



## Agenda Item Summary

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### **Submitted By**

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### **Reviewed By**

LKS

### **Agenda Item Title**

**An Ordinance Authorizing Designated Time Limitations for On-Street Metered Parking Spaces in the Hemmingway District**

### **Overview**

Trustees Tucker, Boutet and Moroney have requested that staff present the request for 3-hour parking meters in the Hemmingway District as well as alternatives. Currently the meters are available for an unlimited amount of time. Payment between the hours of 8am -6pm is \$1/hour. A petition requesting that the Board convert meters in the area to a maximum daily limit of 3-hours was submitted by a number of businesses in the area. The request as is, would not change any pricing, but simply limit the amount of time that a visitor can park their vehicle in those designated spaces.

### **Staff Recommendation**

Staff recommends action on the motion or one of the alternative options.

### **Fiscal Impact**

Staff estimates that it will cost the Village \$15,000 to change the Village infrastructure for this process. These costs include reprogramming meters, changing meter signage, and adding street signage.

While income to the meters would not necessarily change, convenient parking will potentially increase for short term visitors in the district. The recommendation could bring additional income to the village by other means. The enforcement of the area may also be impacted by the change as evident in the Downtown business district and previously changed 3 hour-limit lots.

### **Background**

The Hemingway District is one of Oak Park's most frequented business districts. Metered parking is well used and often has little turnover due to long term parkers.

The goal is to create turnover in the existing parking spaces that are metered between Ontario (on the North), Pleasant (on the South), Kenilworth (on the West) and Euclid (on the East). Approximately 245 metered parking spaces would be included in the 3 hour limit.

To avoid consumer confusion it is recommended that the Board keep the designations of High Parking Demand Area as represented in Article 3 section 15-3-18 and evaluate changes to area descriptions as part of the overall parking study in 2017.

This agenda item is being sent directly from staff to the Village Board.

Current Oak Park meters in the Hemingway district are available for parking at an unlimited amount of time. Payment is required from 8 am to 6 pm Monday thru Saturday. The majority of metered spaces in this area cost \$1.00/hour. The belief is that individuals have taken advantage of this system and occupy spaces all day making it less convenient for others to visit the area.

If approved by the Village Board, the proposed changes to the Village Code would not pose any potential conflicts with other regulations and would be uniform with adjacent parking rates.

The implementation time would be approximately four weeks. If the Village Board approves the motion staff could begin working on changes to the infrastructure so the meters would be ready after the ordinance is presented at the July 17, 2017 Village Board meeting.

### **Alternatives**

#### *Option B: Market Based Pricing "Right Price"*

Market based pricing may improve the economic vitality of an area. The "Right Price" is the price lowest possible price that leaves one or two spaces vacant per block.

The Fiscal Impact would result in a 50% increase in meter revenue for the meters within this area. The space available would change and thus create other opportunities for revenue. The initial cost would be low as decal on the meters would need to be updated and the meters reprogrammed.

Current rates have been \$1/hr. in high demand areas since 2008. In 2008 Walker Parking Consultants recommended a rate of \$2/hr. for high parking demand areas which according to the study would have been the hourly rate that would create the best efficiency and management of the overall parking system. An increase from \$1 to \$1.50 would remain lower than the recommended price in 2008 while also taking into consideration CIP increases 2008.

The Recommendation would be to increase parking rates of all High Parking Demand Areas as identified in Article 3 section 15-3-18 from \$1/hr. to \$1.50/hr. The implementation time would be less than 4 weeks.

#### *Option C: Progressive Parking Pricing*

Progressive Parking Pricing may encourage short term parking and thus resulting in turnover, progressive parking prices. The price for a parking space would be progressively higher per hour the longer a vehicle stays in a space.

The Fiscal Impact would not likely result in an increase to meter revenue since most customers would now park for less than 3 hours, however this option creates flexibility if a parker needs to stay longer in a space particularly in an emergency or only option scenario. There would be a need to upgrade to pay-by-plate technology which would cost the village \$10,000-\$15,000 per face block.

The Background is that as part of the parking study staff is reviewing parking technologies and efficiencies. Staff will be piloting pay-by-plate equipment throughout the village from July-August.

Recommendation would be to change prices to \$1/hr. (first 3 hours) and \$3/hr. (for each additional hour 4+). The implementation time would be as early as November 2017 pending budget amendment approval.

*Option D: Holistic Review*

Complexities of parking and its role in the transportation system entire village economy, other factors should be considered as part of the holist parking study.

The board could continue with the parking study and utilize this information in unison with the holistic review of Oak Park Parking's system and leverage new policy along with technology to achieve the objective of this request with improving the parking system as a whole.

The Fiscal Impact would not be recognized initially, however, the best decision could have extraordinary long term effects on the Village, its businesses, and parking management as a whole.

As part of the parking study staff is reviewing parking management practices and how technology can play a role. Staff continues to discuss these options and what role they would play in the long term success of the Village.

The implementation time would be contingent on the parking study.

**Previous Board Action**

On May 2, 2016 the Village Board approved 3 hour limits in off-street parking lots 3, 10 and 118.

**Citizen Advisory Commission Action**

N/A.

**Anticipated Future Actions/Commitments**

N/A.

**Intergovernmental Cooperation Opportunities**

N/A.

**Performance Management (MAP) Alignment**

Parking and Mobility Services is scheduled to begin MAP in the final phase.