Little Village Transit Assessment

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Geography 242: Geographical Information Systems II

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Project Summary

Enlace Chicago, an organization in the Little Village Community, commissioned our group to develop a baseline GIS map of the transportation trends within the community area. This is the organization's first attempt to utilize GIS into a transportation project and they expect to use our map as a foundation for future projects and developments.

Enlace inquired about the problems with congestion on 26th Street and the lack of alternate transit use by citizens of the community. Our group chose to focus on their concerns along with issues which surfaced during our research. We discovered not only reasons for congestion and lack of alternate transit utilization, but resources which could be implemented to help promote the use of alternate transit. We defined alternate transportation as any method of travel which did not involve the use of a personal motor vehicle. This meant that we selected other options of travel such as walking, biking, CTA bus and rail transportation, as well as METRA lines.

Our project revealed a severe lack of alternate transit options in the Little Village (South Lawndale) community. The community accounts for a large percentage of the city's population and has the highest number of children (ages 0-18). Recent cuts in bus routes have created a tremendous impact upon transit in the Little Village community especially for children traveling to and from school . The available elevated CTA train and METRA stations are also scarce and not easily accessible by community residents. The streets are congested by motor vehicles and spotted with large potholes making biking rather treacherous. Gang activity in the area has also spurred residents away from abandoning the safety of their own vehicle for public transit usage. The 26th Street area is the most congested portion of the community--lined with popular stores, restaurants, and numerous other attractions. There are no bike lines and an insufficient number of bike racks along 26th Street hindering bicycling as a popular method of alternate transit.

The lack of alternate transit utilization and alternate transit availability are codependent factors of one another. Little Village does indeed need more forms of alternate transit to become available and utilized by its many residents. We have created three maps which we believe help to guide our client's understanding of the transportation issues through implementation of GIS. We have also created a map which suggests a step towards improving the transportation problems.

We have created an alternate transit availability map which outlines all methods of transit available within the Little Village area. This map is to serve as a baseline map for future Enlace projects as well as an easily understandable map to be utilized by community residents. We also created a map which has created buffers separating major attractions from bike routes to illustrate the need for bike routes amongst areas producing high congestions. A suitability map for bike racks has also been created as a suggestion for the communities' implementation of more bike racks in popular area attractions to promote biking as a method of alternate transit.

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Introduction

Enlace Chicago of the Little Village community area requested that a baseline GIS map be created to outline transit options around the community area. Problems concerning traffic congestion and the ill utilization of alternate transit by community residents was a major reason for implementing this project. Enlace hopes to use this map to understand and to research transportation patterns in Little Village.

A study of the Little Village area revealed the lack of transit options and need for more methods of alternate transit in order to reduce congestion along streets with major attractions. Recent cuts in CTA routes have become major factors minimal use of alternate transit by residents. Residents are forced to rely on few options and most often choose mainly personal motor vehicle usage.

We were able to successfully map the available transit, the distance between bike routes from major attractions, along with a suitability map suggesting the need for more bike rack locations.

Needs Assessment

The needs assessment section outlines our goals, objectives, and information products which are to be used and developed throughout the project. The section also contains sources for our literature review. This section has been created to determine what results and products we would like to include in our final report.

1. **Background**

Enlace Chicago describes their mission as providing an effort to implement a positive difference upon Little Village residents by fostering a healthy and safe environment by supporting educational and economic advancement opportunities. The organization wants to successfully employ our GIS skills to answer their questions about transportation problems in the Little Village area. They want us to specifically focus on understanding and answering questions concerning local travel within the areas of public and personal transit. Our group must develop an understanding of the Little Village area and how its dense population and diverse culture has presented an extremely congested area that is in desperate need of promotion and utilization of alternative public transit routes. We have decided to provide the organization with a baseline GIS map of transportation routes within the Little Village area that highlights bus, train, and pedestrian walkway routes. We are also going to take into consideration public transit cuts that affected the area in the past as well as safety related concerns that may affect the way in which residents select preferred methods of travel. We are going to keep our client updated with regards to our progress with the map and make sure to answer all the clients questions to the best of our ability.

Literature Review:

The following is a compilation of a list of sources we hope to utilize to satisfy our research.

http://egov.cityofchicago.org/Transportation/bikemap/usemap/14-O.html
Map provided by the city of Chicago detailing official bike paths.

http://www.transitchicago.com/assets/1/bus_schedules/60.pdf
http://www.transitchicago.com/assets/1/bus_schedules/168.pdf
Bus schedule provided by the City of Chicago detailing two major bus routes in the area.

http://www.lexisnexis.com.ezproxy1.lib.depaul.edu/us/lnacademic/auth/checkbrowser.do?rand=0.061517500300677264&cookieState=0&ipcounter=1&bhjs=1&bhqs=1
New York Times article regarding NY city's traffic problems and how the city has been implementing alternative transportation has a means to curb these issues.

http://www.uwgb.edu/dutchs/pseudosc/masstransit.htm
An article titled “Why People Don’t Use Mass Transit” which outlines a number of reasons and formulas to calculate travel tendencies.

http://www.chicago.com/neighborhoods/Little_Village/
A guide listing major attractions in little village including dining, entertainment, shopping and schools. Analyzing these may provide some insight as to the reason for 26th traffic and destinations.

http://news.medill.northwestern.edu/chicago/news.aspx?id=110353
Article about cuts to public transportation in Little Village, one possible reason for high motor traffic.

2. **Goals**

- Establish an understanding of the Little Village neighborhood and the culture and population which exists within the community
- Determine why residents are unwilling to utilize public transit with regards to safety, personal, or financial concerns
- Understand the limitations presented to residents by previous cuts in public transit around the community area

3. **Objectives**

- Communicate with community residents and determine their feelings about transportation issues within the area
- Visit the 26th Street area to observe congestion issues and understand the transportation issues
- Research recent and past public transit cuts
- Research safety concerns and gang related issues which may present problems with transportation routes especially for children transferring to and from school
- Pinpoint bike paths, bus routes, and pedestrian walkways which are accessible and within the vicinity of the Little Village community area

4. **Information Products**

- Baseline GIS map which illustrates methods of transportation around the Little Village area

- Map will highlight specific features such as bus routes, bike paths, and pedestrian walkways

- Present a chart illustrating the effect of public transit cuts upon the community and how it has altered and decreased their methods and routes of transit

- A suitability map suggesting new bike rack locations

- A map including buffers around major attractions and local bus routes

Systems Requirements

1. Background

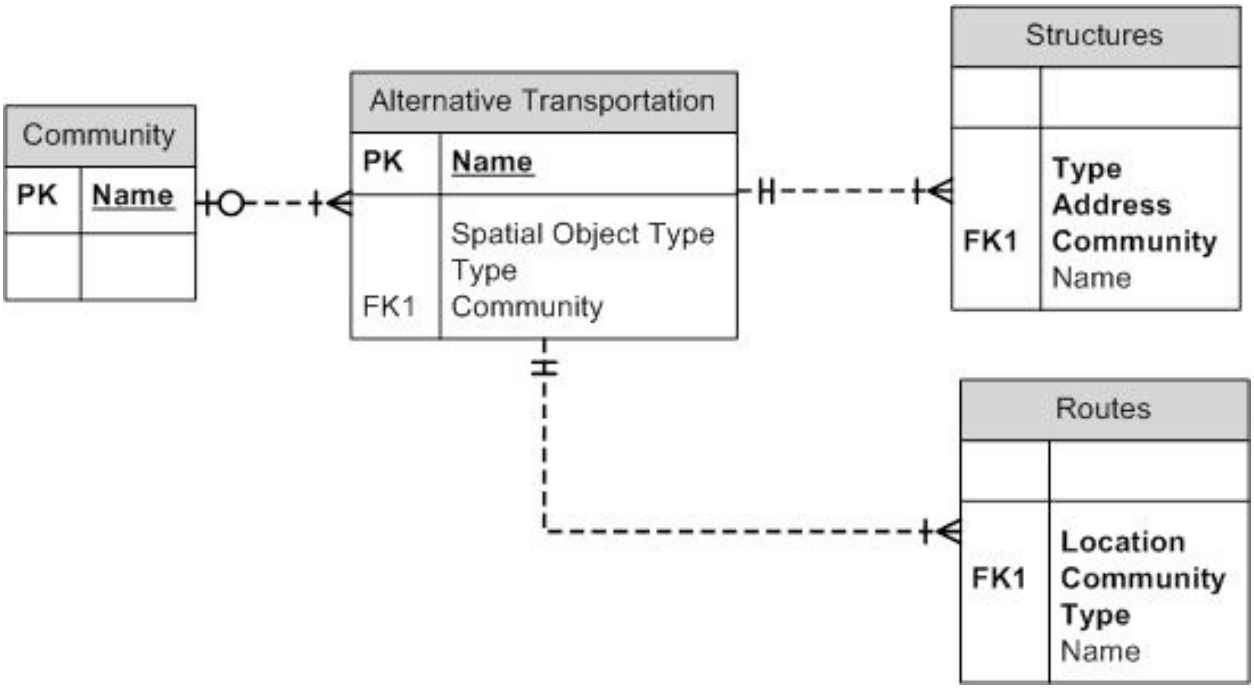
Our systems requirements refines our need-to-know questions into four distinct questions: What are the major attractions; what are the major sources of crime in the community; what alternative transportation routes and structures are available (real and accessible); How can the use of alternative transportation be further facilitated (new routes and structures)? We then recognize the entities involved in answering these questions and the methods needed in which to capture and display this information. A table was created to demonstrate the entities and their relationship to one another. This is then translated into an ERD to further explain each entity and it's attributes. Finally the processing requirements are addressed which give a low-level understanding of the technical requirements for the collection and processing of data to answer the questions.

2. Data Requirements

Need-to-know questions	Little Village	Major Attractions	Sources of Crime	Alternative Transportation
What are the major attractions?	X	X		
What are the major sources of crime in the community?	X		X	
What alternative transportation routes and structures are available (real and accessible)?	X			X

Need-to-know questions	Little Village	Major Attractions	Sources of Crime	Alternative Transportation
How can the use of alternative transportation be further facilitated (new routes and structures)?	X	X		X

I.



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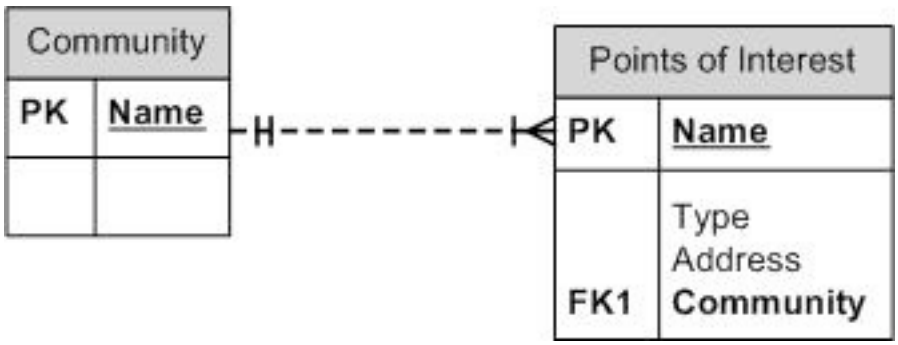
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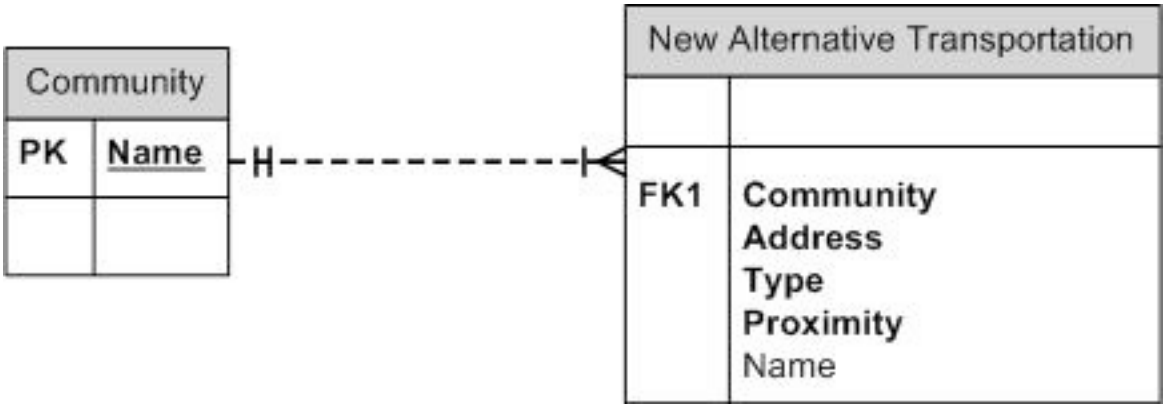
Name
Points of Interest
PK
Name
Type
Address
FK1
Community

III.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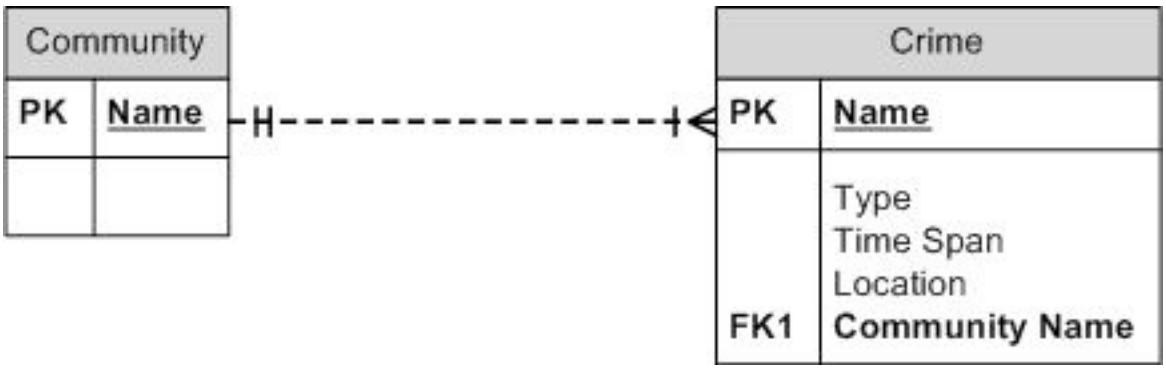
Name
New Alternative Transportation
FK1
Community
Address
Type
Proximity
Name

IV.


Community
PK
Name
Crime
PK
Name
Type
Time Span
Location
FK1
Community Name

3. Processing Requirements

Need-to-know Questions	Primary Data Capture	Secondary Data Capture	Geocoding	Proximity Analysis	Thematic Mapping
NTK1	X	X		X	X
NTK2	X		X	X	X
NTK3	X	X	X	X	X
NTK4	X	X	X		X

Data Acquisition

The data acquisition section includes a data dictionary, fitness for use assessment, along with a description of our data acquisition constraints. The data dictionary includes all data and information collected to use in our final information products. Our fitness for use portion provides an in depth evaluation of each of our sources listed in the data dictionary.

1. Introduction

Our data acquisition was developed from our need to know questions diagramed in Stage 2. Our need to know questions included determining what the major attractions are in the area, what alternate transit routes and structures are available, and how the use of alternate transit can be further facilitated. We collected data sets which satisfied our need to know questions as well as data sets which helped to broaden our information concerning our map and the Little Village area. We satisfied our data requirement by selecting databases which provided detailed information such as schools, roads, alternative transit routes, libraries, local attractions, etc. We were able to successfully integrate our data into a coordinate system and explored shape files which provided easy user readability when presented on the map. The following data dictionary contains our selected datasets used as well as a description of the fitness for use for each selected data set.

2. Data Dictionary

File Name: Neighborhoods
Description: Boundary data collected from City of Chicago GIS data website. Includes boundary of Little Village area that defines our area of concentration.
Attributes:

NAME	Neighborhood Name
PROJCS	'NAD_1983_StatePlane_Illinois
LATITUDE	WGS 84
LONGITUDE	WGS 84

Data Format: Shapefile
Spatial Object Type: Polygon
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html
Processing Steps: -Neighborhood shapefile was integrated into baseline map and then narrowed to encompass our select area – Transparency increased to allow visibility for other data points and contents.

File Name: Libraries
Description: Data on locations of libraries in the Chicago area
Attributes:

BLDG_ID	Name of library building
ADDRESS	Location of library
ZIP	Postal Code of library
ST_Name	Name of street
STORIES	Number of stories in library building
YEAR_Built	Year in which library was constructed

Data Format: Shapefile
Spatial Object Type: Point
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html
Processing Steps: -Integrated shapefile into baseline map – Changed point symbol to a library symbol for easy user readability

File Name: Schools
Description: Listing of schools in the Chicago Area including name and location of building.
Attributes:

NAME	Name of School
ADDRESS	Physical location of school building
ZIP	Postal code area in which school is located

Data Format: Shapefile
Spatial Object Type: Point
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html
Processing Steps: - Data point symbols were changed to look like school building symbols for easy use readability

File Name: Major Streets
Description: Collection of major streets in Chicago area including the 26th Street location in Little Village
Attributes:

STREET_NAME	Name of major street
DIRECTION	Direction of street (Cardinal)
STREET_TYPE	Category of street

DISTRICT	District area in which street is located
LATITUDE	WGS 84
LONGITUDE	WGS 84

Data Format: Shapefile
Spatial Object Type: Line
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

File Name: Pedway Routes
Description: Collection of pedway routes such as sidewalks, walking paths, and crosswalks at intersections.
Attributes:

ADDRESS	Physical location of pedway route
ZIP	Postal code identifier of pedway route
DIRECTION	Cardinal direction of pedway route

Data Format: Shapefile
Spatial Object Type: Line
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

File Name: Little Village Attractions
Description: Collection of attractions such as restaurants, entertainment venues, and shopping in the Little Village Area
Attributes:

NAME	Name of attraction
ADDRESS	Physical location of attraction
ZIP	Postal code identifier of attraction area

Data Format: CSV to SHP
Spatial Object Type: Point
Source: http://www.chicago.com/neighborhoods/Little_Village/
Processing Steps: Geocoded listing of attractions to shapefile

File Name: Little Village Crime
Description: Collection of sources and types of crimes in the Little Village area
Attributes:

COMMUNITY	Community in which crime was committed
ZIP	Postal Code area of crime
TYPE	Category of crime

Data Format: CSV to SHP
Spatial Object Type: Point
Source: http://gis.chicagopolice.org/CLEARMap/startPage.htm#
Processing Steps: Geocoded listings of crime to shapefile

File Name: Bike Racks
Description: Data surveyed on bike racks throughout the city of Chicago containing information of address, Id number, installation date, ward and alderman.
Attributes:

RackID	City of Chicago ID number
Address	Address of Rack
DateInstal	Date rack was placed at location
Ward	City ward rack is located in
Alderman	Alderman of the ward
CommArea	Chicago community area
CommName	Name of community area

Data Format: Shapefile
Spatial Object Type: Point
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

File Name: Bike Routes
Description: Data surveyed on bike routes throughout the city of Chicago containing information of street and bike route type. This also includes information of proposed bike routes and locations
Attributes:

STREET	Name of street the route is located on
BIKEROUTE	Type of Bike route (i.e. access path, off street trail, etc.)

Data Format: Shapefile
Spatial Object Type: Line
Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

File Name: Metra Lines

Description: Data provided by the City of Chicago and Metra Rail lines. This information includes line name, stops, distance between stations, and description of segments between stops

Attributes:

LINES	Name of the line (i.e. Milwaukee North, BNSF, etc.)
DESCRIPTIO	Describes segments and distance between stations

Data Format: Shapefile

Spatial Object Type: Line

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

File Name: Parks

Description: Data provided outlining major and minor parks in the city of Chicago. This data includes park name, number, locations, size, and zip code.

Attributes:

PARK_NO	Number provided by city
PARK	Name of the park
LOCATION	Address of park
ZIP	Zip code park is found in
ACRES	Size of park in acres

Data Format: Shapefile

Spatial Object Type: Polygon

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

3. Fitness for Use

Neighborhoods:

Neighborhood file was narrowed and selected to only include outline of Little Village area. Little Village, however, is also considered to be a part of South Lawndale. This lack of certainty in boundary and data constraints made it difficult to restrict the area to only the Little Village community. Once the outline was amended and the transparency was adjusted to an increased level, the integration was performed properly into our baseline map.

Libraries:

The listing of libraries is current and needed to be narrowed down to only the Little Village location. Proper adjustments to symbol size and location were corrected to comply with field results which we collected . Our field results proved that the location area provided by our data set was only slightly off of the actual location which we collected using handheld GPS.

Schools:

The collections of schools was selected to include public and private grade schools, high schools, and universities within the area. The locations were compliant with our field data and we changed the point symbols upon integration into our map.

Major Streets:

The integration of the major street lines into our map provided some difficulty. The streets were slightly blurry and needed snapping to improve clarity and the straightness of the line. The 26th street location especially required use of the snapping tool for definition purposes.

Pedway Routes:

The pedway routes, like the street lines, needed the snapping tool upon integration of the shapefile into our baseline map. Overlaying the routes upon our other existing data made our map congested. We clipped the routes and made the lines more rigid for improved clarity.

Attractions:

The collection of attractions were narrowed to include especially attractions located along 26th Street as this is the most congested area in Little Village according to our field data. The points were slightly off according to our collection of latitudes and longitudes of select attraction locations. To avoid the generalization of location provided by our data set, we made minor adjustments to comply with our field data.

Crime:

The crime data points were extremely numerous and needed to be narrowed to include only crimes which we felt were detrimental to transportation issues. We selected crimes which would affect especially transportation to and from school which is perhaps an underlying reason for residents tendency to avoid public transit in exchange for the safety of their own vehicles. The point symbols were edited to reflect a symbol indicating a crime or hazard.

Bike Racks:

Scale is appropriate with all bike rack locations geolocated on map. After comparing this data to the actual locations during a field survey the accuracy was found to be nearly perfect. The data was complete and included all bike racks provided by the city of Chicago. The data is current. Nonetheless the data only includes bike racks provided by the city and does not include other structures which may be used to secure bikes (i.e. parking meters, lamp posts, etc.). This is a limitation.

Bike Routes:

Bike routes are all located in their proper location after comparing to data to field survey findings. Data was complete. No bike routes were found on the map that didn't exist in actuality and no bike routes were found that were not on the map. However this data set did provide routes that were proposed but none of these were in our target area.

Metra Lines:

Metra lines were all found to be accurate once compared to Metra map provided by Metra. Some generalization done, creating straight lines in places were slight bends actually exist. For our usage, in the area we are targeting, no generalization had occurred. This data was current. No limitations could be found.

Parks:

Parks were accurate with some minor generalizations. All parks were up to date and positionally accurate. Some smaller areas may be considered green areas or parks which are not on the map; this is a limitation. However for our focus area all parks were accurate.

4. Data Acquisition Constraints

Due to delayed response and lack of compliance with our client, we were unable to acquire data directly from our clients opinion and residency in the Little Village area. We eventually acquired some of this data from our client but were forced to collect field data on our own by physically going to Little Village and collecting data which could have been provided by the client. The data and information which could have been provided by our client may have been more accurate than our findings due to our clients greater knowledge of the Little Village community. Lack of successful communication therefore led us to direct our project in more of a freelance manner. While we were able to create a plan which we believe will be successful and satisfying to our clients initial needs, it would have been perhaps more successful if we were able to satisfy more specific and directive needs as provided by our client. Other limitations included the inability to find a satellite image to use within our map. This limitation is not extremely detrimental but would have improved reader usability of our map if we were able to successfully locate and integrate a clear satellite image into our final map.

Data Analysis

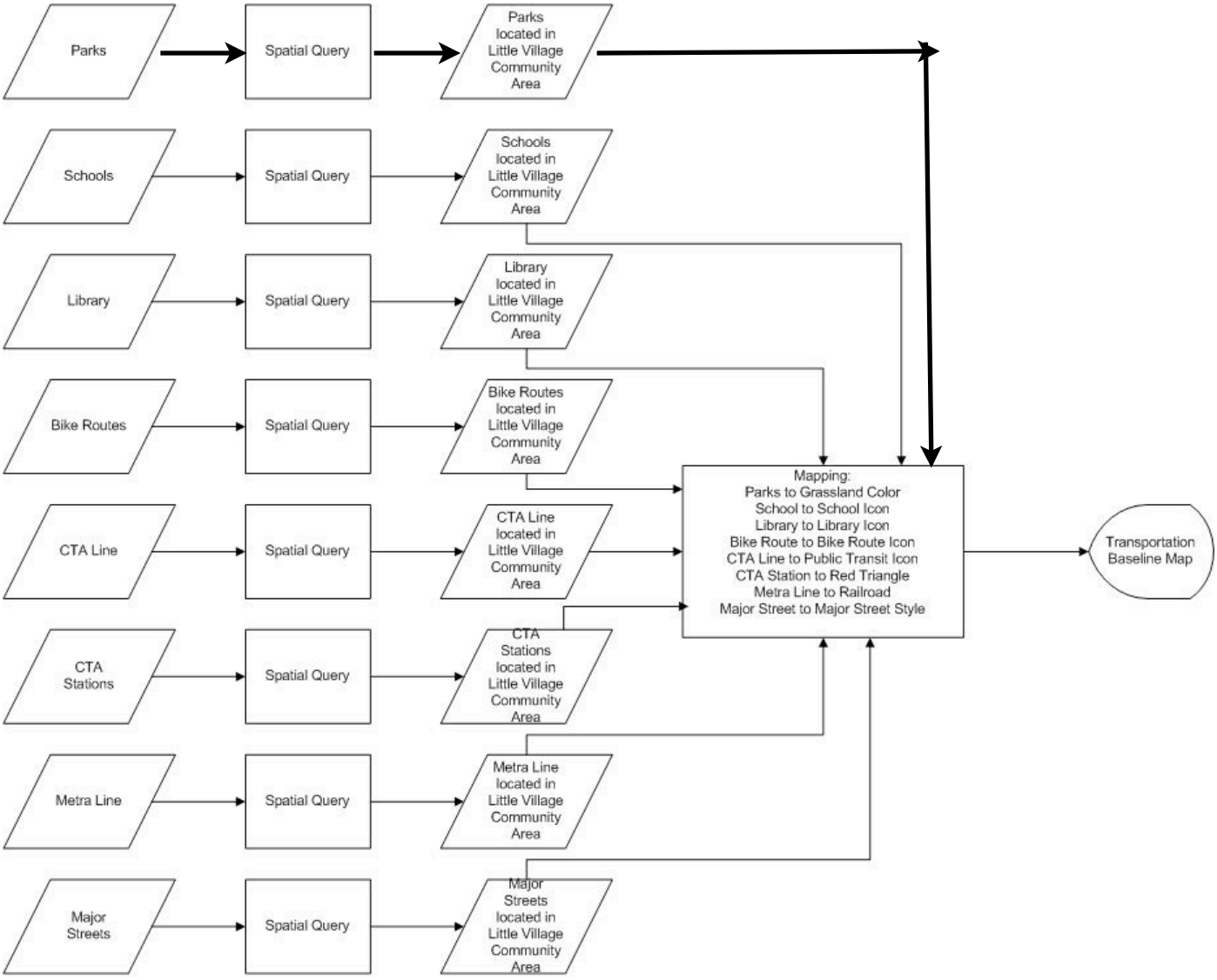
1. Introduction

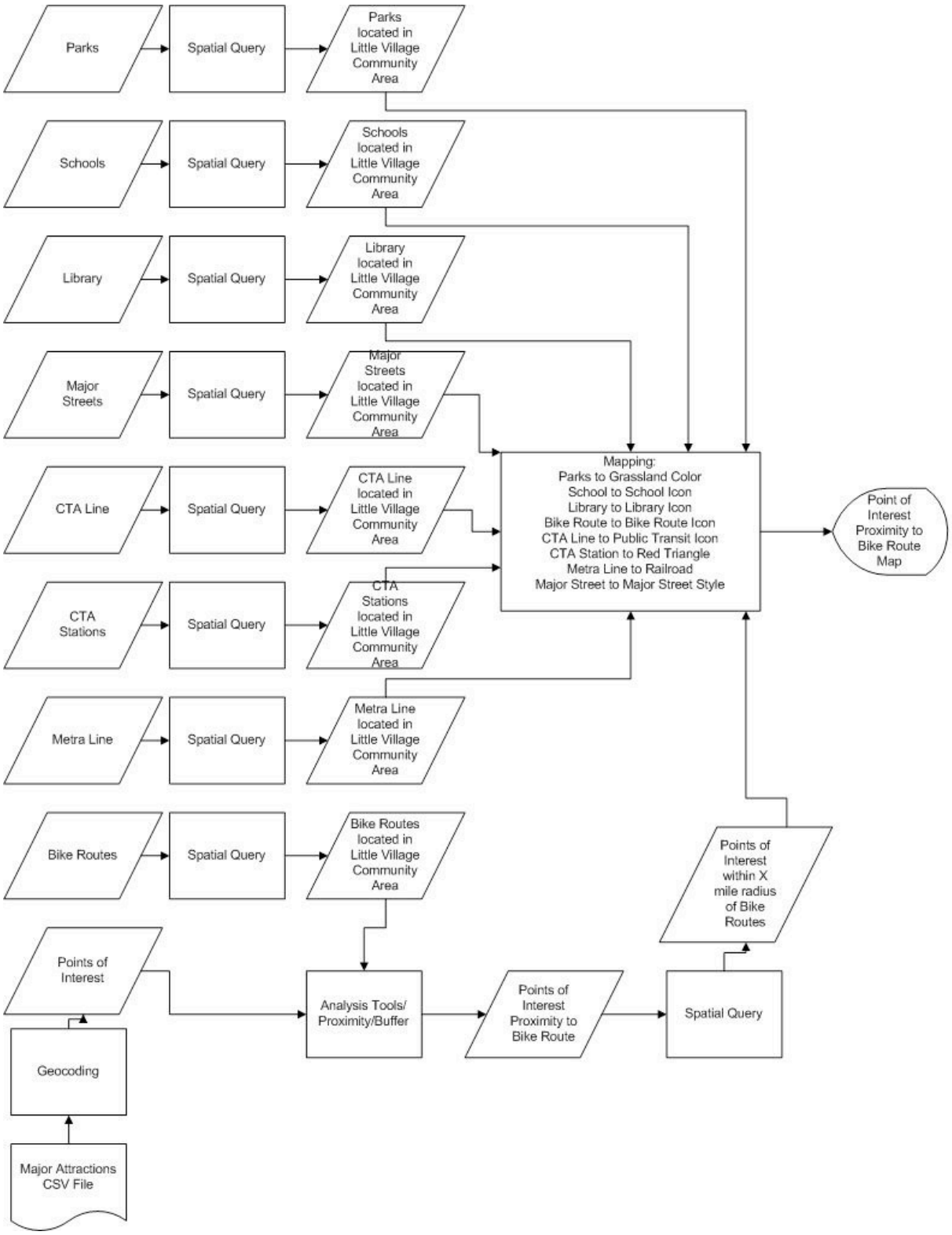
To satisfy our client's needs we are creating thematic maps which show current and alternate routes of transportation in Little Village. By looking at the current means of transportation and bike routes specifically our goal is to locate spots where new bike racks can be installed. Three maps will be created to give an overview and analysis of all means of transportation. Since starting this project we have made some adjustments in what to include in our analysis. This includes crime--a common entity not limited to one area of Little Village.

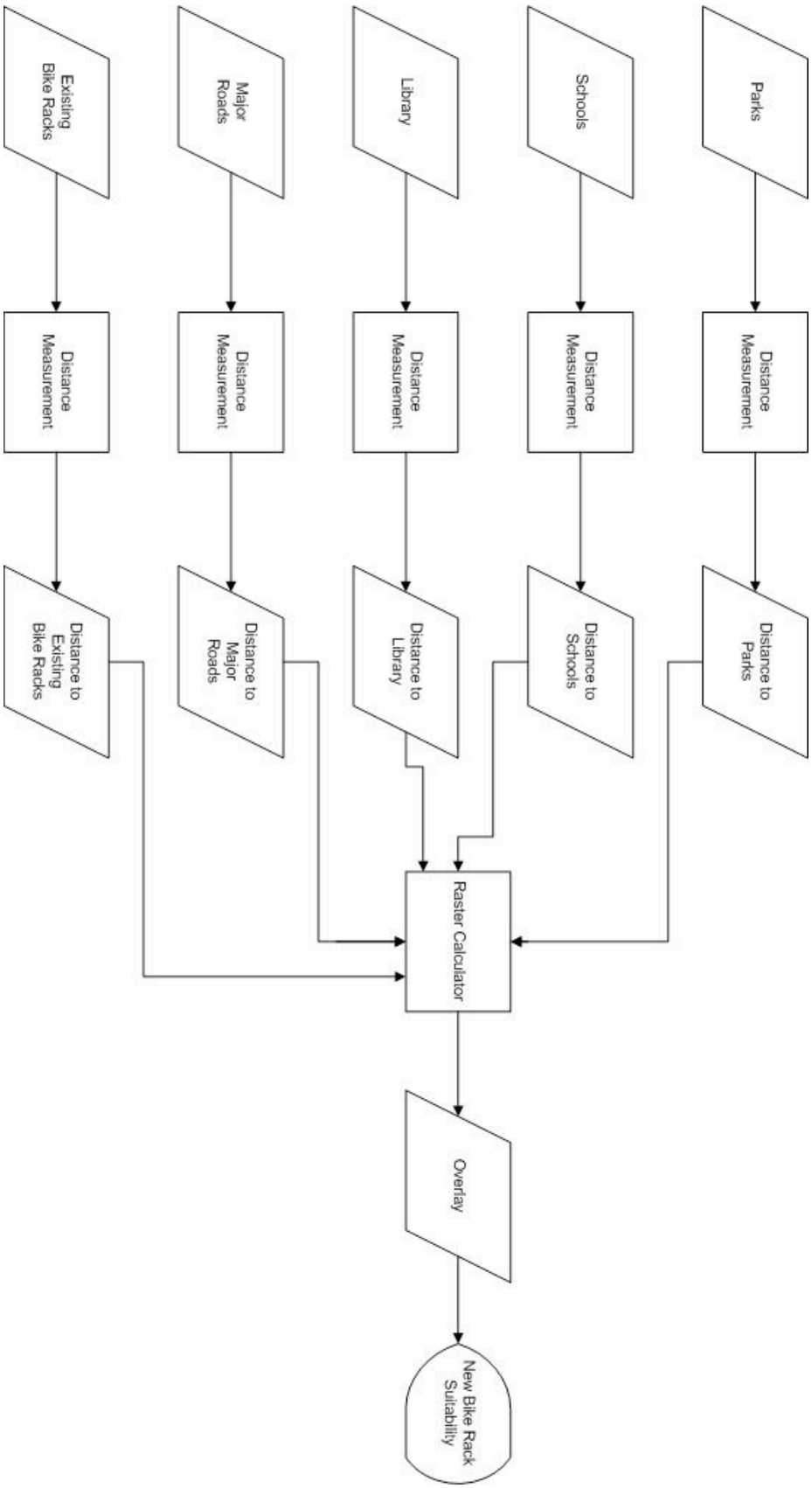
2. Information Products

We will have three maps total and each map represents a different information product. One suitability map, one baseline, and one proximity map will be created. The bike route availability map will show existing bike routes near major attractions such as restaurants and clubs. The purpose is to highlight where existing routes are and possible causes of congestion. Bike routes which are under-utilized can then be pinpointed. The transit availability/baseline map will be a location based overview showing forms of transportation such as Metra stops, El stops, and bike routes. The suitability map will show existing bike racks and their distance to schools, parks, major roads, and libraries. By highlighting existing bike racks in relation to these points of interest we can analyze where new bike racks can be put into further use.

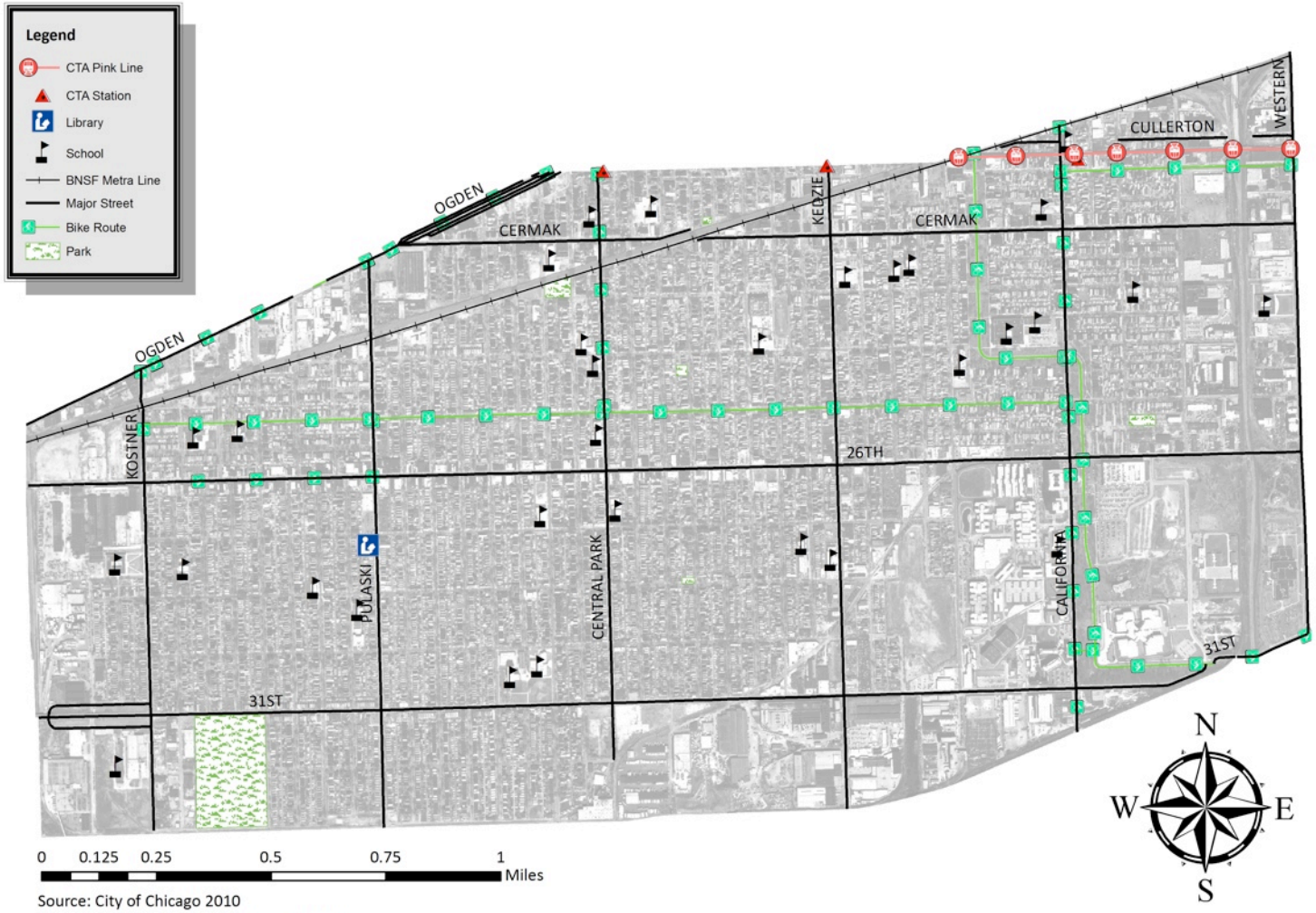
3. Data Analysis and Visualization


Parks
Spatial Query
Parks located in Little Village Community Area
Schools
Spatial Query
Schools located in Little Village Community Area
Library
Spatial Query
Library located in Little Village Community Area
Bike Routes
Spatial Query
Bike Routes located in Little Village Community Area
CTA Line
Spatial Query
CTA Line located in Little Village Community Area
CTA Stations
Spatial Query
CTA Stations located in Little Village Community Area
Metra Line
Spatial Query
Metra Line located in Little Village Community Area
Major Streets
Spatial Query
Major Streets located in Little Village Community Area
Mapping:
Parks to Grassland Color
School to School Icon
Library to Library Icon
Bike Route to Bike Route Icon
CTA Line to Public Transit Icon
CTA Station to Red Triangle
Metra Line to Railroad
Major Street to Major Street Style
Transportation Baseline Map


Parks
Spatial Query
Parks located in Little Village Community Area
Schools
Spatial Query
Schools located in Little Village Community Area
Library
Spatial Query
Library located in Little Village Community Area
Major Streets
Spatial Query
Major Streets located in Little Village Community Area
CTA Line
Spatial Query
CTA Line located in Little Village Community Area
CTA Stations
Spatial Query
CTA Stations located in Little Village Community Area
Metra Line
Spatial Query
Metra Line located in Little Village Community Area
Bike Routes
Spatial Query
Bike Routes located in Little Village Community Area
Mapping:
Parks to Grassland Color
School to School Icon
Library to Library Icon
Bike Route to Bike Route Icon
CTA Line to Public Transit Icon
CTA Station to Red Triangle
Metra Line to Railroad
Major Street to Major Street Style
Point of Interest Proximity to Bike Route Map
Points of Interest
Geocoding
Major Attractions CSV File
Analysis Tools/ Proximity/Buffer
Points of Interest Proximity to Bike Route
Spatial Query
Points of Interest within X mile radius of Bike Routes


Parks
Schools
Library
Major Roads
Existing Bike Racks
Distance Measurement
Distance Measurement
Distance Measurement
Distance Measurement
Distance Measurement
Distance to Parks
Distance to Schools
Distance to Library
Distance to Major Roads
Distance to Existing Bike Racks
Raster Calculator
Overlay
New Bike Rack Suitability

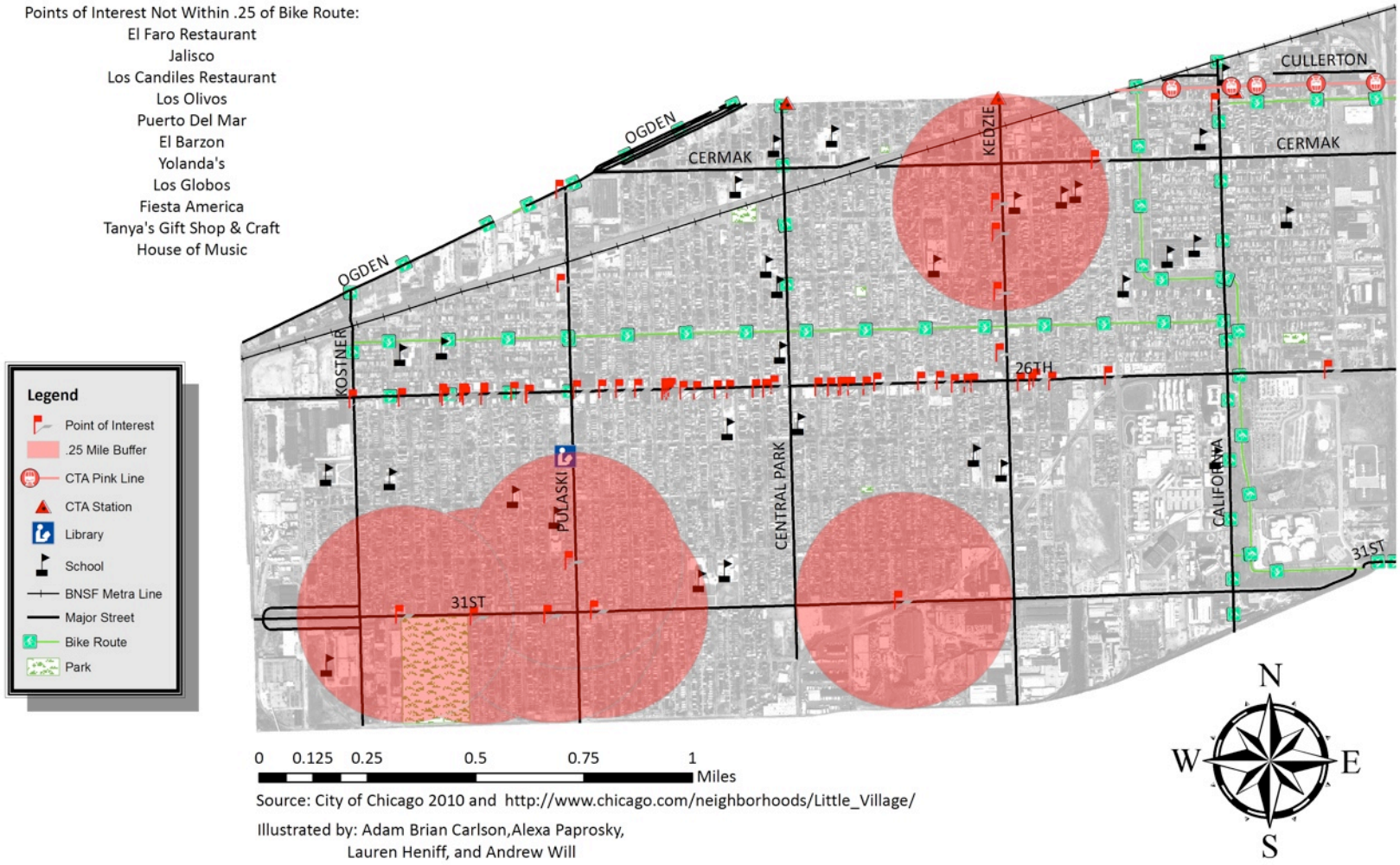
Little Village Transportation



Source: City of Chicago 2010
Illustrated by: Adam Brian Carlson, Alexa Paprosky, Lauren Heniff, and Andrew Will

Little Village Point of Interest Proximity to Bike Route
.25 Mile or 1280 feet or Two City Blocks

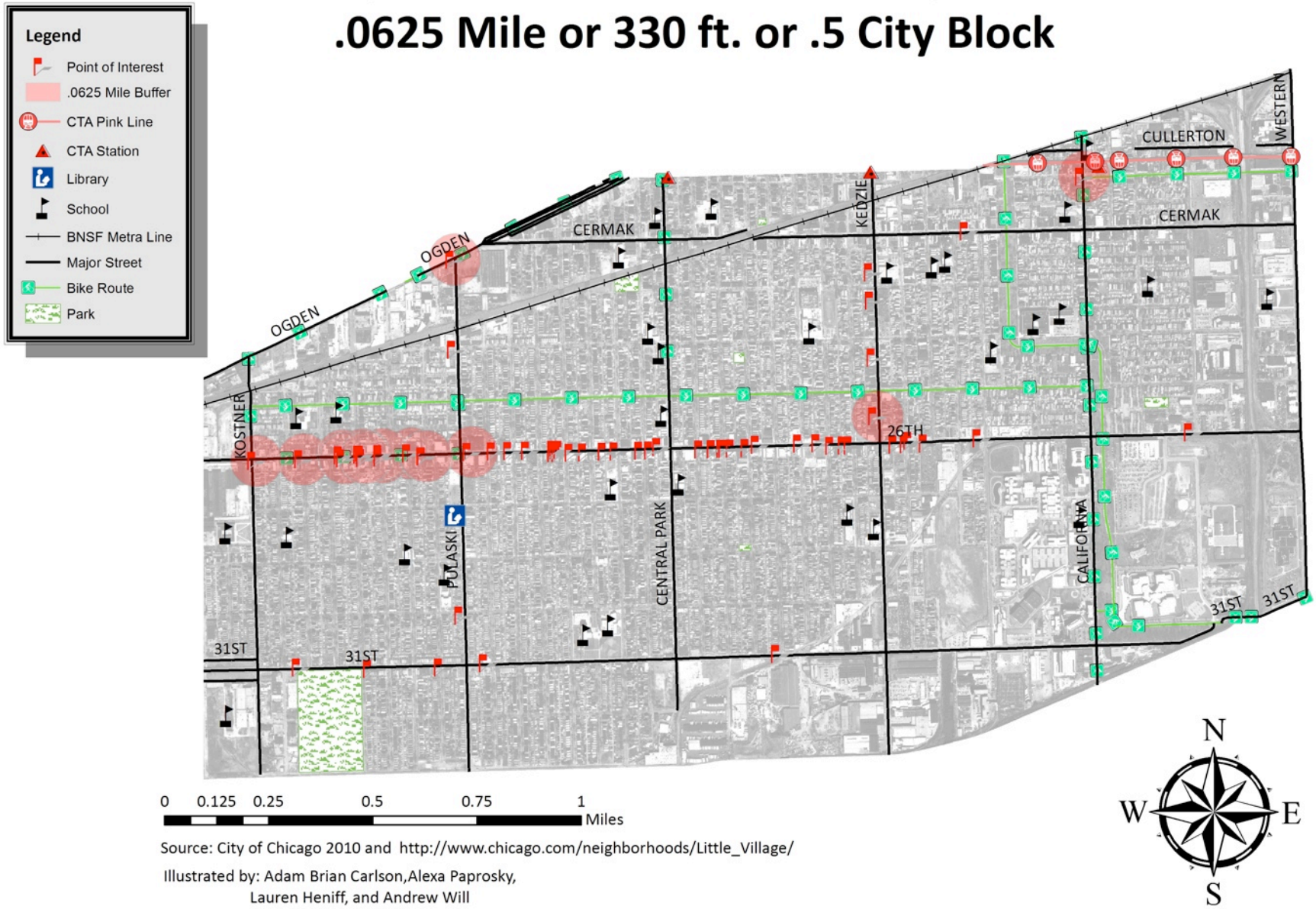
Points of Interest Not Within .25 of Bike Route:
El Faro Restaurant
Jalisco
Los Candiles Restaurant
Los Olivos
Puerto Del Mar
El Barzon
Yolanda's
Los Globos
Fiesta America
Tanya's Gift Shop & Craft
House of Music



Source: City of Chicago 2010 and http://www.chicago.com/neighborhoods/Little_Village/

Illustrated by: Adam Brian Carlson,Alexa Paprosky,
Lauren Heniff, and Andrew Will

Little Village Point of Interest Proximity to Bike Route
.0625 Mile or 330 ft. or .5 City Block



Source: City of Chicago 2010 and http://www.chicago.com/neighborhoods/Little_Village/

Illustrated by: Adam Brian Carlson,Alexa Paprosky,
Lauren Heniff, and Andrew Will

Suggested New Bike Rack Locations

0 0.125 0.25 0.5 0.75 1 Miles

Source: City of Chicago 2010

Illustrated by: Adam Brian Carlson Alexa Paprosky, Lauren Heniff, and Andrew Will

Suitability Equation:
[(Distance from existing bike rack > 165 ft.) &
(Distance from major road < 50 ft.)] &
[(Distance from library < 330 ft.) or
(Distance from school < 330 ft.) or
(Distance from park < 330ft.)]

165 ft. = .5 City Block
330 ft = 1/8 Mile

Results

Often we were unable to gather data directly from our clients due to a lack of communication. This data would have given us a better idea of where to base our questions regarding existing forms of public transportation, and how much Little Village residents currently use bus routes, CTA and Metra stops. The following results section explains our findings and resulting information products.

Our analysis revealed a lack of bike racks near suitable areas such as schools, and areas not directly near 26th street. While bike routes do currently exist, more can be implemented. A large park in the southwest section of Little Village has bike racks but no bike route leading towards it. Although a number of major attractions are within .25 miles of a bike route a number of locations are not. Unexpectedly we found a lack of public transportation in the limits of South Lawndale. While the Pink line runs parallel, it is several blocks from 26th street. The closest Metra stop also lies outside the community limits.

Summary

After collecting data concerning transportation issues in Little Village, we were able to compile the information into a detailed report and map presentation. We satisfied the client's needs by creating a baseline GIS map of alternate transportation routes in the community. We further explored the issue of transportation by developing a suggestion for more bike rack sin the area as well as a map illustrating the distance of bike routes to major local attractions.

Conclusions

Our research goals were met as we were able to actively determine the problems with congestion and transportation in Little Village. We discovered that lack of transit options and recent transit cuts are the major reason for congestion as residents utilize their cars most often. Safety is also a major concern with regards to transit options for community residents. Our approach method was indeed effective as we explored the situation from all aspects of travel and transit options and resident preferences.

Recommendations

We would suggest after compiling our research, that future projects be created to develop alternate transit routes. Little Village is extremely limited and transit options need to become more readily available before residents reduce congestion or select other methods of transit besides personal motor vehicles. Our project outlines the lack of transportation and basic suggestions for improvement. Later projects may include more suggestions for locations of transit routes for buses, trains, more bike routes etc.

Technical Appendices

Appendix A –Contact Information

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Appendix B- Data Used

Data from : http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Neighborhoods (file size - 633 KB)

Libraries (file size - 9.32 KB)

Parks (file size - 614 KB)

Schools (file size - 65.9 KB)

Bike Rack Data (file size) - 322KB)

Bike Routes (file size - 385 KB)

Major Streets (file size - 3.51 MB)

Metra Lines and Stations (file size - 93.0 KB)

Pedways (file size - 16.9 KB)

Railroads (file size - 93.0 KB)

Street Center Line (file size - 10.7 MB)

Major Attractions .CSV (Data Originated by Group) (File size 33KB)

Name	Address	City	Zip	Type
Atotonilco Taqueria	3916 W. 26th St	Chicago	60623	Restaurant
Blanco & Negro Restaurant	4043 W. 26th St.	Chicago	60623	Restaurant
Carrasco's Tacos	4001 W. Ogden South Pulaski	Chicago	60623	Restaurant
Concordia Restaurant	3805 W. 26th St.	Chicago	60623	Restaurant
El Chisme Rosticeria	3324 W. 26th St.	Chicago	60623	Restaurant
El Faro Restaurant	3936 W. 31st St.	Chicago	60623	Restaurant
El Pueblo	4056 W. 26th St.	Chicago	60623	Restaurant
Jalisco	4149 W. 31st St.	Chicago	60623	Restaurant
La Chaparrita Tamales	2500 S. Whipple	Chicago	60623	Restaurant
La Kermes	3002 W. 26th St.	Chicago	60623	Restaurant
Lamas Birrieria	4323 W. 26th St	Chicago	60623	Restaurant
Los Candiles Restaurant	2624 S. Central Park	Chicago	60623	Restaurant
Los Olivos	3400 W. 31 St.	Chicago	60623	Restaurant
Mauro Cafeteria y Neveria	3633 W. 26th St	Chicago	60623	Restaurant
Nuevo Leon Restaurant	3659 W. 26th St.	Chicago	60623	Restaurant
Puerto Del Mar	4023 W. 31st St	Chicago	60623	Restaurant
Taqueria El Arco	3105 W. 26th St.	Chicago	60623	Restaurant
Taqueria Los Comales	3141 W. 26th St	Chicago	60623	Restaurant
The Green House	2700 S. Millard	Chicago	60623	Restaurant

Villa del Mar Restaurant	4214 W. 26th St.	Chicago	60623	Restaurant
Birrierias Riveras Ocotlan	3809 W. 26th St.	Chicago	60623	Restaurant
Canton Chino	3900 W. 26th St.	Chicago	60623	Restaurant
Coco Beach Restaurant	4377 W. 26th St.	Chicago	60623	Restaurant
Del Campo Pizzeria	3806 W. 26th St.	Chicago	60623	Restaurant
El Barzon	3002 S. Pulaski	Chicago	60623	Restaurant
El Colonial	2400 S. Pulaski	Chicago	60623	Restaurant
El Molcas Restaurant	4125 W. 26th St.	Chicago	60623	Restaurant
El Tecolote Ostioneria y Restaurant	3519 W. 26th St.	Chicago	60623	Restaurant
Kermes	3425 W. 26th St.	Chicago	60623	Restaurant
La Guadalupana	3842 W. 26th St.	Chicago	60623	Restaurant
Lalo's Restaurant	4126 W. 26th St.	Chicago	60623	Restaurant
Las Gaviotas	3235 W. 26th St.	Chicago	60623	Restaurant
Los Dos Laredos Restaurant	3120 W. 26th St.	Chicago	60623	Restaurant
Lucy's Restaurant	3802 W. 26th St.	Chicago	60623	Restaurant
Mi Tierra	2528 S. Kedzie Ave.	Chicago	60623	Restaurant
Oasis	4148 W. 26th St.	Chicago	60623	Restaurant
Pinedas Pizza	4150 W. 26th St.	Chicago	60623	Restaurant
Pizzaritos	2027 S. California	Chicago	60623	Restaurant
Restaurant Blanco & Negro	4043 W. 26th St.	Chicago	60623	Restaurant

Taqueria El Laurel	3447 W. 26th St.	Chicago	60623	Restaurant
Taqueria Los Gallos	4211 W. 26th St	Chicago	60623	Restaurant
Trohas Shrimp & Chicken	4151 W. 26th St.	Chicago	60623	Restaurant
Yolanda's	3058 S.Central Park	Chicago	60623	Restaurant
El Nuevo Boston	3457 W. 26th St.	Chicago	60623	Club
Latin Village Disco	3737 W. 26th St.	Chicago	60623	Club
Casino Tropical	3010 W. Cermak Rd.	Chicago	60623	Club
Jacaranda Club	3608 W. 26th St.	Chicago	60623	Club
Los Globos	2501 S. Central	Chicago	60623	Club
Alfafera Sn. Pedor Teq.	2314 W. Kedzie	Chicago	60623	Shopping
Atlantic Mall	3948 W. 26th St.	Chicago	60623	Shopping
C & G Music, Inc.	3125 W. 26th St.	Chicago	60623	Shopping
Diana's Art & Crafts	3808 W.26th St.	Chicago	60623	Shopping
Discoteca Navarros	3241 W. 26th St.	Chicago	60623	Shopping
Fiesta America	3501 S. Laramie Ave.	Chicago	60623	Shopping
Herrera Mercantil	2602 W.26th St.	Chicago	60623	Shopping
Mexican Village Artesanias	3306 W. 26th St.	Chicago	60623	Shopping
Recuerdos Crafts & Gifts	3507 W. 26th St.	Chicago	60623	Shopping
Tanya's Gift Shop & Craft	2242 S. Kedzie	Chicago	60623	Shopping
Aristo Craft	3001 S. Kilbourn	Chicago	60623	Shopping

Ayalas Omanental	2420 W. Kedzie	Chicago	60623	Shopping
Creasiones Alma	3711 W. 26th St.	Chicago	60623	Shopping
Discolandia Record Shop	3751 W. 26th St.	Chicago	60623	Shopping
Discount World	3253 W. 26th St.	Chicago	60623	Shopping
Ginas Party & Crafts	3414 W. 26th St.	Chicago	60623	Shopping
House of Music	4308 W. 31st St.	Chicago	60623	Shopping
Mira Descuento	3455 W. 26th St.	Chicago	60623	Shopping
Silvia's	3617 W. 26th Street	Chicago	60623	Shopping
Varelas Discotecas	4041 W.26th St.	Chicago	60623	Shopping