

From: Rey Colon
To: Rick.Plenge@cityofchicago.org
Date: 5/2/2008 5:18:55 PM
Subject: Fwd: 2400 N. Albany Bump-out Plan

Reply requested when convenient

Rick,
I am working with the **2400 N. Albany Block Club** to create a Healthy Block. They are proposing a **non-traditional combination of bump-outs and diagonal parking**. A sketch is attached. Can you review it and come back to me with something I can implement with a cost estimate? It is scheduled to get resurfaced this year so I'm wondering how soon I need to move. It's an extra-wide street and I would support a model safe passage route to school that is attractive, functional and environmentally friendly. Please advise.

Rey Colón, Alderman

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CC: Matha.Ramo@cityofchicago.org

RMS: DPP: Traffic Study

From: Julie Dworkin <julie@dworkin.com>
To: "Rey Colon" <reycolon@cityofchicago.org>
Date: 5/2/2008 3:55:37 PM
Subject: Re: Bump-out Plan

Rey,

Thanks again for meeting with us last night. Here is the pdf of the plan and also the background info. we gave you. And thanks for getting on this right away. We are excited.

Julie

On May 2, 2008, at 3:10 PM, Rey Colon wrote:

> ** Reply Requested When Convenient **
>
> Hello John,
>
> Please email me the electronic version so that I can forward it to CDOT
> and get them going. Everything takes time, so the sooner we begin
> waiting, the better.
> Thanks,
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> and any copy of any e-mail and printout thereof.<Rey Colon.vcf>

Albany Street Redesign

Background

Residents of Albany have been meeting over the past year to discuss the redesign of the 2400 block of North Albany. There is a lot of concern on the block about the speed of traffic and the number of cars using the street as a cut through. To change this, we were inspired by a concept used in the Netherlands, Germany, and the UK called a Home Zone.

What is a Home Zone?

Home Zones are protected ultra-low-speed zones in residential and commercial areas where walking, biking, playing, socializing and green space have priority. Home Zones are an established traffic control designation in Europe, with specific speed restrictions and heightened penalties for violations. Home Zones can be created with signs alone, although Home Zones are most commonly used in combination with traffic-calming design. Home Zones blur the distinctions between streets and parks without prohibiting local motor vehicle access.



The process to date

A small group of residents met last summer to begin discussions about redesigning the street. Our first action was to do a quick and dirty traffic study. We counted cars coming down the street on a weekday morning and a weekday afternoon to determine how much traffic was local and how much was passing through and the speed of the cars.

Here are the results of the traffic study:

Friday August 3rd between 7:30AM-8:30AM:
35 drive-throughs (many were fast moving)
Fewer than 5 locals
8 bikes

Tuesday August 21st from 4:00PM-6:00PM
60 drive-throughs (16 fast, 39 speed limit, 5 slow)
23 parked
5 were parked and drove away
19 bikes

Next we went door to door to get signatures for our block party and talked to residents about what we were trying to do. We got a lot of very positive feedback.

At the block party we displayed some concept drawings and gave people the opportunity to add their own ideas. We also demonstrated diagonal parking and how it would look on the street.

In January and April of 2008 we held two meetings on the block to further discuss the concept. We flyered every building on the block and posted signs for the meetings at the corner store.

24 residents of the block have attended at least one meeting. We have spoken to another 30 at the doors and at the block party and in passing.

The Proposal

We have come up with the following goals for the street redesign:

- Slowing traffic
- Safe place for kids to play
- More green space
- Creating community space
- Maintaining current number of parking spaces

The concept we have come up with to achieve these goals is to create back-in diagonal parking staggered on both sides of the street with parallel parking across from it. This would narrow the street and force cars to wind down the street instead of travel in a straight line thereby slowing down traffic. It also would be a more efficient way to create parking and would free up space for bulb-outs that could be used as play spaces, community spaces, and gardens.



