



Parking Pilot Program

Village Board of Trustees

May 14, 2018

Village Hall

Comprehensive Parking Review

In 2017, the Village of Oak Park began a comprehensive parking review including

- 5 Board Study Sessions
- 2 Consultant Public Forums
- 13 Transportation Commission Meetings
 - Including 2 at Gwendolyn Brooks Middle School

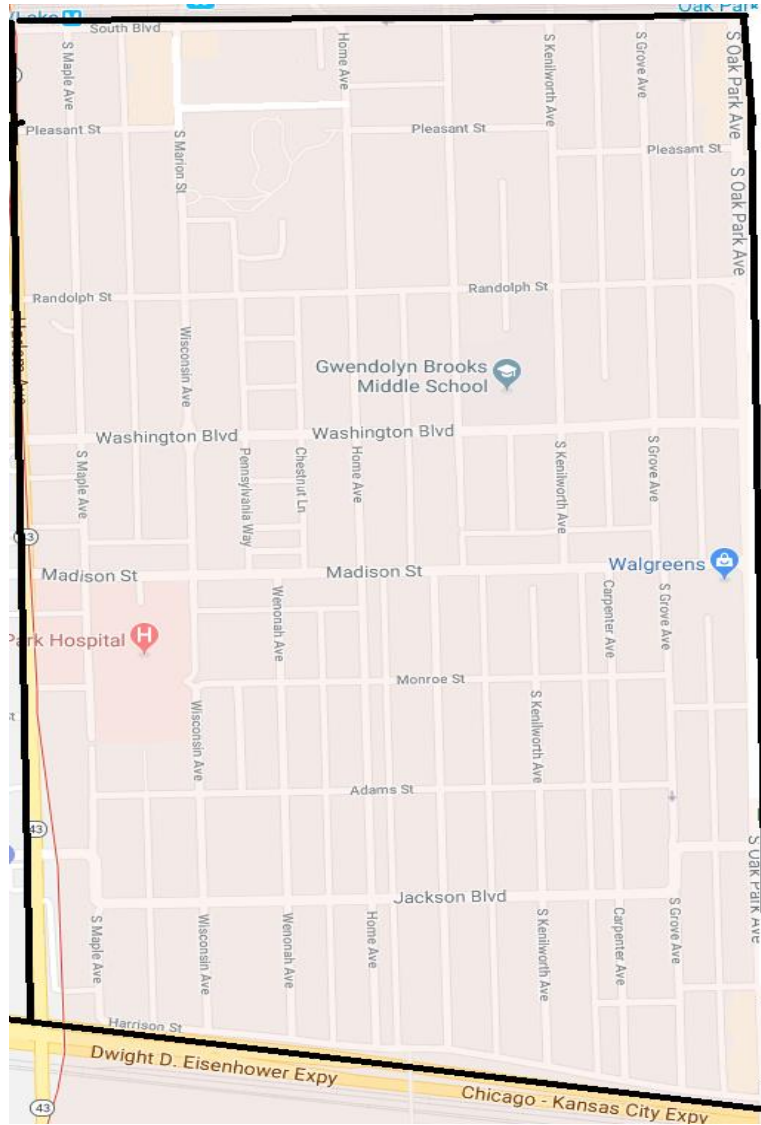
This review has resulted in a proposed parking pilot program

Evolution of the Parking Pilot Program

- Odd-Even Rule
 - Not enough parking spaces
 - Complaints about having to move cars daily
- 72-Hour Rule
 - Complicated
 - When do things get done on street?
- Original Borders: Harlem Avenue to Oak Park Avenue & South Boulevard to Madison Street
- Expanded Borders: Harlem Avenue to Oak Park Avenue & South Boulevard to Madison Street

Parking Pilot Borders

South Blvd



Harlem Ave

Oak Park Ave

Harrison St

What does the parking pilot program attempt to resolve?

Create more parking options

- Day parking
 - Residents
 - Guests
 - Services workers
 - Service providers
- Overnight parking
 - Residents
 - Guests
- Strengthen parking restrictions
 - Residential streets
 - Overnight ban

What does the parking pilot program attempt to resolve?

(continued)

Simplify Parking Rules/Restrictions

- Easier to understand and communicate
- Consistency
- Enforcement efficiencies
- Adjudication efficiencies
- Compliance

Parking Pilot Program Overview

- Pay-By-Plate/Meters
- Day Parking On-Street
- Night Parking On-Street
- Off-Street Parking
- Additional Information
- Measuring Success

Pay-By-Plate/Meters



Meters will be converted to Pay-By-Plate technology

Pay-By-Plate/Meters

Parking Pilot Program Proposal

<u>Regulation</u>	<u>Proposal</u>	<u>Purpose</u>
Add Paid Parking	Add pay-by-plate (meters) on Madison Street	The meters in this area are needed as a parking management tool
Remove Paid Parking	There are no identified locations to remove meters in the pilot area	The meters in this area are needed as a parking management tool
6AM - 8AM	Unrestricted	Parking is unrestricted, at no cost during this timeframe
8AM - 8PM	Add paid parking hours to increase and create turnover	Charging after 6 pm creates an opportunity for an additional dinner shift for businesses. Also, makes enforcement easier since your either compliant with payment or non-compliant. Any increases to paid hours must be Village-Wide
8PM - 2:30AM	Unrestricted	Parking is unrestricted, at no cost during this timeframe
2:30AM - 6AM	Need A Permit/Pass	Registered pilot permits and/or authorized passes will be valid to park at designated metered space (on both sides of pleasant, the diagonal spaces on the West side of Marion, and on Madison) 2:30AM to 6AM. Paid parking regulations apply Monday - Saturday 8AM to 8PM or unless otherwise posted
Paid	Monday - Saturday	Meters will be converted to Pay-By-Plate technology
Free	Sunday	Parking is unrestricted 6AM until 2:30AM Monday morning, at no cost during this timeframe
Rate Structure	Paid - Dynamic Pricing (3 hr. plus escalated hourly rate - no time limit	\$1 an hour, rate will be established for the first 3 hours of paid parking at a meter or pay station. Vehicles that extend their stay beyond the initial 3 hours will pay an escalated hourly rate, for example, \$3/hour for any additional time with no time limit

Pay-By-Plate/Meters

- Transportation Commission Vote: 6 - 0

8AM - 6PM

Don't add more meter hours without
additional review

- **Transportation Commission**
Recommendation: Keep the meter payment until 6pm, however, staff should evaluate the need to go later in certain parts of the Village
- **Staff supports the business district: Expand meter payment to 8 pm**

Pay-By-Plate/Meters

Budget Impacts

- New technology is budgeted, with no additional costs. Estimated revenue to generate additional \$11,000/year.
- Additional meters on Madison, estimated revenue \$40,000/year.
- Adding hours past 6pm, Village-wide, would generate an estimated \$150,000 per each hour added.

Estimated Revenue

- \$150,000
- \$300,000
- \$450,000
- \$600,000

Hour Added

- 6pm-7pm
- 7pm-8pm
- 8pm-9pm
- 9pm-10pm

* Uses current rates of \$1 an hour.

Day Parking On-Street Pilot Proposal

<u>Regulation</u>	<u>Proposal</u>	<u>Purpose</u>
Unrestricted	As-Is	Current streets in the pilot area without parking regulations will not have any policy changes
Time Limits	3 Hour Parking (8am - 8pm)(Permit/Pass to override) *Short Term (non-residential) Time Limits like 15 minutes, 20 minutes, 30 minutes, 45 minutes, and 1 Hour Parking can be standardized as well	Any pilot street that has a time limit will be standardized to a 3 hour parking time limit 8AM - 8PM Monday-Saturday. Time limits are how long you allowed to park on a street. Time limits will not apply to pilot parking permits (\$70/year) and/or authorized passes during this time unless otherwise posted.
Time Restrictions	As an example current No Parking 8am-10am These types of restrictions will convert to 3 Hour Parking (8am - 8pm) (Permit/Pass to override)	Any pilot street that has a time restriction will be standardized to a 3 Hour parking time limit from 8AM- 8PM Monday-Saturday. Time restrictions are when you cannot park and therefore are the most restrictive type of parking, however, registered pilot permits (\$70/year) and/or authorized passes will be valid during time limits and you will not be required to move your car unless otherwise posted. This creates consistency.
How Far?	As-Is, Tracked by block	This is the current practice and prevents people from moving 1 space up on the block.
Restricted Days	Mon - Sat	As-Is with standardization
Non-Restricted	Sunday	As-Is with standardization
Special Restrictions	As-Is	Staff is defining special restrictions as State level, school safety, or hospital area restrictions. These will remain as-is.

Day Parking On-Street

- Transportation Commission Vote: 3 – 3

Time Restrictions	As an example current No Parking 8am-10am These types of restrictions will standardize to No Parking 8am-10am M-F
Restricted Days	Mon - Fri

- **Transportation Commission Recommendation:**
 - Do not convert time restrictions to time limits
 - Do not have any restrictions on Saturday
 - Village vehicle sticker becomes Day Permit
- **Staff Recommendation:**
 - **Standardize to 3 Hour time limit**
 - **No Restrictions on Saturday and Sunday**
 - **\$70 Day Permit**

Day Parking On-Street Budget Impacts

- 2018 adopted budget includes signs
- Efficiencies would help reduce costs
- Day Permit, currently \$70/year, would generate an estimated \$140,000 in the pilot area (2000 cars on the street on average day)

Night Parking On-Street Pilot Proposal

<u>Regulation</u>	<u>Proposal</u>	<u>Purpose</u>
Existing Permit Spaces	Permit/Pass	Open parking 8PM to 2:30AM. Any vehicle parked after 2:30AM must be registered with a permit/pass on any street within the pilot area (i.e. where restrictions exist, a permit/pass would be allowed to park except no parking zones like red curbs & fire hydrants. Permit parking will be added to every street in the pilot area.
Existing Pass Spaces	Permit/Pass	Open parking 8PM to 2:30AM. Any vehicle parked after 2:30AM must be registered with a permit/pass on any street within the pilot area (i.e. current registered overnight passes park on any non-permitted side street, these vehicle would be allowed to park at any on street location except no parking zones like red curbs & fire hydrants. Permit parking will be added to every street in the pilot area.
Who?	Residents of the pilot area, Residents Guests, Resident Service works only! Consideration for local employees without parking options on East/West Streets	This means that any registered cars in the pilot area during overnight hours are known to be Oak Park residents or their guests.
How Long?	Once a week. Designated Day - For example NO PARKING on the South Side of the Street (i.e. Monday 8AM-1PM). Permit or Pass does not override. Allows for Vehicle Abatement, street maintenance, leaf removal, etc.	Each block face will posted with a mandatory NO PARKING regulation to allow for vehicle abatement, street maintenance, leaf pick up, catch basin cleaning and tree trimming services. No permits or passes will be valid during this posted regulation.
Additional Permits	Higher tiered pricing (additional permits per unit)	It is anticipated that additional permits for purchase will be available. There is a consideration that second vehicles permits would be priced at a higher rate.

Night Parking On-Street

- Transportation Commission Vote: 4 – 2

Existing Permit Spaces	Permit/Pass
Existing Pass Spaces	Permit/Pass

- **Transportation Commission & Staff Recommendation:**
- Cap on the amount of permits, passes, and 2nd vehicles, to keep from over-crowding
- Want a phased in approach. Example: 100 additional permits at time
 - Currently sell 1100 Parking Permits and Passes
 - Proposal results in 1800 spaces

Night Parking On-Street Budget Impacts

- 2018 adopted budget includes signs
- Efficiencies would help reduce costs
- Night Permits, currently \$540/year, would generate an estimated \$54,000 in the pilot program area, per each 100 additional permits

Off-Street Parking

Paid Parking

<u>Regulation</u>	<u>Proposal</u>	<u>Proposal</u>
Unrestricted	As-Is	Parking lots and enclaves in the pilot area without parking regulations will not have any policy changes
Time Limits	3 Hour Parking	These are removed per the new rate structure
Rate Structure	Paid - Dynamic Pricing (3 hr. plus escalated hourly rate - no time limit)	\$1 an hour, rate will be established for the first 3 hours of paid parking at a meter or pay station. Vehicles that extend their stay beyond the initial 3 hours will pay an escalated hourly rate, for example, \$3/hour for any additional time with no time limit until 8PM

Permit Parking

<u>Regulation</u>	<u>Proposal</u>	<u>Proposal</u>
Existing Permit Spaces	As-Is (w/ Future Staff Review)	Existing Permit Spaces can be day, night or 24/hours. Each current location will be evaluated by staff using the Transportation guidelines to determine how these spaces could be allocated. These guidelines will be established in the future as a tool box for staff to make changes in lots

Off-Street Parking

- Transportation Commission Vote: 5 – 1
- **Transportation Commission**
Recommendation: Concur with staff.

Off-Street Parking Budget Impacts

- There are no budget impacts pertaining to Off-Street Parking.

Additional Information

Signage	Standard from the Manual on Uniform Traffic Control Devices from the U.S. Department of Transportation Federal Highway Administration	Use of standard signs with language as needed for rules Easier rules should result in less confusion
Enforcement	Clear and Consistent Message	This will make enforcement efforts easier thus increasing compliance There will be dedicated enforcement personnel to the Pilot area
Warnings	Warning per plate with link to new rules	This will make enforcement efforts easier and create an education period for drivers
Pilot Time Frame	180 days (6 mos.) experiment with 180 days (6 mos.) extension	With updates to the Transportation Commission and Board of Trustees
Pilot Permits/Passes	Valid within the boundaries only	Harlem to Oak Park South Blvd to Harrison

Additional Information

2017 Parking Sign Pilot



Additional Information

Proposed Signage



Additional Information

- Transportation Commission Vote: 6 – 0
- **Transportation Commission**
Recommendation: Concur with staff.

Implementation

- If a parking pilot program is implemented
 - Measuring Success
 - Next Steps

Measuring Success of Pilot Program

Public Feedback (Residents and Businesses)

Compliance

Data for duplicate offenders (between warning tickets and tickets)

Police Department in conjunction with the Adjudication Department will verify the comparison of parking citations for the pilot period as compared to previous years

Information Technology in conjunction with the Finance Department will verify the comparison of Vehicle Stickers compliance for the pilot period, as compared to previous years

Staff will report back to Transportation Commission at multiple times during the pilot

Staff will report back to the Village Board at multiple times during the pilot

Measuring Success of Pilot Program

- Transportation Commission Vote: 5 – 1
- **Transportation Commission Recommendation:** Would like the Board to appoint a task force to assess the outcome of the parking pilot program
- **Staff Recommendation: Do not add an additional task force. Transportation Commission should remain responsible for measuring the Pilot Programs success**

Staff's Next Steps (1)

- On-street pay stations to replace meters are in progress
- On-street parking regulation sign updates are budgeted for and will be implemented once pilot area rules are defined
- Unified Parking Technology Upgrade is budgeted for
 - Parking Technology
 - Citation Management Technology
 - Parking Enforcement Handhelds & Systems
 - Mobile License Plate Recognition Systems for Vehicles

Staff's Next Steps (2)

- Bring forth a Draft Ordinance on Parking Pilot
- Explore increasing the maximum wage for 'Garage Employee Parking Discount Card', now \$14
- Explore increasing the date range restrictions from 'Garage 30-Use Card', now 30 days