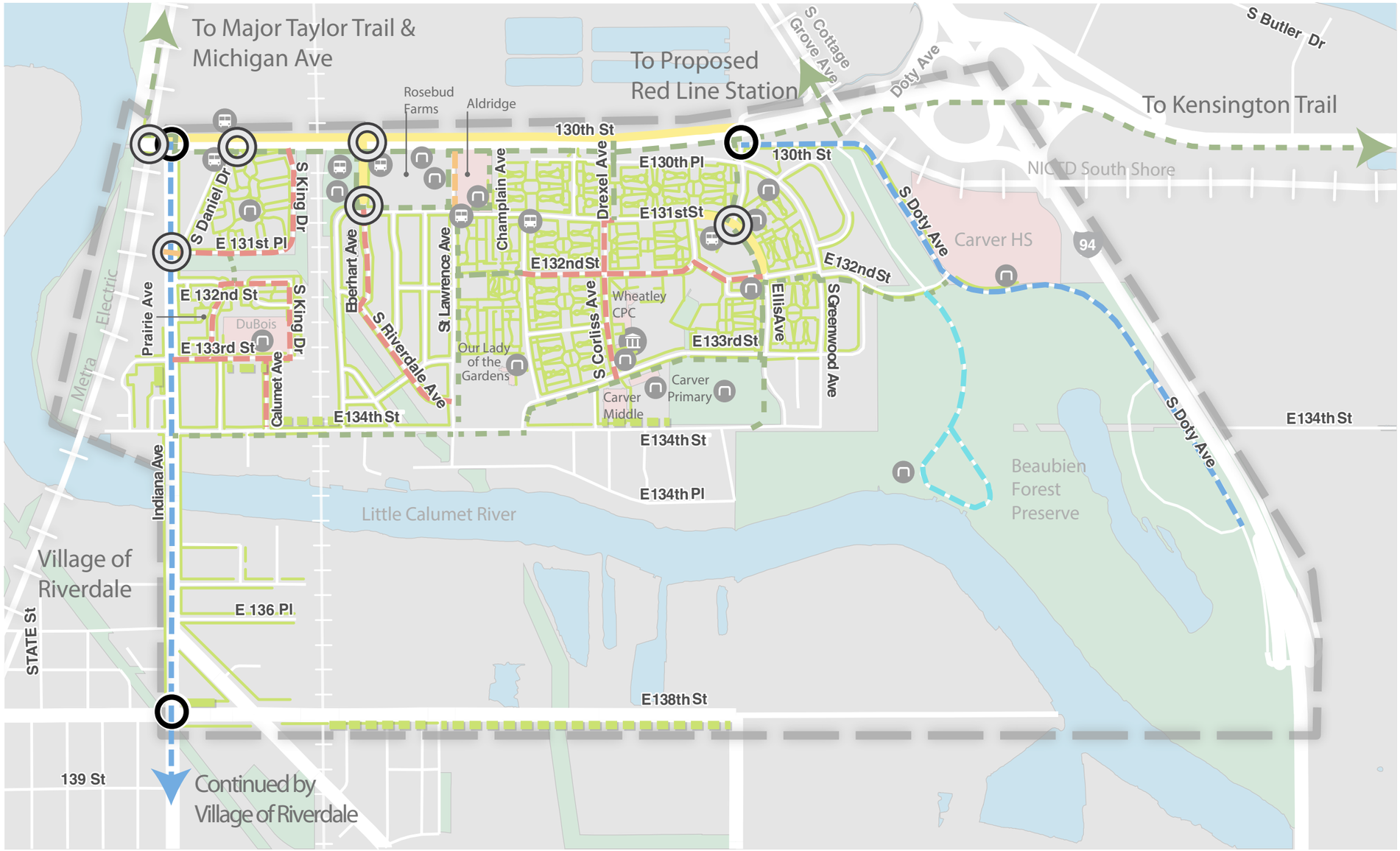


Figure 36: Intersection Recommendations

Existing Features

- Study Area
- Libraries
- Schools
- Existing Sidewalk

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Recommended Facility

- Unsignalized Intersection Improvement
- Signalized Intersection Improvement
- Neighborhood Greenway
- Advisory Shoulder
- Buffered Bicycle Lane
- Sidewalk
- Sidepath / Shared Use Path
- New Street Connection
- Median / Streetscape Enhancement

Amenities

- Bus Stop Improvements
- New Bike Racks

Intersection Recommendations

While linear bicycle and pedestrian facilities address a segment of a roadway, intersection improvements are intended to enhance bicycling and walking at a specific location, like a roadway intersection or a mid-block crossing. These improvements vary widely in terms of scale, cost, and intent.

For example, adding high visibility crosswalks to a stop-controlled intersection is a low-cost yet effective treatment for enhancing pedestrian safety. In contrast, enhancements to a multi-lane, signalized intersection may include high-visibility crosswalks, pedestrian push buttons and crossing signals, median refuge islands, or other improvements.

Cost estimates for intersection improvements can vary significantly based on unique circumstances and context. Per unit cost estimates are available on page 31. Each intersection recommendation presented in this section features a summarized cost estimate for the features recommended at that location.

Figure 36 identifies each intersection recommendation. At a minimum, all intersections identified for improvements are recommended for marked crosswalks and ADA compliant curb ramps if they currently lack these features.



High visibility crosswalk and curb ramp



Curb extension



Pedestrian refuge island



Pedestrian beacon



Pedestrian signal with countdown timer

Intersection Improvement Location	Additional Design Considerations	Cost Estimate
130th Street and Metra Electric Viaduct	Formalize the existing sidewalk under the viaduct as a shared-use path as an interim measure until the structure is replaced. Replace the existing sidewalk / interim path, install pedestrian-scale lighting, and add a mural. The viaduct structure is not impacted. Lighting would be owned and maintained by the City of Chicago with the railroad's approval.	$400,000
130th Street and Indiana Avenue	■ Add high visibility crosswalks, pedestrian signals with countdown timers, and bring existing curb ramps to ADA compliance. ■ Install new signal equipment to accommodate new pedestrian indications. Add a left turn arrow and loop detector to reduce bus delay. ■ Add concrete median.	$366,750
130th Street and Daniel Drive	■ Add high visibility crosswalks, curb ramps, and pedestrian refuge island. ■ Investigate adding a pedestrian beacon such as a rapid rectangular flashing beacon. Adding the beacon is subject to review, approval, and permitting by the IDOT Bureau of Traffic. ■ Add new segment of sidewalk on the north side of 130th Street that will connect the crossing of 130th Street to the existing bus stop.	$56,500 - $84,000
130th Street and Eberhart Avenue	■ Add directional curb ramps on the south side of 130th Street across Eberhart Avenue. Add high visibility crosswalks. ■ Adjust the nose of the existing landscaped median to improve transit operations entering the neighborhood and preserve the integrity of the median. Add a pedestrian refuge island to this median. ■ Improve the neighborhood's gateway treatments by updating the monuments and the neighborhood bulletin board.	$56,500
130th Street and Ellis Avenue	■ Add high visibility crosswalks, curb ramps, and a cut-through/ pedestrian refuge island to the existing median on Ellis Avenue. ■ Add high visibility crosswalks and curb ramps across 130th Street if the proposed Red Line Station is built north of 130th Street.	$27,000 - $82,000
Eberhart Avenue and 131st Street	■ Create pedestrian refuge island in existing median. Ensure ADA compliance at corners.	$18,000
131st Street and Ellis Avenue	■ Add curb extensions to tighten and clarify the existing T-intersection geometry. ■ Upgrade existing crosswalks and add pedestrian beacons.	Included in linear cost estimate.
131st Place and Indiana Avenue	Create new T-intersection if 131st Place is extended to Indiana Avenue.	Included in linear cost estimate.
138th Street, Indiana Avenue, and Railroad Crossing	Improve the railroad crossing for people walking and bicycling: ■ Restripe the pedestrian crossings. ■ Add pedestrian control arms to direct people walking to cross east to west. ■ Add new pedestrian signals and push buttons. ■ Add signage and flangeway filler	$200,000 - $400,000

Area-Wide Recommendations

The following recommendations are proposed for several locations throughout the study.

Summary of Area-Wide Recommendations

Area-wide Recommendations
Bike racks at strategic locations
Area-Wide Curb Ramp and Sidewalk Improvements
Bus Stops with Shelters and Real-Time Information
Transit Card Access
Improve Landscape Trimming
Grass Parkways with Sidewalk Development
Continue Encouragement Programs with Local Advocacy Groups
Improve Maintenance of Existing Infrastructure
Dockless Bike Share Pilot

Bike Racks at Strategic Locations

Most destinations in the Riverdale Community Area currently lack bicycle racks. Of the existing bicycle racks, several do not conform to national best practices for usability. For example, some do not provide two points of contact to support the bike's frame, leaving the bike unstable and vulnerable to damage.

Recommendations

- Only install bike racks that conform to the City's standards[1]. Covered bike racks keep bikes clean during snow or rainfall. The Beaubien Forest Preserve or locations within Altgeld Gardens may be convenient locations for covered bike parking.
- Install bike corrals in key areas. Bike corrals consist of bicycle racks grouped together in a common area within two car parking spaces or on a sidewalk/pedestrian area. This solution is ideal for locations such as the Altgeld Library, schools, or businesses.
- A Secure Parking Area for Bicycles, also known as a BikeSPA, is a semi-enclosed space that offers a higher level of security than ordinary bike racks. Accessible via key-card, combination locks, or keys, BikeSPAs provide high-capacity parking for 10 to 100 or more bicycles. Increased security measures create an additional transportation option for those whose biggest concern is theft and vulnerability. Long-term bike parking may be useful within Altgeld Gardens, Concordia Place, or Riverside Village. Building managers would work to install this type of bike parking in addition to short term parking in the form of bike racks.
- Community members identified the following locations potential candidates for new bike racks. Concrete pads should be installed at locations that do not currently meet CDOT bike parking location design standards, including locations on CHA property :
    - Altgeld Library
    - TCA Health Center
    - Chicago Youth Center
    - By the Hands Club
    - Aldridge Elementary School
    - CICS-Lloyd Bond Charter School
    - Carver Primary School
    - DuBois Elementary School
    - Carver Park
    - Beaubien Woods Forest Preserve
    - Golden Gate Park
    - Rosebud Farms
    - Carver Military Academy
    - Concordia Place Apartments
    - Riverside Village Apartments and Townhomes
    - Pangea Lakes Apartments



Figure 37. An example of covered bike parking

1 *https://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/svcs/bike_parking.html*

Bike Parking Cost Estimate

The table below summarizes cost estimates for providing new bike parking throughout the study area. Including installation, one bike rack (inverted u) currently costs $300 per unit, including installation.

Each bike rack can hold two bikes. A bike corral costs $2,500, including installation. This type of bike corral can hold up to ten bikes. Estimated costs do not include the cost of pouring new concrete pads, where needed.

Recommended Bike Parking Location	Potential Types of Bike Parking	Cost Estimate (Including Installation)
Altgeld Library	■ Inverted U Rack (one to three racks) ■ Bike Corral	$300 (one inverted u rack) to $2,500 (one bike corral)
TCA Health Center	Inverted U Rack (one to three racks)	$300 (one inverted u rack) to $900 (three inverted u racks)
Chicago Youth Center	Inverted U Rack (one to three racks)	$300 (one inverted u rack) to $900 (three inverted u racks)
By the Hands Club	Inverted U Rack (one to three racks)	$300 (one inverted u rack) to $900 (three inverted u racks)
Aldridge Elementary School	Bike Corral	$2,500
CICS-Lloyd Bond Charter School	Bike Corral	$2,500
Carver Primary School	Bike Corral	$2,500
DuBois Elementary School	Bike Corral	$2,500
Carver Park	■ Bike Corral ■ Covered Bike Parking (bike corral with awning)	$2,500 (bike corral) - Covered parking costs should be investigated on a case by case basis.
Beaubien Woods Forest Preserve	■ Inverted U Rack (one to three racks) ■ Bike Corral	$300 (one inverted u rack) to $2,500 (one bike corral)
Golden Gate Park	■ Inverted U Rack ■ Bike Corral	$300 (one inverted u rack) to $2,500 (one bike corral)
Rosebud Farms	Bike Corral	$2,500
Carver Military Academy	Bike Corral	$2,500
Concordia Place Apartments	■ Bike Corral ■ Covered Bike Parking (bike corral with awning)	$2,500 (bike corral) - Covered parking costs should be investigated on a case by case basis.
Riverside Village Apartments and Townhomes	■ Bike Corral ■ Covered Bike Parking (bike corral with awning)	$2,500 (bike corral) - Covered parking costs should be investigated on a case by case basis.
Pangea Lakes Apartments	■ Bike Corral ■ Covered Bike Parking (bike corral with awning)	$2,500 (bike corral) - Covered parking costs should be investigated on a case by case basis.



Figure 38. Curb ramps, curb extensions, and high visibility crosswalks enhance walkability.

Area-Wide Curb Ramp and Sidewalk Improvements

The Better Blocks report identified low-quality and non-ADA compliant curb ramps as a problem within the community. Several curb ramps in the study area have recently been improved to comply with ADA standards.

Recommendations

- Sidewalks, pedestrian push buttons, crosswalks, and curb ramps should be evaluated for ADA compliance. ADA compliance facilitates access to destinations for all members of the community, including those with physical or visual impairments. In addition, cities across the country face the threat of lawsuits when facilities do not meet ADA compliance guidelines.
- Sidewalk repairs should be continued to support walkability and access for people of all ages and abilities.
- Curb extensions should be considered before new curb ramps are installed.

Curb Ramp and Sidewalk Improvement Cost Estimates

An annual budget of $50,000 is recommended to improve curb ramps within the study area. These funds could originate from the 9th Ward Alderman's Office "menu" funds or another local funding source. Features created from the budget line item could include some combination of curb ramp repairs for ADA compliance, new construction of curb extensions, and sidewalk repairs within the public right-of-way. For example, using the funds to replace curb ramps could result in reconstructing curb ramps at two intersections, or eight curb ramps, per year.

Bus Stops with Shelters and Real-Time Information

The Better Blocks report identified improvements to bus stops as a need throughout the area, particularly bus shelters. CTA and Pace Suburban Bus both provide service within the study area. Although Pace supports bus shelters at stops that generate high boarding activity, the agency does not have an agreement in place for installing shelters within the City of Chicago at Pace stops. All bus shelter requests would therefore require coordination with CDOT and the Ward's Alderman.

CTA determines the location of real-time bus arrival information signs based on ridership levels and available funding. The stop must have a shelter and an electricity feed in order to be eligible for this improvement.

Residents are interested in routing a number of existing bus routes through the study area[2]:

- Pace Route #353: subject to a more detailed study
- CTA Route #111A: subject to a more detailed study

Recommendations

- Adding a sidepath on 130th Street could initiate discussions with transit providers about service along this route.
- Add bus shelters to CTA Route #34. Shelters are suggested at the following locations:
  - 131st Street and Langley Avenue
  - Ellis Avenue and 131st Street
- Add real-time bus arrival information at key bus stop locations. As noted above, this would require adding shelters and electricity feeds at stops that currently lack this infrastructure (i.e., St. Lawrence Avenue and 131st Street, Indiana Avenue and 130th Street). CDOT should also install bike racks at key bus stops. Bus stops identified for improvements include high ridership stops, key locations, or at terminal locations. These include:
  - Ellis Avenue and 131st Street
  - Langley Avenue and 131st Street
  - St Lawrence Avenue and 131st Street
  - Daniel Drive and 130th Street
  - Indiana Avenue and 130th Street

2 Residents also expressed interest in reinstating CTA Route #104. However, the recommendation is not continuing at this time, due to congestion concerns along the route and bus timing issues.

Transit Card Access

The nearest locations to purchase a Ventra card are on 127th Street and 142nd Street, both of which are outside of the study area. While CTA buses accept cash fares, Ventra tickets or passes can only be purchased at Ventra vending machines or at Ventra retailers. Transit riders can add passes and value online once they have a Ventra card. Per CTA's fare page (http://www.transitchicago.com/fares/) transfers are not available for cash fares paid on buses, and cash fares cost $0.25 more than Ventra card fares.

Recommendations

- CTA and Ventra should continue working with local retailers to sell Ventra products. The Altgeld Branch of the Chicago Public Library is a potential location.

Landscape Maintenance

Overgrown landscaping is a problem throughout the study area. Residents pointed to conditions along 130th Street as a prime example.

Recommendations

- The City should regularly maintain and trim overgrown landscaping along major arterials, especially along transit routes, Safe Passage Routes, and designated bike routes.

Grass Parkways with Sidewalk Development

The City of Chicago's Complete Streets Guidelines identifies various widths for sidewalks based on land use and roadway type and encourages the creation of space to help add permeable surface and buffer space from moving vehicles. These guidelines also identify the opportunity for using this space for green infrastructure such as rain gardens or bioswales.

The diagrams below illustrate common sidewalk issues (Figure 39) and potential solutions to expand the sidewalk inward or outward (Figure 40).

Recommendations

- Create bioswales within parkway space to reduce flooding and treat stormwater runoff.
- Where space allows, add parkways for snow storage, rain gardens, trees, bike racks, or landscaping. Improve visibility at approaches to corners by prohibiting parking and by keeping planted areas trimmed.

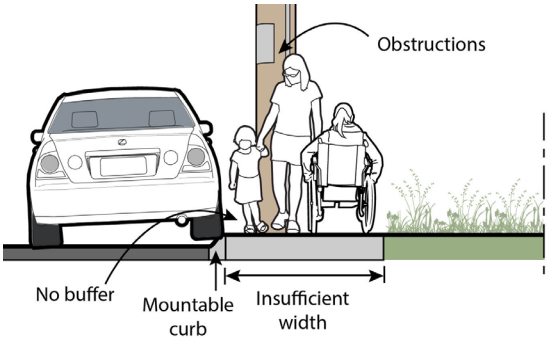


Figure 39. Common sidewalk issues

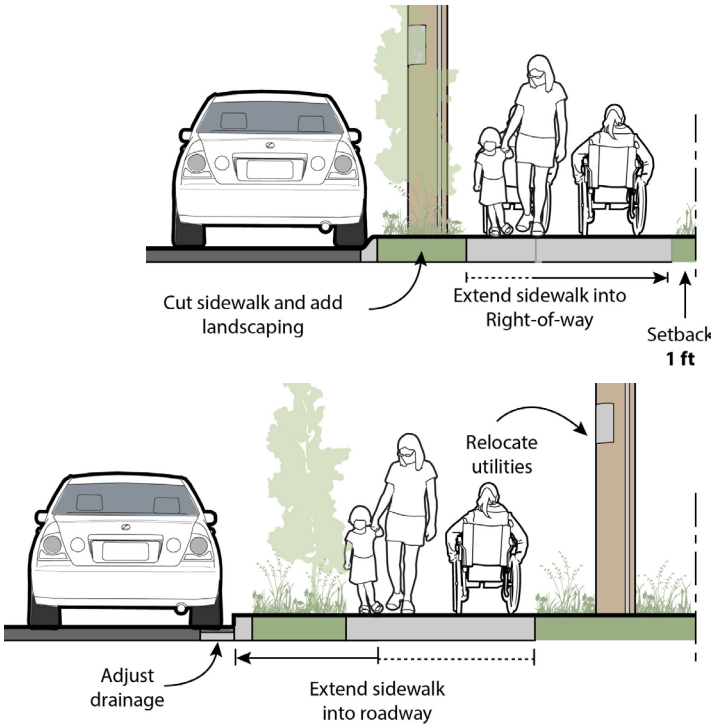


Figure 40. Sidewalk expanded into right-of way (above). Relocated utilities to expand sidewalk toward the roadway (below).

Encouragement Programs with Local Advocacy Groups

We Keep You Rollin' is a community effort that advocates for wellness through biking and walking. We Keep You Rollin' plays a key role in providing community members with the tools and encouragement they need to access active transportation, hosting safety events, repair workshops, an annual bike ride, and a dockless bike share library prior to the May 2018 citywide dockless bike share pilot. The Safety and Transit Action Council (STAC) is a grassroots community group that advocates for transportation improvements.

Recommendations

- Provide community organizations with opportunities to pursue funding sources to implement plan recommendations. This may include applying to grants such as the Regional Transportation Authority's Access to Transit grant.

Maintenance of Existing Infrastructure

In general, existing pedestrian infrastructure in the study area would benefit from additional routine maintenance. Keeping sidewalks, curb ramps, and other features in usable condition contributes to walkability as well as access to transit. Residents are also encouraged to call 311 to report landscape and infrastructure maintenance requests.

Recommendations

- Review any outstanding 311 or other maintenance requests for public infrastructure in the area.
- CDOT and the Alderman's Office should ensure that street sweeping, sidewalk repairs, and other routine maintenance exercises are completed as needed.

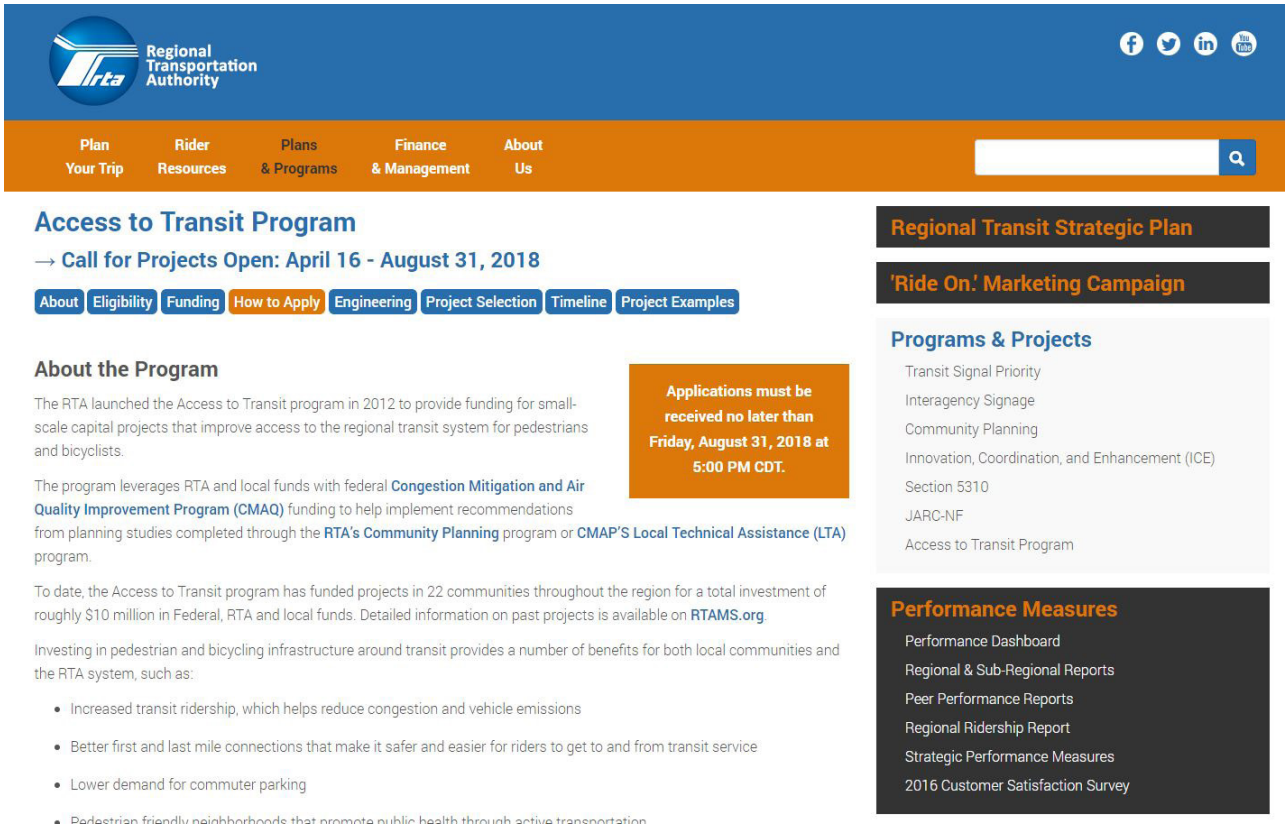


Figure 41. RTA Access to Transit program website.

Dockless Bike Share Pilots

Dockless bike share pilots operate in the Riverdale Community Area as of summer 2018. Dockless bike share provides reduced travel time for one-way and two-way trips within the study area that would otherwise be completed on foot. This feature enhances mobility within the community as well as to transit for longer trips.

Recommendations

- Continue dockless bike share pilot, with a continued focus on accessible, affordable transportation options for community members, including those without credit cards, smart phones, and/or bank accounts.
- Any future pilot programs involving other shared mobility options (i.e., stand-up scooters) should also include a focus on evaluating mobility providers' ability to offer affordable transportation options for community members.
- Work with dockless bike share companies on programming to hire local residents. Examples of potential jobs include bike share ambassador roles to help other community members use the new systems.

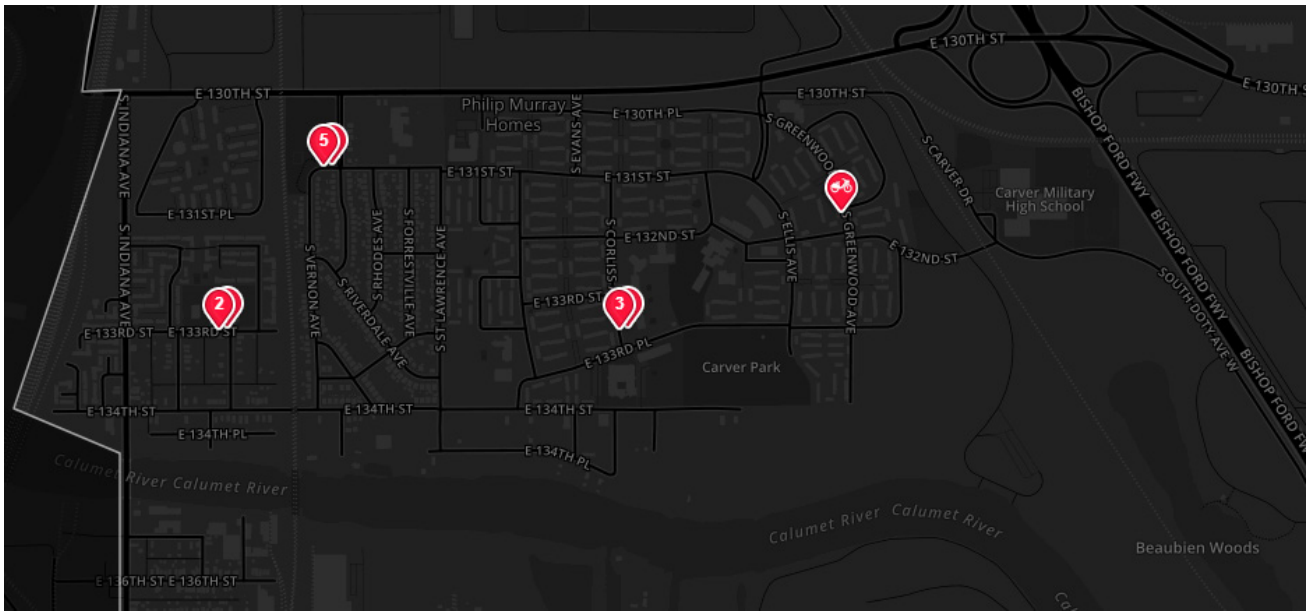


Figure 42. Screenshot from JUMP Bikes website showing the Riverdale Community Area.

5. Implementation Strategy

The Riverdale Community Area Multimodal Transportation Plan is a living plan and will take years to fully implement. As such, the implementation strategy focuses on investing in projects that can have a significant and lasting impact on livability in the study are and beyond. The implementation strategy consists of the following components:

- Prioritization overview
- Prioritization criteria
- Project timing and prioritization results

Despite the presence of this implementation strategy, the City of Chicago and other agencies should capitalize on opportunities that present themselves through the life of the plan.

Project cut sheets of high priority projects are provided as an appendix. These documents show additional detail related to constructing these projects. Details include cost estimates, potential funding sources, and lead / supporting public agencies.

Prioritization Overview

Project prioritization helps CDOT and other agencies understand high priority projects that should be implemented in the short, medium, and long term. The project team developed prioritization criteria based on plan goals, objectives, and the results of stakeholder and public engagement. Advancing racial and economic equity is a focus of this plan. However, equity is not included in the prioritization criteria because all transportation improvements identified in this plan aim to advance equity. As shown in Chapter Three: Existing Conditions, the Riverdale Community Area was ranked Chicago's highest hardship community in terms of income, unemployment, education, and share of residents under the age of 18 and over 65.

Prioritization represents a snapshot at the time the plan was developed. These values may change over time as the plan is implemented and new opportunities arise. This, along with local agencies' competing priorities, means projects' implementation order and timing may differ from the recommendations shown in this chapter.



Figure 43. The plan prioritization process seeks to transform roadways that are currently car-focused into safer routes for walking, bicycling, and accessing transit.

Prioritization Criteria

Each recommended project was evaluated and scored according to the table shown here. A single project can score a maximum of ten (10) points. The minimum possible score is zero (0).

Category	Criteria Detail	Project Scoring
Pedestrian Safety and security	Improves safety while walking in areas with a history of crashes and/or resident concerns.	Projects can receive a maximum of three points, based on a combination of the following: 1 pt = Baseline point for safety improvement 1 pt = Improved crossing(s) 1 pt = Create a formal walkway where residents previously walked through gravel or grass to reach destinations
Resident needs	Identified as a specific need through public engagement	Yes=1 No=0
Bicycle safety and security	High or moderate level of stress for biking and/or history of crashes	Yes=1 No=0
Access to transit	Projects on transit routes that directly support transit operations and access to transit stops	Yes=1 No=0
Connects to destinations	Directly connects to park, school, or grocery store	Yes=1 No=0
Pedestrian travel time	Reduces travel time by walking by creating a connection where none exist (i.e., dedicated space for people walking) or significantly improves comfort along a route.	Yes=1 No=0
Bicycling travel time	Reduces travel time by biking by creating a connection where none exist (i.e., dedicated space for people bicycling) or significantly improves comfort along a route.	Yes=1 No=0
Identified in a previous plan	Identified as a need in a previous planning process	Yes=1 No=0

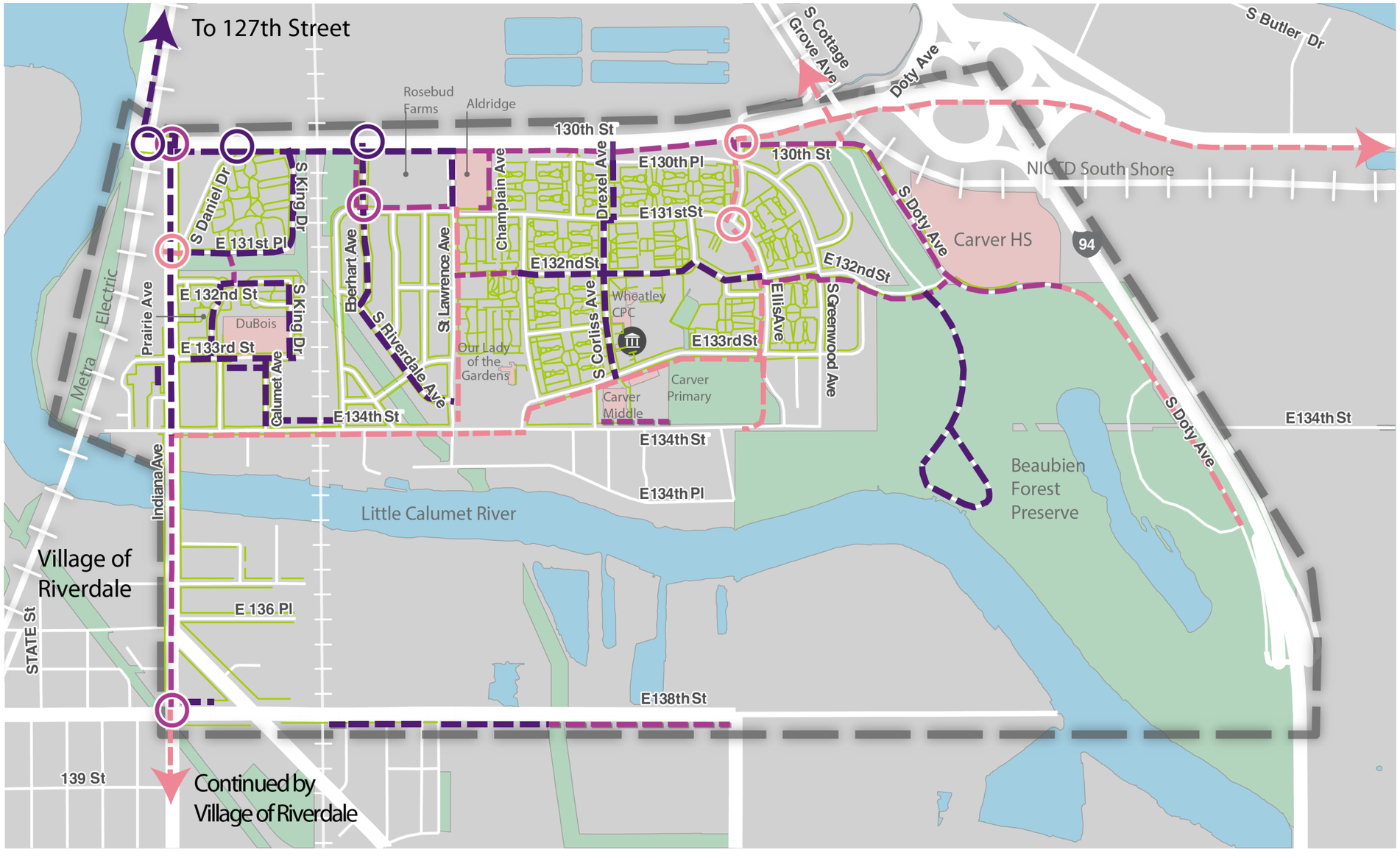
Project Timing and Prioritization Results: Location-Specific Recommendations

Prioritization results are divided according to estimated implementation timeframe. The City and other stakeholders will need to verify precise implementation timing based on resurfacing and other construction schedules, funding, competing priorities, and other factors. Projects are identified as near-term, medium-, and long-term based on the following criteria:

- **Short-term (0 to 3 years):** These projects represent crucial connections, as discussed with the project steering committee and local residents. Projects in this short-term category include low hanging fruit as well as critical sidepath, shared use path, sidewalk, and intersection improvement recommendations. These items are necessary to enhance safety and are divided into short segments for faster implementation. Early action projects may not require grant funding or additional revenue sources to implement.
- **Medium-term (3 to 7 years):** These projects build upon near-term recommendations. They are no less important than those recommendations suggested for short-term installation. Medium-term recommendations will likely take longer to secure funding and to organize implementing stakeholders.
- **Long-term (7 to 20 years):** These projects include longer sections of sidepaths, median and streetscaping enhancements, more substantial intersection improvements, and new street connections. Project costs will likely require additional funding sources to successfully implement recommendations. They may also involve complex stakeholder coordination, the purchase of land (i.e., an easement for a sidepath), or modification/replacement of existing structures (i.e., bridges, overpasses).

When viewed as a whole, short, medium, and long term recommendations represent a full build-out of plan recommendations. Full build-out is shown in Figure 44. Additional maps are included for high priority projects according to phase (Figures 45 to 47).

Information about prioritizing area-wide recommendations is located beginning on page 59.



Recommendation Phasing

Intersection Improvement

- Short-term
- Medium-term
- Long-term

Recommended Project Phasing

- Short-term
- Medium-term
- Long-term

Not shown: Median and streetscaping improvements:
Eberhart Avenue (short term)
130th Street (long term)
Ellis Avenue. (long term)

Figure 44: Project Phasing: Short, Medium, and Long-term Recommendations

Existing Features

Study Area

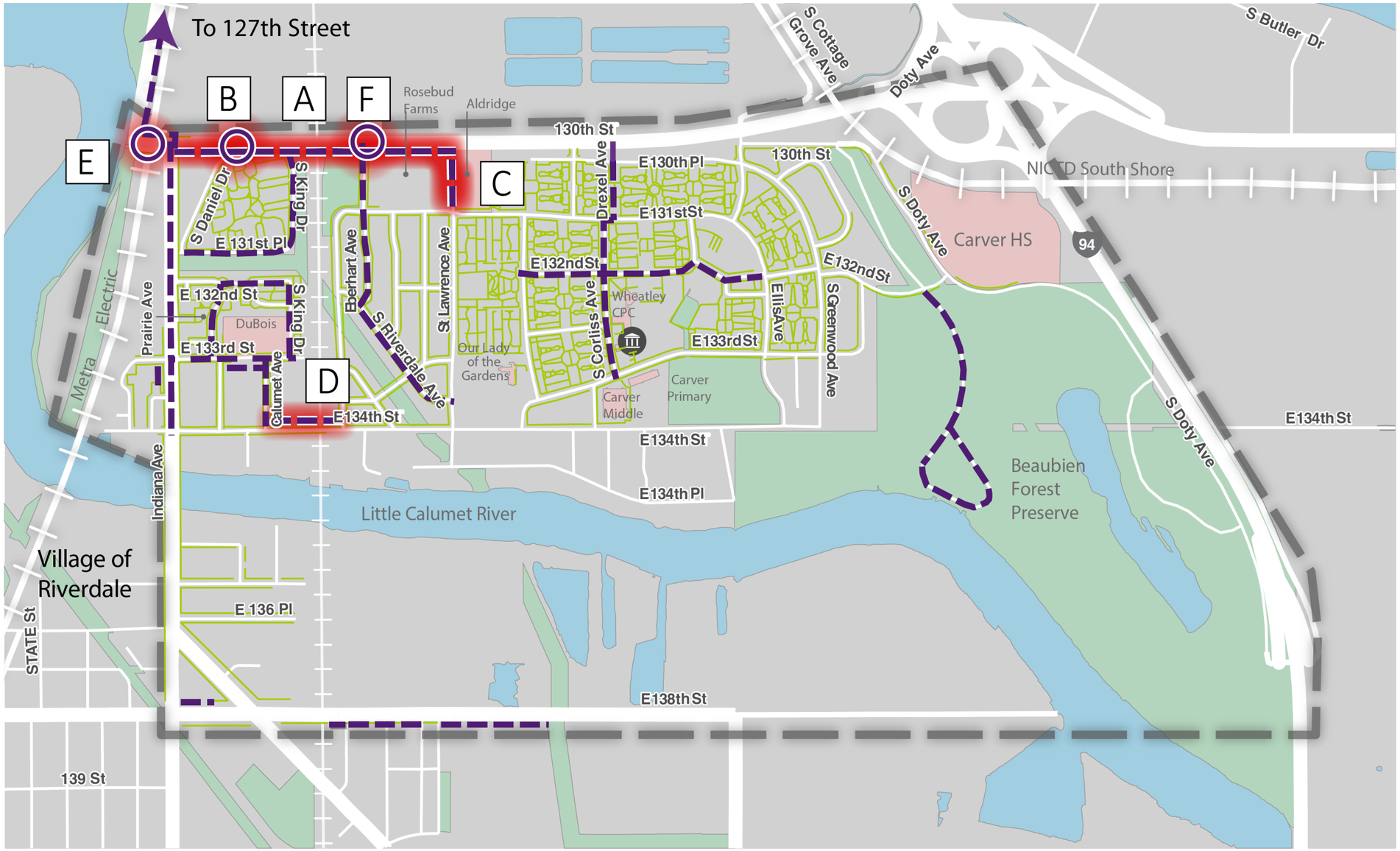
Libraries

Schools

Existing Sidewalk

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Short-term Recommendation Phasing

- Intersection Improvement
- Short-term Projects
- High Scoring Projects

A **130th St sidepath:** Indiana Ave to St. Lawrence Ave

B 130th St and Daniel Dr **intersection improvement**

C **Shared Use Path,** extending north of St. Lawrence Ave

D **134th St Stair removal / sidewalk repair:** between Vernon Ave and railroad

E 130th St and Metra Electric viaduct **intersection improvement**

F 130th St and Eberhart Ave **intersection and median improvement**

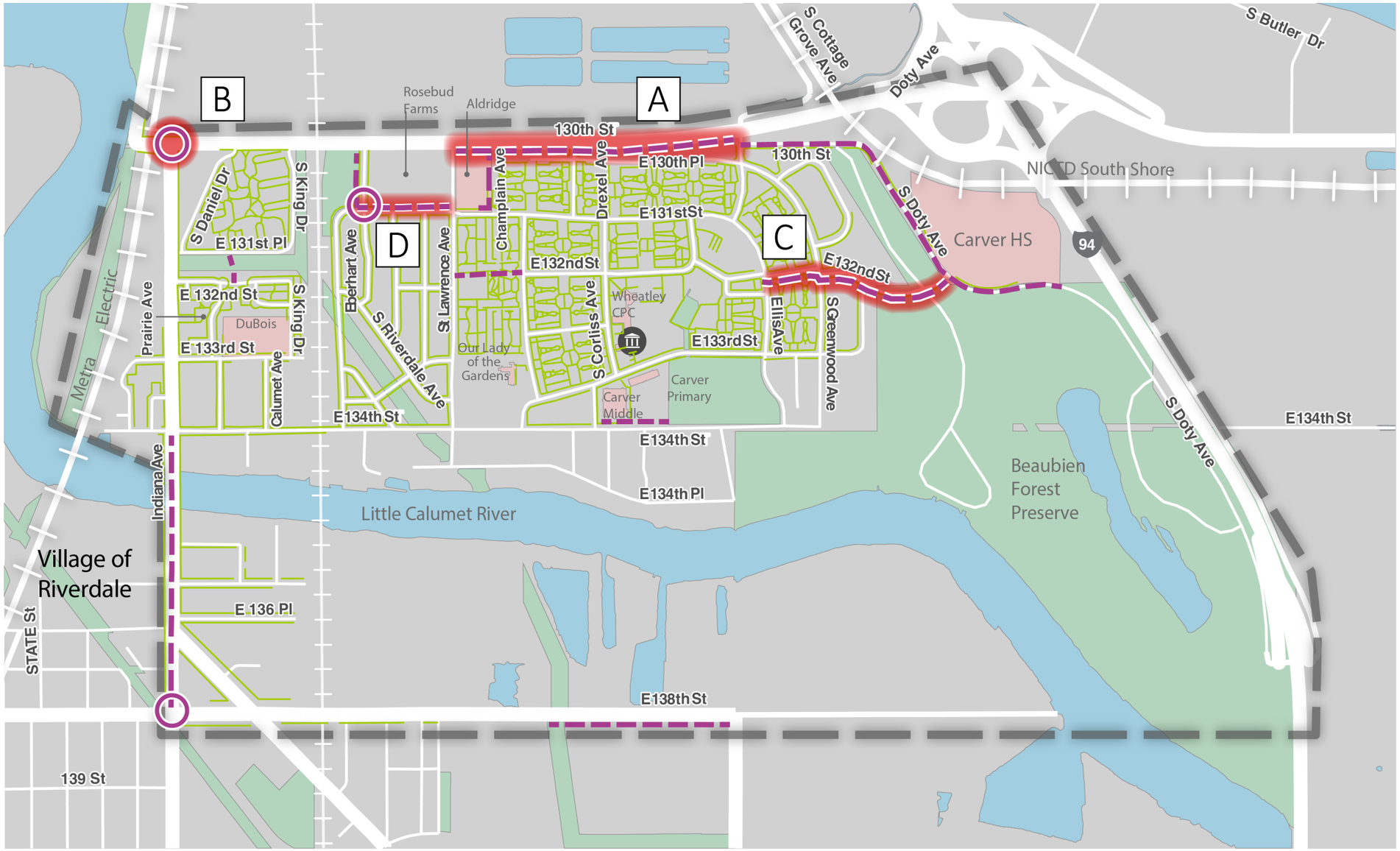
Figure 45: Project Phasing: Short-term Recommendations

Existing Features

Study Area · Libraries · Schools · Existing Sidewalk

0 0.25 Mi

N



Medium-term Recommendation Phasing

- Intersection Improvement
- Medium-term Projects
- Highest Scoring Projects

A **130th St sidepath:** St. Lawrence Ave to Ellis Ave

B 130th St and Indiana Ave **intersection improvement**

C **132nd St sidepath:** Ellis Ave to Doty Ave

D **131st St sidepath:** Eberhart Ave to St. Lawrence Ave

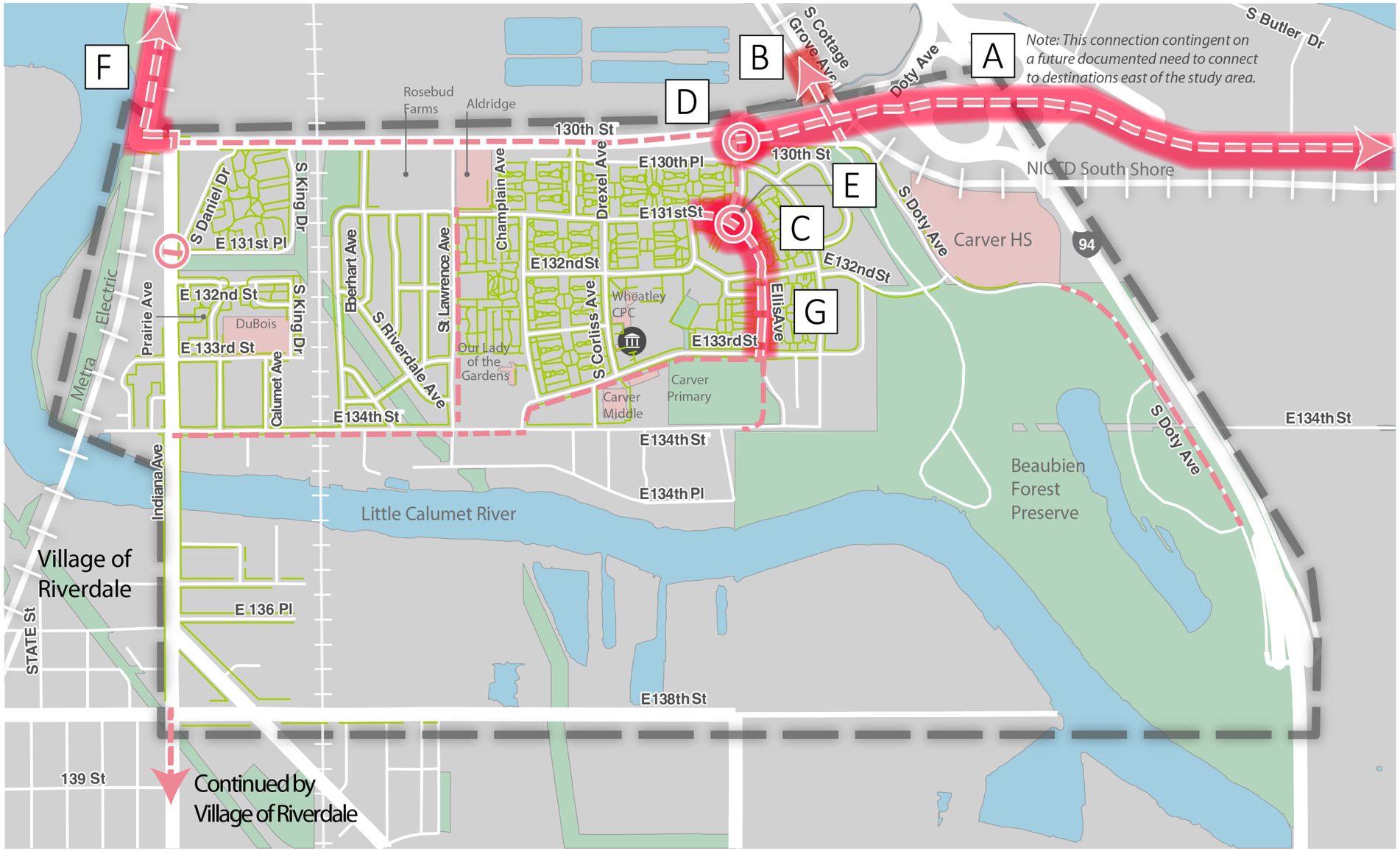
Figure 46: Project Phasing: Medium-term Recommendations

Existing Features

Study Area · Libraries · Schools · Existing Sidewalk

0 0.25 Mi

N



Long-term Recommendation Phasing

- Intersection Improvement
- Long-term Projects
- Highest Scoring Projects

A **130th St sidepath:** Ellis Ave to existing sidepath east of the study area (at the Calumet River)*

B **New shared use path:** 130th Street (local) to proposed Red Line Station**

C **131st St / Ellis Ave streetscaping:** Ingleside Ave to 132nd St

D 130th St and Ellis Ave **intersection improvement**

E 131st St and Ellis Ave **intersection improvement**

F **Indiana Ave sidepath:** 127th St to 130th St

G **Ellis Ave sidepath:** 130th St to 133rd St

* Contingent on a future documented need to connect to destinations east of the study area.

**Alignment, cost estimate, and timing dependent on future station siting and planning details.

Figure 47: Project Phasing: Long-term Recommendations

Existing Features

Study Area · Libraries · Schools · Existing Sidewalk

0 0.25 Mi N

Prioritizing Area-wide Recommendations

Area-wide recommendations included in the plan are crucial for improving mobility in Riverdale. Several represent low-hanging fruit that can have a large impact on how residents travel. The following table presents implementation strategies related to area-wide recommendations.

Recommendation	Implementation Details	Schedule
Bike racks at strategic locations *(full list included in the plan document)*	■ Prioritize locations that currently meet CDOT Bike Rack Citing Guidelines. ■ Coordinate with CHA to pour new concrete pads for bike racks, where needed.	■ **Near-term locations:** schools, parks, Altgeld Library, multi-family housing ■ **Medium-term locations:** Beaubien Woods Forest Preserve, commercial /public service/ non-profit organization buildings
Continue piloting dockless bike share in the Community Area	■ Dockless bike share is closely linked to bike rack availability, since these bikes are currently required to lock to a fixed object. ■ Additional implementation details will be determined as the Chicago dockless bikeshare pilot program concludes during Fall 2018.	Near-term
Area-wide curb ramp and sidewalk improvements	■ Establish an annual budget item within 9th Ward funding to upgrade curb ramps and sidewalks. ■ Implementing curb ramp and other improvements requires a more comprehensive investigation of ADA compliance in the Community Area.	Near-term

Recommendation	Implementation Details	Schedule
Bus stop improvements with shelters / real-time information, where appropriate	■ Next steps must include coordination with CTA and Pace to improve existing bus stops.	■ **Near-term:** Add bus shelters at high ridership stops; add real-time arrival information at key bus stops with existing shelters and electricity feeds ■ **Medium-term:** Continue adding amenities as existing conditions and technology needs change
Transit card access	■ Requires outreach between CTA / Ventra and local businesses or institutions.	Near-term
Landscape maintenance	■ Encourage residents to report overgrown foliage and other concerns by calling 311.	Near-term
Grass parkways with sidewalk development	■ Coordinate with new development in the area ■ Follow existing parkway guidelines when installing new sidewalks and sidepaths	Near-term to medium-term
Continue encouragement programs with local advocacy groups	■ Continue outreach via the Chicago Bike Ambassadors and others to support the educational and encouragement efforts of We Keep You Rollin' (WKYR) Bike & Wellness Group.* ■ Implement low effort, high priority infrastructure improvements. Coordinate with WKYR and other groups to obtain resident input on designs and educate about changes. Longer term, continue this relationship to engage residents about other infrastructure changes.	Near-term
Improve maintenance of existing infrastructure	■ Encourage residents to report maintenance needs by calling 311.	Near-term

*The annual WKYR bike ride is typically held each spring or summer. Other group bike rides are held throughout the year, such as the Bike-a-palooza held as a back-to-school event. The group rides combine a tour of the community area with information about bike share, bike repair, giveaways from local partners, and cross-promotion of other community area initiatives surrounding wellness, active living, food access, and local history.

Appendix: Project Concept Sheets

Viaduct enhancements *(130th St & viaduct)*

The proposed improvements focus on improving the bicycle and pedestrian experience and creating a sidepath connection under the viaduct. The viaduct creates a visual and physical barrier between Riverdale and neighborhoods to the west and north. It creates a dark passage with sidewalks covered in debris that is not inviting to pedestrians and bicyclists. The scope of this project includes installing pedestrian-scale lighting, painting the underside of the viaduct, and general maintenance.

+ KEY BENEFITS

- Increased safety and security for pedestrians
- Provides key pedestrian connection between 130th Street and greater community

- POTENTIAL CHALLENGES

- Lighting and painting need to be adopted and maintained by the neighborhood for ongoing maintenance
- Being that the City of Chicago does not own the viaduct, coordination with Metra is needed to implement the recommended improvements

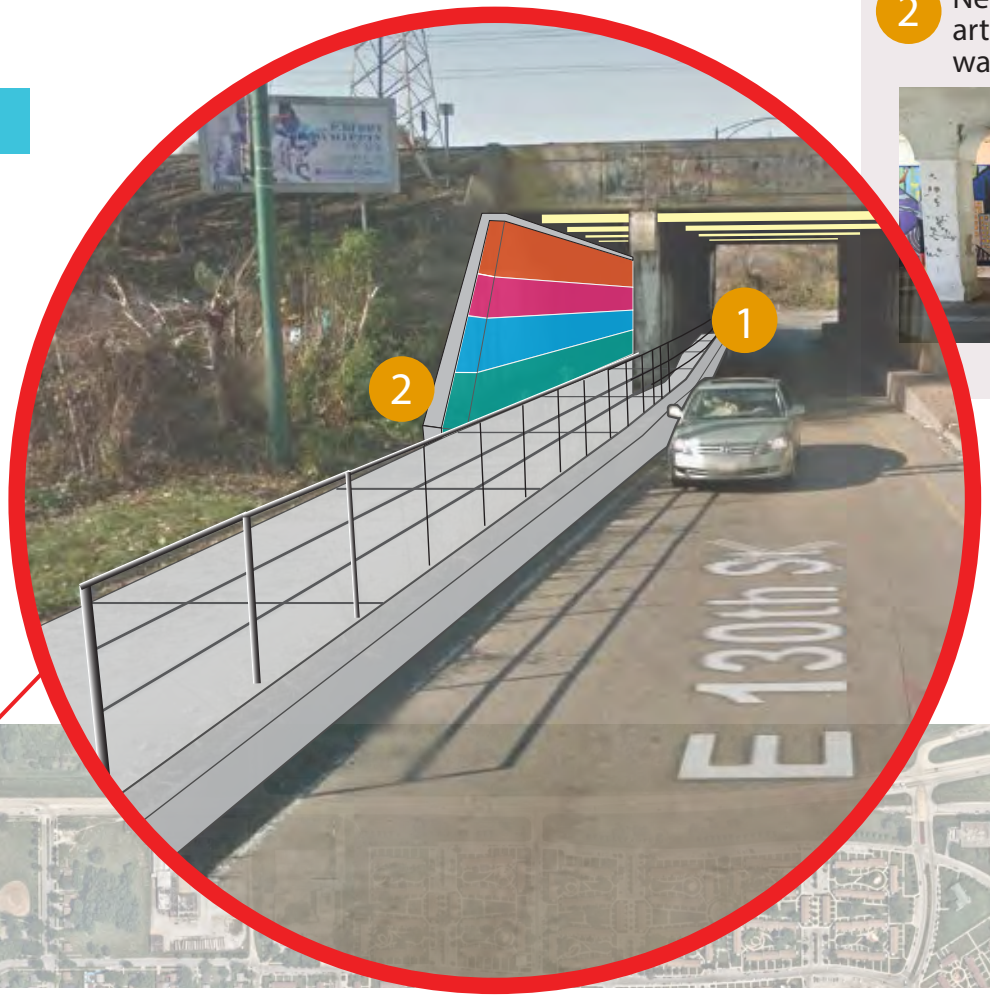
$ FUNDING OPPORTUNITIES

- Illinois Transportation Enhancements Program (ITEP)[1]
- Congestion Mitigation and Air Quality (CMAQ) funding[2]
- Transportation Alternatives Program (TAP)

1 Administered by IDOT
2 Administered by CMAP

TOTAL COST: $50,000-$70,000

Preliminary Engineering: $2,500-$3,500



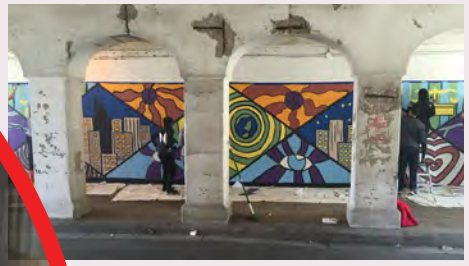


KEY RECOMMENDATIONS

1. Install artistic bicycle and pedestrian scale lighting



2. Neighborhood involved artistic mural in the walkway



Crossing improvements *(130th St & Eberhart Ave)*

The recommendations at this intersection target improving the pedestrian crossing at Eberhart Avenue along 130th Street, with curb ramps, high visibility crosswalks, improving the existing median with landscaping, and a pedestrian refuge island. A gateway treatment with signage and landscaping will celebrate the neighborhood and slow drivers as they turn onto Eberhart Avenue. The intersection design process should include an analysis using Autoturn software. This analysis would help designers propose new curb and median geometry to accommodate smooth bus turns. The outside radius of the bus tracking should be at least 53 feet for safe operation.

+ KEY BENEFITS

- Provides comfortable sidewalk connection for pedestrians to access CTA bus stops
- Complements proposed sidepath along 130th Street between Indiana and Ellis Avenue

- POTENTIAL CHALLENGES

- Median landscaping may be difficult to maintain over time
- The median may shift to the east to maintain the existing median width

$ FUNDING OPPORTUNITIES

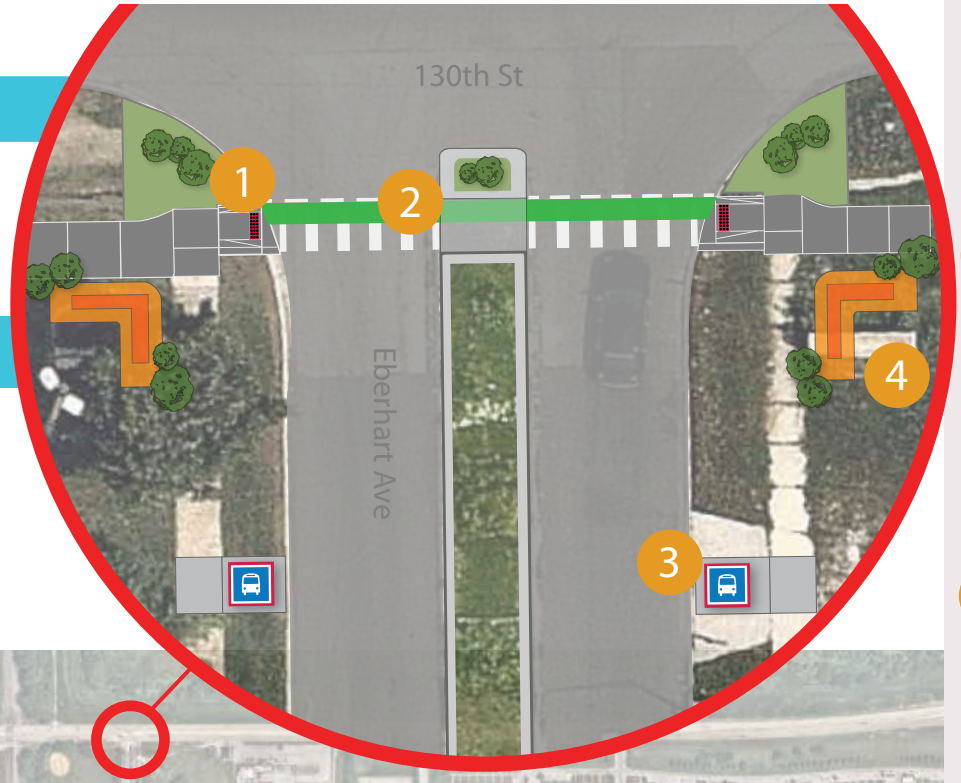
- Illinois Transportation Enhancements Program (ITEP)[1]
- Access to Transit funding[2]
- Invest in Cook grant program

1 Administered by IDOT
2 Administered by RTA

TOTAL COST: $56,500

Preliminary Engineering: $6,780

Design Engineering: $5,650





KEY RECOMMENDATIONS

1 High visibility crosswalk with curb ramps



2 Protected crossing



3 Improved bus stop



4 Neighborhood gateway treatment

Intersection Upgrades *(130th St & Indiana Ave)*

The recommended improvements to this intersection are intended to improve pedestrian amenities and reduce vehicular travel speeds through adding high visibility crosswalks, pedestrian signals with countdown timers, adding a left turn arrow and loop detector, and constructing a concrete median.

+ KEY BENEFITS

- Increase pedestrian safety and comfort
- Intersection amenities reduce vehicular speeds

- POTENTIAL CHALLENGES

- IDOT jurisdiction may complicate approval and construction process

$ FUNDING OPPORTUNITIES

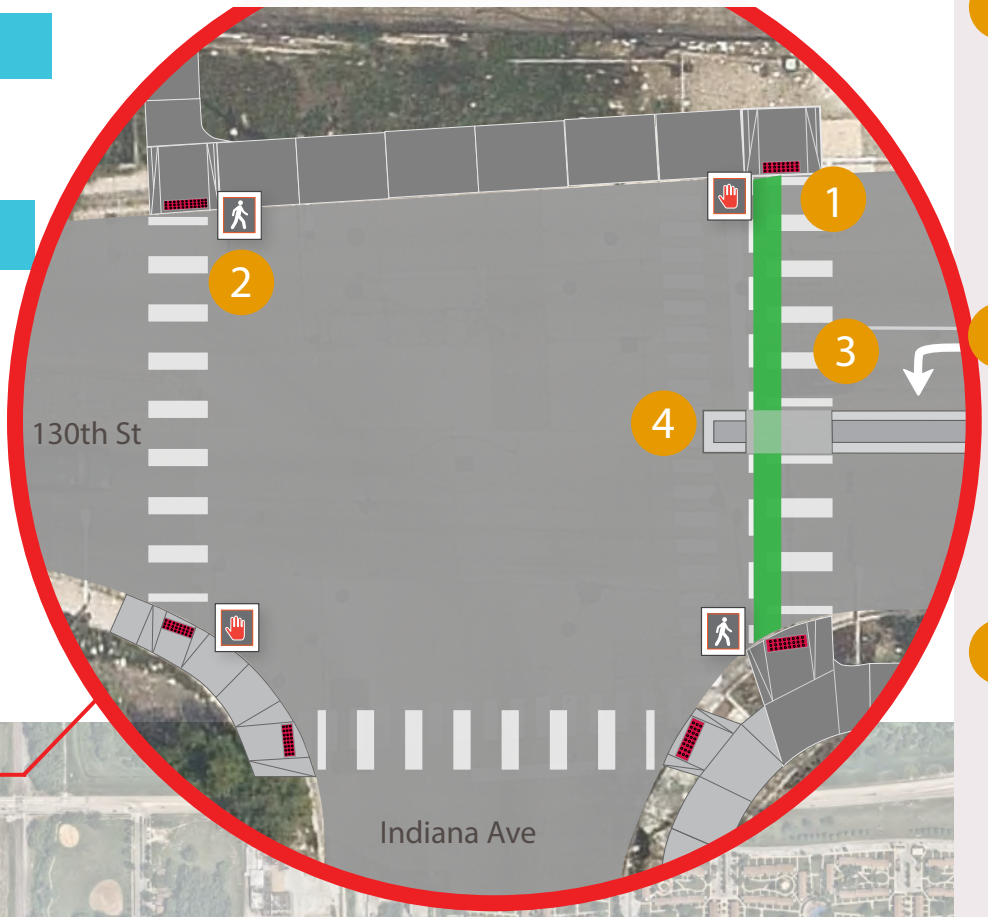
- Congestion Mitigation and Air Quality (CMAQ) funding[1]
- Illinois Transportation Enhancements Program (ITEP)[2]
- SurfaceTransportation Program (ISTP)[3]
- Invest in Cook grant program

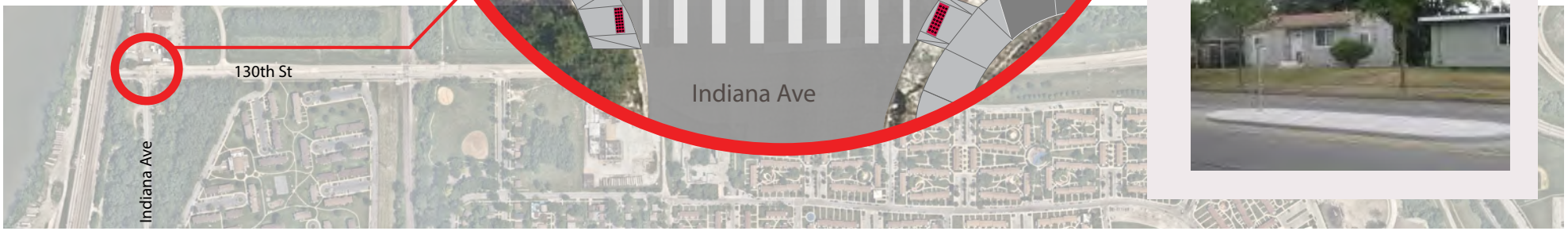
1 Administered by CMAP
2 Administered by IDOT
3 Administered by Cook County

TOTAL COST: $366,750

Preliminary Engineering: $44,010

Design Engineering: $36,675





KEY RECOMMENDATIONS

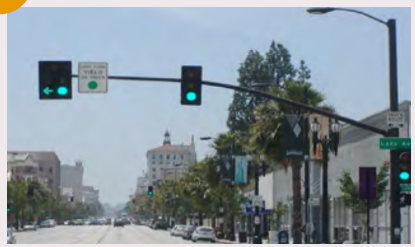
1. High visibility crosswalks and curb ramps



2. Pedestrian signals with countdown timers



3. Protected left turn phase



4. Protected intersection crossing

Crossing Upgrades *(130th St & Daniel Dr)*

The recommendations at this intersection target enhancing the crossing of 130th Street and Daniel Drive to improve access to the existing CTA bus stop by constructing a pedestrian island, installing a pedestrian beacon, curb ramps, and a high-visibility crosswalk across 130th Street.

+ KEY BENEFITS

- Pedestrian island decreases the length pedestrians are required to walk to cross the street
- Provides residents with a connection to CTA stop

- POTENTIAL CHALLENGES

- Sidewalk on northern portion of 130th Street does not connect to larger sidewalk network

$ FUNDING OPPORTUNITIES

- Illinois Transportation Enhancements Program (ITEP)[1]
- Access to Transit[2]
- Invest in Cook grant program

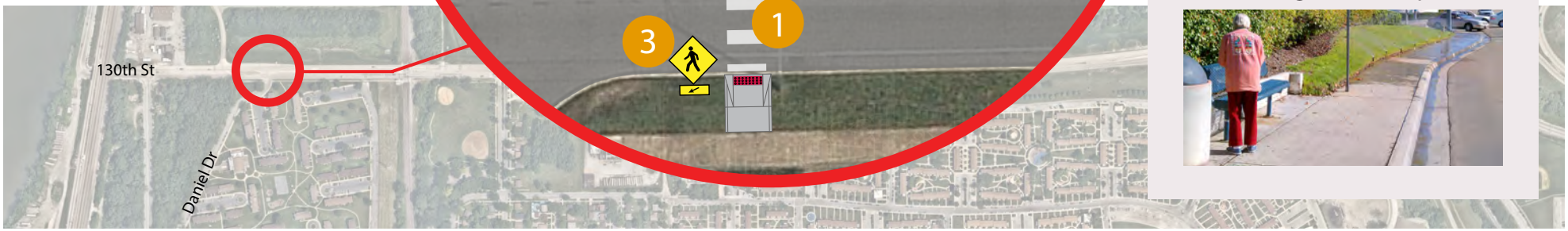
1 Administered by IDOT
2 Administered by RTA

TOTAL COST: $59,000 - $86,500

Preliminary Engineering: $7,080 - $10,380

Design Engineering: $5,900 - $8,650





KEY RECOMMENDATIONS

1. High visibility crosswalk



2. Protected crossing



3. Flashing pedestrian beacon



4. New sidewalk to connect crossing to bus stop

Sidepath Infrastructure *(130th St, Indiana - Ellis Ave)*

This recommendation would be pivotal in creating safe and comfortable amenities that provide access to and from the Riverdale community. The proposed sidepath would connect residential areas and community destinations, as well as provide an opportunity for the addition of transit service on 130th Street.

TOTAL COST: $1,950,000

Preliminary Engineering: $234,000
Design Engineering: $195,000

+ KEY BENEFITS

- Provides a comfortable and continuous facility across the Riverdale community
- Provides a critical link between many of the plan's proposed recommendations

- POTENTIAL CHALLENGES

- Bicycle crossing amenities at railroad crossing may be difficult to implement
- IDOT jurisdiction may complicate construction process and elongate the project's timeline

$ FUNDING OPPORTUNITIES

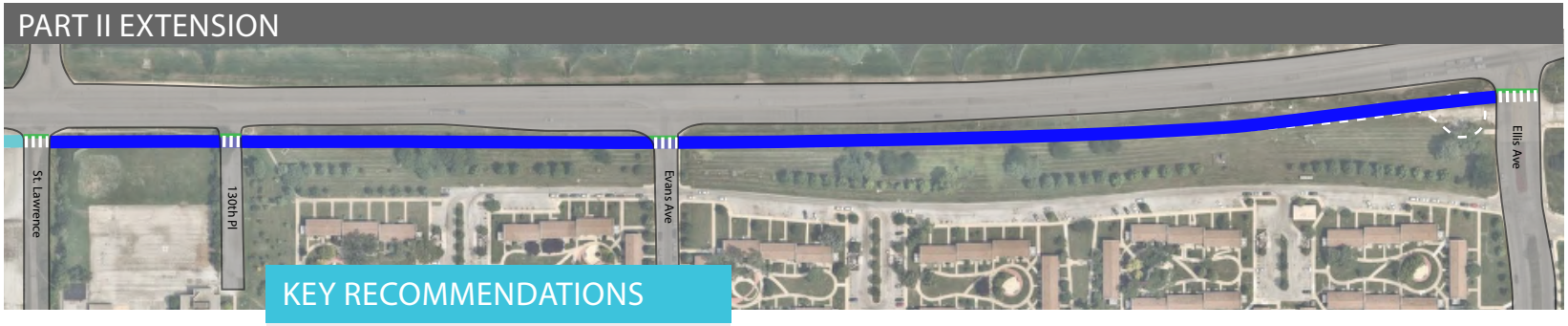
- Recreational Trails Program[1]
- RTA funding[2]
- Illinois Transportation Enhancements Program (ITEP)[3]
- Invest in Cook grant program

1 Administered by Illinois Department of Natural Resources
2 Administered by RTA
3 Administered by IDOT

PART I EXTENSION



PART II EXTENSION



KEY RECOMMENDATIONS

1 Bicycle intersection amenities



2 Accommodate pedestrians and cyclists



