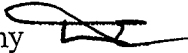


To: Chairperson and Transportation and Safety Committee
From: Deputy Chief Dane C. Cuny 
Patrol Division Commander
Date: February 20, 2008
Subject: Downtown Parking Study

A request was made by Thomas Masterson, a downtown business owner, to consider changing the "2- Hour Time Limit Zone" in the downtown area to "Customer Parking Only." This matter was originally brought to the Transportation and Safety Committee last year along with a study highlighting the state of daytime parking in the downtown area. Although there were no serious parking issues found and abundant open parking spaces were photographically documented on numerous occasions, a lack of regular enforcement was acknowledged. The recommendation at that time was to not change any parking restrictions in the downtown area and to begin parking enforcement that would be specifically assigned to ensure compliance.

Since that time, Lombard Police Community Service Officers have been regularly assigned to parking enforcement in the downtown area, often as overtime details to ensure regular and dedicated enforcement. These overtime details were necessary due to the high volume of service calls our six Community Service Officers perform and not having personnel specifically assigned to downtown parking enforcement that some communities enjoy. Parking enforcement in the downtown has been and continues on a regular and consistent basis and no parking problems have been encountered.

Since the issue of Customer Parking Only continues to be raised, Lt. Dan Neustadt and Lt. Jim Glennon were assigned to further examine the feasibility of "Custom Only Parking" in downtown Lombard. The detailed results of their examination are contained in the attached report. In summary, this report highlights the differences in parking and traffic volumes in Wheaton and Glen Ellyn from Lombard's and their use of a full time parking enforcement officer to oversee their downtown parking.

This report also highlights the level of enforcement through specific directed patrol assignments that has been ongoing in our downtown area. The report also points out that no parking problems have been observed and parking for business customers is always available. I also make regular visits to the downtown area and my observations have been consistent with the findings of this report.

Changing to a Customer Only Parking format would be unenforceable with our current personnel and would require a full time parking enforcement officer. The police department will continue with directed overtime parking enforcement to address any parking scofflaws who may be utilizing downtown parking spaces. It is therefore the recommendation of the police department that no changes be made to the current parking restrictions in the downtown area.

C: Chief Ray Byrne
Lt. Neustadt
Lt. Glennon

LOMBARD POLICE DEPARTMENT

STAFF STUDY: DOWNTOWN PARKING ISSUES / CUSTOMER ONLY PARKING

Submitted by: Lt. Jim Glennon

February 17, 2008

I was assigned to study the feasibility of "***Customer Only***" parking in the downtown area by Deputy Chief Cuny. He asked me to specifically examine how both Glen Ellyn and Wheaton administer and enforce the "*Customer Only*" parking spaces in their respective towns.

In addition, the Deputy Chief requested I examine and evaluate the "Directed Patrol" forms completed by CSOs, some on overtime, who patrolled the downtown area for parking violators and when appropriate issued citations.

To complete this study I also examined the Staff Study completed by both Lt. Neustadt and I last June (2007). That study involved constant patrols and observations concerning parking space issues for businesses in the downtown area. Dozens of pictures of the downtown area were taken at random times during the day in order to determine if customers were unable to find parking spaces in order for them to patronize downtown businesses.

I reviewed the ordinances that have been enacted by both Wheaton and Glen Ellyn. They are very similar and seem to be

thorough and specific. I then made contact with Supervisors from both departments.

#1: Evaluate both Glen Ellyn and Wheaton

Glen Ellyn PD

I contacted Sgt. Norm Weber from Glen Ellyn. He, along with their Parking Enforcement Officer Rick Perez, were in charge of drafting an ordinance for "**Customer Only**" parking and enforcing it. They basically copied Wheaton's ordinance and had it approved and enacted about 15 months ago. He characterized the ordinance as working "*extremely well.*"

He also advised me of the following:

- ◆ "**Customer Only**" Parking is from 6am – 6 pm, Monday – Saturday
- ◆ There is an "**Employee Only**" lot dedicated to exactly that and it requires a tag / sticker
- ◆ They have one formal warning for employees parking on the street
- ◆ Unloading needs to involve flashers if it is happening in the **Customer Only** section

While the ordinance is working well, here is what Sgt. Weber refers to as the "**KEY**" to the whole operation: The Parking Enforcement Officer is **totally dedicated** to the downtown parking issue. He does nothing else. He works M-F 7am-3pm. He develops a relationship with the business people, has lists, and averages approx 3-4 tickets a day. Weber advised the ordinance would not work without the **dedicated CSO** to that area.

Wheaton PD

I spoke with Sgt. Yanz. He explained their ordinance and the protocol for its enforcement. He advised that they have a garage for employees and dedicate the 3rd and 4th floor to them. They must have a registered tag to park there.

As with Glen Ellyn, Wheaton has a Parking Enforcement Officer who works Monday – Friday from 9:00 am to 5:00 pm and is totally dedicated to the downtown area and particularly employee parking issues. He also advised that their Parking Officer deals directly with the businesses, develops a relationship with them, and keeps lists that note the cars of owners and employees. Yanz believes that without this person dedicated solely to this responsibility, the system would not be as effective as it is.

Both of these towns have “Parking Enforcement Officers” who are solely dedicated to the downtown parking issues. They are not Community Service Officers (CSOs). While both towns have CSOs none of them are dedicated to parking enforcement.

#2: Examine the Directed Patrol Results for Downtown Violations

According to Lt. Neustadt, the 7-3 Shift Watch Commander he received an e-mail from Deputy Chief Cuny on Sep. 7, 2007 stating that Tom Masterson was complaining of a lack of enforcement in the downtown area. It was decided that the police department, and in particular the Day Shift would commit to having regular enforcement

(minimum) 3 times per week to address the parking concerns expressed by Mr. Masterson.

Lt. Neustadt issued a memo on Oct. 2, 2007 to all CSO's and in it detailed the parking enforcement steps to be taken in order to address this complaint. A geographical area to be patrolled was determined and enforcement of the time limit zones in these areas was to be a priority. The Lieutenant made it clear that the intent was to ticket commuters and business owners who were in violation of the time limit parking and not cars parked outside the homes of the car owner. This parking enforcement was to operate Monday – Friday.

In October, a total of 83 tickets were issued. This was a combined effort of the CSO's from both shifts. There was overtime spent to have an afternoon CSO start at 2:00 pm so he/she could address the "2 hr. time limit parking" specifically.

In November a procedural change occurred for the CSO assignments on the 7-3 shift. When two (2) CSO's were scheduled, one was assigned as an "All Over" Roving CSO charged with handling calls and patrolling the entire town. The other CSO was assigned to the Downtown Business District as a "Parking Enforcement Officer" essentially. This was designed to ensure that the CSO assigned to "parking enforcement" would have the time to address the time limit parking as well as the permit parking. The day shift results were 41 tickets issued over 19 dates.

In December, the 7-3 shift results were 23 tickets over 15 dates in the Downtown area. No overtime was spent on 3-11 CSO's starting at 2:00 pm.

In January, the 7-3 shift results were 35 tickets over 15 dates in the Downtown area. Again, no overtime was spent on 3-11 CSO's starting at 2:00 pm.

The majority of tickets issued by the 7-3 shift CSO's in the downtown area up to this point have been for "permit lot" violations. The citations issued for violating the "1 hr." and "2 hr" parking restrictions are relatively few.

#3: Previous Staff Study

Last year on April 16th both Lt. Neustadt and Lt. Glennon began regular observational patrols in the downtown area in an effort to assess the reality of the parking situation. Photos were also taken of the areas at various times of the day for over one month in order to document the reported problems. St. Charles Rd., Park Ave., and the lot for permit parking located behind Dutch Kitchen were particularly targeted for assessment.

The Conclusion noted on last year's staff study included the following:

"While cars are always parked on the streets (St. Charles Rd. and Park Ave.) according to the regular observations made and the photo evidence, there doesn't appear to be a significant parking problem for intended customers of the various businesses.

While certain areas, in particular Park Ave. south of St. Charles and St. Charles between Main and Park Ave., always seem to have cars in parking spaces, there were still plenty of parking spaces available at almost all the times observations were being made and photos were being taken.

The permit parking area behind the book store and Dutch Kitchen has never been completely full. This permit parking area was designated for the owners of the businesses to park their personnel vehicles during the working day. No more than 60% of the spots have been occupied during the times I have made my observations."

The action recommended at that time was as follows:

- No immediate change in the signage and parking restrictions in the downtown area at this time. Consideration of "Customer Only" parking signs in select areas such as, Park Ave. south of St. Charles Rd., and St. Charles Rd. between Main and Park Ave., but only after further study and evaluation and involvement by a larger number of business owners.
- A joint venture that would include the entities; Community Development, the Police Department, and the downtown business owners, with the goal of meeting to discuss the issues brought forward by the people who are complaining about the parking problem.
- Survey all of the business owners and determine the perceptions of perceived problems and solutions that would not impact those owners. We have had a good working relation with many of the business owners in this area. Their group ("D.L.U." & "Town Center") should reach a consensus on what is best to address this issue. We can be of assistance at any time.
- Police involvement. We can address the parking concerns with no changes in what we have been doing. When the 7-3 shift has two CSO's working, the north side CSO can be assigned to chalk tires and enforce the 2 hr. parking concern. We can also respond to a complaint by a business owner and ticket the offending car. The (complainant) just needs to provide their information for the report should the ticket be protested. I understand we can hire back a CSO on overtime to specifically enforce this parking issue.

Assessment:

According to the police officials in both Glen Ellyn and Wheaton the "**Key**" to successfully enforcing the "Customer Only" parking restrictions in their respective downtown areas is that they have a dedicated parking enforcement officer who deals with the issues in the area on a daily basis. I did not include a comprehensive study on the number of businesses and the number of customers that patronize Glen Ellyn and Wheaton downtown businesses. It does appear however, that those downtown areas have more businesses than the Lombard downtown area. In addition, it seems as though, and again this is nothing more than a guess based on observation, that the downtown businesses in those two towns attract more customers than does Lombard. The question is: can we afford and/or should we dedicate a parking enforcement officer to the downtown area.

In Lombard we have **six** very busy and active CSOs. Three are assigned to the 7 am – 3 pm shift while three are assigned to the 3 pm – 11 pm shift. Because of regular days off (RDOs) on any given day there should be two CSOs working per shift. However, with vacations, Personal Leave Days, Comp-time, etc. frequently each shift finds itself staffed with only one CSO on-duty at a time.

The CSOs are some of the busiest employees on the Police Department. Their duties are very broad based and include, **but are not limited to**, the following;

- ◆ Parking enforcement throughout the town
- ◆ Village sticker enforcement
- ◆ Parking complaints
- ◆ Traffic direction on accident scenes
- ◆ All animal calls

- ◆ Assist in booking
- ◆ Desk Relief
- ◆ Deliveries
- ◆ Court Runs
- ◆ Train Parking Coin Collection / Enforcement
- ◆ School Crossings
- ◆ Lock-outs
- ◆ Prisoner Meal Pick-up
- ◆ Matron Duty
- ◆ Checking and Logging of housed prisoners

The 7 – 3pm shift: As mentioned if there are two CSOs on duty, one of those CSOs is assigned to concentrate on the Downtown Business District. They document and record their activity and observations concerning parking issues.

In order to dedicate a parking enforcement officer solely to the downtown area the department and the Village would have to decide whether it is worth to do one of two things.

1. Hire an additional person with the title "Parking Enforcement Officer" and dedicate this person solely to the downtown area to primarily enforce "Customer Only" parking violations.
2. Permanently redefine the role(s) of at least one of the current CSOs and designate that person(s) as a "Parking Enforcement Officer."

The first option is a budgetary one and would be up to the Village Board. The second option could be decided on internally through the authority of the Chief of Police, however doing this would unquestionably negatively impact the delivery of services by the CSOs such as: general CSO duties would be disrupted, response times to

calls would be slower, and the time for CSOs to patrol (looking for parking violations throughout the town, finding and assisting stranded motorists, etc) would be diminished. The majority of the total parking tickets issued are issued on the south side of the Village. Apartment and Condominium parking lots, strip malls, Yorktown, restaurants are all regularly patrolled, as is the downtown area, by CSOs looking for any of a variety of parking violations.

Conclusion

After reviewing the situation for almost a year, speaking with Officers and CSOs, and general observation by supervisors from both the Day and Afternoon Shifts (that included photographic depictions of the area during day time business hours) the conclusion is that there are no significant parking problems in the downtown area reference customers looking for places to park. The Police Department has continued to work with the best interest of the business community in mind. Over the years, we have encouraged business people to call in "violations" they observe and when calls are made, the Police Department responds.

We, Lt. Neustadt and Lt. Glennon don't believe we need to either assign a CSO to a full time parking enforcement position or change the signage to "Customer Only" parking in the downtown area. While violations do occur there is no empirical evidence that these violators regularly escape detection or prevent customers from patronizing downtown businesses.

7-3 DIRECTED PATROL

Start Date: DEC. 3

End Date: DEC. 21

PROBLEM TIME LIMIT PARKING

LOCATION DOWNTOWN AREA

TIMES OF OCCURRENCE TO

Date	Badge	Time	Action Taken
12/3	710	all day	1 citation
12/4	1083	all day	2 tickets
12/5	99	all day	1
12/6	710	730A-1PM	4 TKTS
12/7	1083	all day	1 ticket
12/10			
12/11	683	8-11	0 tickets
12/12	mm	all day	3 Lots not full today @ 9:00
12/13	710		3 TICKETS
12/14	99	8:30-9	0 tickets
12/17	683	8-1	1 ticket
12/18	99	AM	2 tickets
12/19	683	8-1	4 tickets ^{coin} lots not full all day
12/20	99		0 count & calls
12/21	99		2 TICKETS (CHALKED) 3 HRS.
12/27	683		0
12/28	99		

RETURN TO LT. NEUSTADT ON DEC. 21

THANK YOU!

17

21

Majesty
Resident

7-3 DIRECTED PATROL

Start Date: 1/3

End Date: 1/31

PROBLEM TIME LIMIT PARKING

LOCATION DOWNTOWN AREA

TIMES OF OCCURRENCE TO

Date	Badge	Time	Action Taken
<u>1/4</u>			
<u>1/7</u>			
<u>1/8</u>			
<u>1/9</u>	<u>99</u>	<u>AM</u>	<u>1 ticket mm</u>
<u>1/10</u>	<u>683</u>	<u>all day</u>	<u>2 tickets</u>
<u>1/11</u>	<u>99</u>		<u>0 tickets</u>
<u>1/14</u>	<u>710</u>		<u>0 TICKETS (4 permit lot)</u>
<u>1/15</u>	<u>683</u>		
<u>1/16</u>	<u>99</u>	<u>all day</u>	<u>2 tickets (2 in tram lot)</u>
<u>1/17</u>		<u>on desk</u>	<u>LB</u>
<u>1/18</u>	<u>99</u>		<u>No Complaint 2 in permit lot</u>
<u>1/22</u>	<u>N/A</u>	<u>→</u>	<u>SNOW ISSUES ON ROV</u>
<u>1/23</u>	<u>99</u>		<u>1 TICKET</u>
<u>1/24</u>	<u>1083</u>		<u>2 time zone 1 permit lot</u>
<u>1/25</u>	<u>99</u>		<u>2</u>
<u>1/28</u>	<u>683</u>		<u>3 PERMIT 1 DAILY FEE</u>
<u>1/29</u>	<u>710</u>	<u>740A-1030A</u>	<u>(4) TIME VIOLATIONS (4) Permit Lot</u>
<u>1/30</u>	<u>99</u>	<u>all day</u>	<u>5</u>
<u>1/31</u>	<u>683</u>	<u>all day</u>	<u>1 time limit 1 coin lot 1 permit</u>

8/6

Hello my name is Tom Masterson. Thank you for your time. It is appreciated.

I spoke before this committee at the April 2007 meeting. As a short review I suggested adding Customer Parking Only to the current 2 hour parking restrictions in all of the downtown area and presented reasons why.

Since the April meeting the Police Department did a "Staff Study".

I would like to comment on the study. I do not enjoy disagreeing or arguing with the Police Department. I feel they do an excellent job.

To clarify the study states in #1

"Some businessowners have proposed that the majority of the Two-Hour Parking areas be redesignated as "Customer Parking Only"".

We are asking that Customer Parking Only be added to all 2 hour parking spots with the time limitation still applying.

In #4 the study states

"The Department began regular observational patrols on April 16th to assess the reality of the parking situations".

After I spoke on April 2nd the Department started marking tires and ticketing vehicles. Merchants had not seen tires marked in months. When tires are marked and tickets are issued parking improves. The study confirms what everyone knows when there is enforcement there is no problem. The study started April 16th and documented that enforcement works. On April 2nd I mentioned there were 11 parking violations in 22 spots on Jan. 23, 2007 and 15 parking violations in 22 spots on Jan. 24, 2007. These violations would never had occurred had there been enforcement. This was not the case during the study because there was enforcement. I have not seen a tire marked or ticket since the beginning of June and you see the violations rising. I do not blame the Police Department. They only have so much staff, an awful lot to do and have to attend to many things without notice.

The Police Department even states they cannot enforce on a regular basis. #3 in the study states:

"The Policy Department can not devote a regular amount of structured time marking cars and writing tickets for motorists violating the two hour rule" and further states in #4 "It is without question that enforcing two hour parking violations is time consuming and difficult" & "Marking tires and remembering cars were deemed difficult in practice" & "Due to the many duties of the CSO's blocking time off for downtown parking enforcement is almost an impossible task".

This has always been the case and why "Customer Parking Only" makes sense.

The study states

"Changing the restrictions to "Customer Only" addresses only one issue: known employees and owners parking in front of businesses. While that dilemma would be fixed (note fixed) at least theoretically the problem of business owners making pick ups, dropping off equipment, distributing supplies and even patronizing other businesses may create resentment among that group".

First, owners making pick ups, dropping off equipment and distributing supplies has never been stated as a problem. All of these actions are 5 minute tasks. I believe the CSOs would have no problem determining this to be the case.

2nd, patronizing other businesses – if the owners and employees were parked where they are supposed to be parked they would then be walking past the other businesses and this is not an issue.

My daughter works in Downtown Wheaton and doesn't have a problem with this issue. Third – "may create resentment" – you don't have to worry about creating resentment. There is already plenty of resentment. I already mentioned this on April 2nd. People who have invested \$50,000 to \$200,000 in a business look out their windows and see non-customers parked in spots intended for customers. You have copies of their letters. As mentioned in April these are also the types of businesses Lombard is trying to attract. Lastly #4 states

"Also, many of the downtown business owners apparently are not in favor of this change". *surveys*
Many – how many? and who? Those that are in favor of Customer Parking Only have put it in writing but those opposed are unidentified. Why are they opposed? How can you have this statement in a study with no back up, reasons or details. I think you will find many, is not many, who, is who has in the past violated the parking ordinance and the reason to be they don't want to park in the Village lot 1/2 to 1 1/2 blocks away. The Village spent \$825,792 on this parking lot (2000-2002). One of the reasons was so business owners and their employees would have a place to park and the street parking would be available to customers like in Glen Ellyn and Wheaton (permit is free, application enclosed).

As I stated on April 2nd Glen Ellyn and Wheaton have a time limit and Customer Parking Only in the downtowns. Both towns keep a list of non-customers (business owners and employees, etc.).

Both towns did not always have Customer Parking Only. But since going to it both say it works good.

Both towns have downtowns 4 to 6 times the size of Lombard's. I have heard it said that enforcing Customer Parking Only is too complex. I refuse to believe the Departments of Glen Ellyn and Wheaton are more capable than Lombard. The list of violators would only be about 20 to 30 plates not that hard to handle. Handling a list of 20 to 30 plates has to be easier than what the Department's own study describes as difficult and impossible. In this age of computers the list could be kept in one document.

I started on the Customer Parking Only after hearing merchants complain last December. Non-customers have been a problem a long time as well as consistent enforcement.

I also know the Department can only do so much so why call them and complain when they don't have the staff to assign to the problem, look for another solution.

As shown by the study if people think there will be consequences they will modify their behavior. Nov. 06 to March 07 no enforcement many violations. April to May, enforcement few violations. But as the Department states they cannot commit to consistent long term enforcement so the problem will come back. This cycle has been going on for years and the violators know it. Is this fair to merchants who have invested \$50,000 to \$200,000 in a retail business? Why not give these merchants a way to help the problem? Customer Parking Only does this. Glen Ellyn and Wheaton both have said merchants are one source that reports violators. (I submitted the warning letter Wheaton Police gives to suspected violators).

I have yet to hear a reason why any downtown business objects to Customer Parking Only, even the study came up with no reasons from a business. After the Village spends \$825,792 on a parking lot for business owners and employees to use so street parking can be used by customers shouldn't the parking ordinance support the spending.

I ask that you support Customer Parking Only in downtown Lombard for the benefit of the merchants that have invested in Lombard and their customers.

VILLAGE OF GLEN ELLYN

ORDINANCE NO. 5516 -VC

AN ORDINANCE TO AMEND CERTAIN SECTIONS OF
CHAPTER 5 OF TITLE 9 (TRAFFIC) OF THE VILLAGE CODE
OF THE VILLAGE OF GLEN ELLYN, ILLINOIS
REGARDING PARKING RESTRICTIONS IN THE
CENTRAL BUSINESS DISTRICT.

ADOPTED BY THE
PRESIDENT AND THE BOARD OF TRUSTEES
OF THE
VILLAGE OF GLEN ELLYN
DUPAGE COUNTY, ILLINOIS
THIS 23 DAY OF October, 2006.

Published in pamphlet form by the
authority of the President and Board
of Trustees of the Village of Glen
Ellyn, DuPage County, Illinois, this
26 day of
October, 2006.

AN ORDINANCE TO AMEND CERTAIN SECTIONS OF
 CHAPTER 5 OF TITLE 9 (TRAFFIC) OF THE VILLAGE CODE
 OF THE VILLAGE OF GLEN ELLYN, ILLINOIS
REGARDING PARKING RESTRICTIONS IN THE
CENTRAL BUSINESS DISTRICT

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND
 BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE
 COUNTY, ILLINOIS, in the exercise of its home rule powers, as follows:

SECTION ONE: Section 9-5-8 (SCHEDULE H; PARKING LIMITS) of the
 Glen Ellyn Village Code is hereby amended by the addition of the following:

Name of Street	District	Parking Limit
Main Street (Both Sides)	Main Street between the north line of Hillside Avenue and the south line of Anthony Street.	3 Hour Parking
Pennsylvania Avenue (Both Sides)	Pennsylvania Avenue between the east line of Prospect Avenue and the west line of Forest Avenue.	3 Hour Parking
Crescent Boulevard (Both Sides)	Crescent Boulevard between the east line of Prospect Avenue and the west line of Park Boulevard	3 Hour Parking
Forest Avenue (Both Sides)	Forest Avenue between the north line of Crescent and the south line of Pennsylvania Avenue.	3 Hour Parking
Glenwood Avenue (Both Sides)	Glenwood Avenue between the north line of Crescent Boulevard and the south line of Pennsylvania Avenue.	3 Hour Parking
Duane Street (Both Sides)	Duane Street between the east line of Prospect and the west line of Forest Avenue.	3 Hour Parking
Hillside Avenue (South side)	Hillside Avenue between the east line of Main Street to a point 150 feet east of the east line of Main Street.	3 Hour Parking

SECTION TWO: Title 9 (Traffic) of the Village Code of the Village of Glen Ellyn is amended by adding Section 9-5-19: Schedule S: as follows:

(a) Customer Parking Only: No person who owns, operates, manages, or is employed at a place of business in the area established as the Central Business District by Village Ordinance shall park in a zone, which has been designated as customer parking only, while that person is working at that business.

(b) It shall be a rebuttable presumption that any person who is an employee of business in the Central Business District shall be deemed to be working at the place of business from 8:00 a.m. to 6:00 p.m., Monday through Saturday.

(c) Only persons seeking to purchase merchandise or other services within the Central Business District shall be allowed to park a vehicle in customer designated locations. All other vehicles, including those parking for train commuting purposes, are prohibited.

(d) The following locations in the Central Business District shall be designated as Customer Parking Only zones:

<u>Name of Street</u>	<u>Direction</u>	<u>Location/Limitation</u>
Main Street	Northbound & Southbound	Main Street between the north line of Hillside Avenue and the south line of Anthony Street; Customer Parking Only.
Pennsylvania Avenue	Eastbound & Westbound	Pennsylvania Avenue between the east line of Prospect Avenue and the west line of Forest Avenue; Customer Parking Only.
Crescent Boulevard	Eastbound & Westbound	Crescent Boulevard between the east line of Prospect Avenue and the west line of Park Boulevard; Customer Parking Only.

Forest Avenue	Northbound	Forest Avenue between the north line of Crescent and the south line of Pennsylvania Avenue; Customer Parking Only.
Glenwood Avenue	Northbound & Southbound	Glenwood Avenue between the north line of Crescent Boulevard and the south line of Pennsylvania Avenue; Customer Parking Only.
Duane Street	Eastbound & Westbound	Duane Street between the east line of Prospect and the west line of Forest Avenue; Customer Parking Only.
Hillside Avenue	Westbound	Hillside Avenue between the east line of Main Street to a point 150 feet east of the east line of Main Street; Customer Parking only.

SECTION THREE: Section 9-2-12 (MUNICIPAL PERMIT ONLY PARKING LOTS) of the Glen Ellyn Village Code is hereby amended by the addition of the following:

- (A)(5) Main and Pennsylvania municipal parking lot consisting of 51 parking spaces directly north of 510 Pennsylvania between the hours of six o'clock (6:00) A.M. and six o'clock (6:00) P.M. Monday through Saturday. Designated as Employee Parking Only – Permit Required.
- (E)(3)(f) Main and Pennsylvania Employee Permit Parking Lot
 - o \$160.00 per permit annually.

SECTION FOUR: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form.

PASSED by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 23 day of October, 2006.

AYES: Gardner, Lee, Armstrong, Chapman,
Norton, Pefferman

NAYS: -0-

ABSENT: -0-

APPROVED by the Village President of the Village of Glen Ellyn, Illinois, this 23 day of October, 2006.

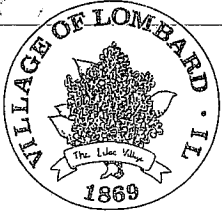
Windy Hase
Village President of the Village
of Glen Ellyn, Illinois

ATTEST:

Andrea Kravitz
Village Clerk of the Village
of Glen Ellyn, Illinois


(Published in pamphlet form and posted on the 26 day of October, 2006.)

070383



LOMBARD POLICE DEPARTMENT

TO: Transportation and Safety Committee

FROM: Dane C. Cuny 
Deputy Chief of Police

DATE: June 4, 2007

SUBJECT: Downtown parking Study

Attached is a staff study conducted by Lt. Dan Neustadt and Lt. Jim Glennon regarding downtown parking issues. After monitoring the downtown parking situation in excess of 30 days, they have determined that there is generally no problem with parking space availability for business customers.

Based upon the recommendations of the study, the police department plans to more-consistently assign Community Service Officers to enforce the 2 Hour parking ordinance. This is in addition to the current practice of responding to parking complaints by down town business owners as they observe them.

The study recommends that no changes be implemented with regards to parking signage or restrictions at this time. The study also suggests that further study and surveys be performed before more stringent regulations are ever considered. However, I do not believe that any regulatory changes are warranted and that regular police enforcement will ensure overall compliance and customer space availability.

C: Chief Ray Byrne
Lt. Neustadt
Lt. Glennon

Staff Study

Parking Issues – Downtown Lombard

Lt. Dan Neustadt

Lt. Jim Glennon

6/1/07

- 1. Problem:** Perceived Parking issues in the downtown business district due to business owners and employees ignoring the *Two-Hour Parking* signs particularly on St. Charles Rd. which causes there to be very few open parking spaces for those patronizing downtown businesses. There is a lack of enforcement on the part of the police. Some business owners have proposed that the majority of the *Two-Hour Parking* areas be redesignated as "*Customer Only*".
- 2. Assumptions:** Businesses rely on street parking for their customers. Business owners and their employees need to abide by the signage. There are parking lots for business owners in the downtown area. The police department will enforce violations.
- 3. Facts bearing on the problem:** Business owners and their employees, according to several business owners, ignore the Two-Hour Parking signs which limit the number of spaces available. The police department can not devote a regular amount of structured time marking cars and writing tickets for motorists violating the two-hour rule.
- 4. Discussion:** There were discussions among officers, CSOs, and supervisors concerning the issue of parking enforcement. It is without question that enforcing Two-Hour parking violations is time consuming and difficult. Marking tires and remembering cars were deemed difficult in practice. However, the bigger issue is in the devotion of time to the area on any type of *regular basis*. Due to the many duties of the CSOs blocking time off for downtown parking enforcement is almost an impossible task.

The permit parking area behind the book store and Dutch Kitchen has never been completely full. This permit parking area was designated for the owners of the businesses to park their personnel vehicles during the working day. No more than 60% of the spots have been occupied during the times I have made my observations.

6. Action Recommended:

- No immediate change in the signage and parking restrictions in the downtown area at this time. Consideration of "Customer Only" parking signs in select areas such as, Park Ave. south of St. Charles Rd., and St. Charles Rd. between Main and Park Ave., but only after further study and evaluation and involvement by a larger number of business owners.
- A joint venture that would include the entities; Community Development, the Police Department, and the downtown business owners, with the goal of meeting to discuss the issues brought forward by the people who are complaining about the parking problem.
- Survey all of the business owners and determine the perceptions of perceived problems and solutions that would not impact those owners. We have had a good working relation with many of the business owners in this area. Their group ("D.L.U." & "Town Center") should reach a consensus on what is best to address this issue. We can be of assistance at any time.
- Police involvement. We can address the parking concerns with no changes in what we have been doing. When the 7-3 shift has two CSO's working, the north side CSO can be assigned to chalk tires and enforce the 2 hr. parking concern. We can also respond to a complaint by a business owner and ticket the offending car. The (complainant) just needs to provide their information for the report should the ticket be protested. I understand we can hire back a CSO on overtime to specifically enforce this parking issue.