



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60302
www.oak-park.us

Meeting Minutes

President and Board of Trustees

Monday, May 14, 2018

7:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 7:01 P.M.

II. Roll Call

Present: 6 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 1 - Village Trustee Tucker

III. Agenda Approval

It was moved by Village Trustee Moroney, seconded by Village Trustee Andrews, to approve the agenda. A voice vote was taken and the motion was approved.

IV. Public Comment

There was no non-agenda public comment.

V. Regular Agenda

A. [ID 18-872](#) Presentation and discussion of recommendations to establish a Parking Pilot Area comprised of Harlem Ave. to Oak Park Ave. & South Blvd. to Harrison St.

Village Manager Pavlicek discussed what items will be part of the presentation. Staff will be giving a holistic overview of their progress regarding the parking study. Staff is not looking for direction or consensus at this time, but would like feedback from the Board in order to have a follow-up Study Session in June. Recommended ordinances will be brought to the Board in July and will go into effect in October.

Village President Abu-Taleb commented that it is important to note that this is the first time the Board will be seeing or hearing anything regarding the parking pilot program.

Kristi Sloniger. Ms. Sloniger has been following the parking program and asked that the Board limit the dramatic changes being proposed. She provided suggestions for high demand areas and others.

Mary Prudden. Ms. Prudden discussed overnight parking expansion, and hoped that the Board will vote to preserve the current restrictions and enforce daytime parking limitations.

Kimberly Watkins. Ms. Watkins is a new resident in the Village and feels that the

daytime parking restrictions are oppressive.

Anne Pezalla, representing the Hemingway Business Association. Ms. Pezalla spoke in favor of the pilot program and asked that it include all the downtown business districts.

Carrie Hageman. Ms. Hageman noted that parking in Oak Park has been a long term problem. However, the pilot program lacks vision and was developed with limited data. She suggested stakeholder meetings to get a broader perspective.

Director of Development Customer Services Tammie Grossman commented that one of the Board goals adopted in 2017 was looking at the entire parking system. She gave a history of steps taken thus far and discussed various approaches that were considered to make parking more streamlined. Staff is trying to make a parking system that is consistent and easier to understand that will increase efficiencies and compliance. There will be six topics discussed; pay-by-plate and meters, on-street day parking, on-street night parking, off-street parking, additional information regarding signs, etc., and measuring success.

Ms. Grossman stated that they are looking to replace coin meters with pay-by-plate technology and to add back paid parking on Madison Street. They are also proposing that 6:00 am to 8:00 am and 8:00 pm to 2:30 am restrictions be removed, extend 8:00 am to 6:00 pm paid parking to 8:00 pm, and allow designated meter parking from 2:30 am to 6:00 am with a registered permit or authorized pass. Also being proposed are paid meters from Monday through Saturday with Sunday free and changing three hour parking limitations to dynamic pricing - three hours plus escalated hourly rates with no time limit. Ms. Grossman stated that the expected increase in yearly revenue from pay-by-plate is \$11,000, paid parking on Madison Street will generate approximately \$40,000 and the addition of paid hours past 6:00 will generate an estimated \$150,000 per hour added.

Ms. Grossman discussed on-street day parking time restrictions and time limits. Staff is proposing the option of overriding those with an on-street parking permit at \$70 per year, standardizing all restrictions to a three-hour time limit with no restrictions on Saturdays and Sundays. No new restrictions are being added. Budget impact is dependent upon how many day permits at \$70 per year would be purchased.

Ms. Grossman stated that staff is not proposing to eliminate the all-night parking ban or proposing that anyone outside of the pilot area will be able to park within the pilot area overnight. Staff is opening up all-night parking within the pilot area because there has been a lot of feedback from renters who cannot find parking in their area when they get home at night aside from spots where it is not allowed. Permit and pass parking will be added to every street in the pilot area. Ms. Grossman believes that people will park closest to their homes. With the opening of parking meters and addition of Madison Street, people should not have to gravitate to the residential streets. Staff is not planning on changing the pass process, although another option would be to register guests of residents. In order to avoid overcrowding, there will be a limit on permits and passes, which will be released for sale in increments. The current number of permits allowed is 1,100 out of 1,800 total spaces. The budget impact would be approximately \$54,000 in revenue per year in the pilot area.

The next area that staff is trying to simplify is off-street parking. This includes parking lots and enclaves. Certain enclaves are unrestricted and will not be changed. Staff is proposing three-hour parking or dynamic parking in metered enclaves. There are no budget impacts related to this.

Ms. Grossman discussed signage. Staff is satisfied with their traditional signs will not go through the expense of creating new ones. There will be dedicated enforcement personnel for the pilot area and staff has requested that one warning per plate be issued with a link to the new rules to educate drivers. It is being proposed that the pilot time frame be a six month period with updates to the Transportation Commission and the Board of Trustees. No one with a permit for any other area will be allowed to park in the pilot area.

Ms. Grossman stated that staff has established methods with which to measure the success of the pilot program and the Transportation Commission supports them. These can be revised if the Board wishes and staff will continue to work with the Transportation Commission. She answered questions and heard comments from the Board.

There was a discussion regarding changing the meters from 6:00 pm to 8:00 pm. in the downtown business districts, and overnight permit parking on residential streets. Ms. Grossman clarified that no more than one permit per household will be issued. Village Trustees Boutet, Andrews and Moroney expressed reservations regarding opening up overnight parking. Village Trustee Button expressed a different opinion and noted that renters who pay for a permit should have as much right to park and find a spot as someone who owns their home. Oak Park is supposed to be a welcoming and diverse community, both racially and economically. Parking restrictions are unduly burdensome for those in the community that need the most help. She asked for data regarding percentage of African Americans who are renters and what percent are single family homeowners. She agrees with staff's recommendation. Ms. Grossman clarified that at this time, staff is only asking for an additional 100 permits; the 1,800 figure mentioned earlier is the total amount of available spaces. Village Manager Pavlicek explained how permit holders can be put in the position mentioned by Village Trustee Button. There was further discussion.

Village President Abu-Taleb was undecided. He believes the pilot program should be put aside. He would like to see how the technology with the new meters works out without having to resolve all these issues at one time. He believes that residents are not in favor of lifting the overnight parking ban. Village Trustee Boutet agreed. She was in favor of expanding the permit zones in order to provide more parking for multi-family dwelling residents. Village Trustee Taglia also felt that this should not be rushed. Village Trustee Button commented that this wouldn't go into effect until October. Staff has gone through a lot of work; this is a pilot program. She is not in favor of dropping it entirely. Village President Abu-Taleb clarified that certain parts of it would be used; there could be additional overnight parking in metered areas on Madison, Pleasant and Marion. Village Trustee Button would like a follow-up conversation. She would like to know where those metered spots are in relation to the multi-family dwellings. She acknowledged that this is a complicated problem but not beyond their abilities to solve. Village Trustee Andrews did not want to table this either. However, he would like the increase in permits to be done conservatively and be limited to the metered areas. Village Trustee Boutet would also like to make sure there is some 24-hour parking available. Ms. Grossman stated that staff will look at some options and get back to the Board.

There was a discussion regarding day parking and whether having a Village sticker or a \$70 permit should be required for homeowners to park in front of their house, and whether restrictions should be lifted for homecare workers and service people. Ms. Grossman stated that she would look into this further but noted that streets without restrictions will not be changed. Village Trustee Moroney asked why the Transportation Commission was split regarding standardizing the three-hour time limit. Transportation Chair Jack Chalabian stated that their concern was not so much standardizing it but the fact that it is difficult to enforce. They believe that the two-hour limit is effective and is the industrial

standard. There was further discussion. There was consensus to reject the proposal of the \$70 permit to allow residents to park in front of their house. Village President Abu-Taleb asked for further explanation of the pay-by-plate technology. He also asked if there would be legal consequences for removing a restriction that residents on a specific block petitioned for and were granted. Village Attorney Stephanides said there is not; it is up to the Board.

Village President Abu-Taleb stated that there seems to be consensus to expand the meter supply on Madison Street for overnight parking, install and execute the technology piece and come back with pricing on the meters, as well as addressing the discussion on multi-family dwellings. He verified that there was consensus not to create a task force to oversee the pilot. Village Trustee Button wanted to know why the Transportation Commission was recommending one instead of overseeing it themselves. Mr. Chalabian stated that aside from wanting to take a break from parking, having a task force of stakeholders will create a sense of ownership and allow for benchmarks to be set. There will be a lot of data collected, and that is a lot to take on. Village Trustees Boutet and Button expressed concern regarding burn out experienced by the commission. Mr. Chalabian spoke in favor of a task force, which would bring in a fresh set of eyes and different perspectives. Village President Abu-Taleb did not want to complicate matters by creating another layer. Village Trustee Andrews suggested a sub-committee of the Transportation Commission. If that was not possible, they can reassess this.

VI. Adjourn

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 9:00 P.M., Monday, May 14, 2018,

Respectfully Submitted,

**MaryAnn Schoenneman
Deputy Village Clerk**