



Meeting Minutes - Final

Transportation Advisory Board

Thursday, May 5, 2022

7:00 PM

Council Chambers

A. CALL TO ORDER:

B. ROLL CALL:

Present 7 - Michael Brown, Suzanne Hart, Scott Hurley, Michael Melaniphy, Inga Orolin, Matthew Seeberg, and James Webb

Absent 2 - Janet Blubaugh, and Mary Howenstine

C. PUBLIC FORUM:

There were no speakers for public forum

This was closed.

D. REPORTS AND RECOMMENDATIONS:

1. [Approve the minutes from the February 17, 2022 Transportation Advisory Board Meeting](#)

Attachments: [February 17 2022 Transportation Advisory Board Meeting Minutes](#)

A motion was made by Webb, seconded by Brown, approved. The motion carried by the following vote:

Aye: 7 - Brown, Hart, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 2 - Blubaugh, and Howenstine

2. [Approve the recommendation for City staff to create an Overnight Parking Program](#)

Attachments: [Overnight Parking Program](#)
[Westglen Overnight Parking Map](#)
[Enclave Overnight Parking Map](#)
[Overnight Parking Exemption Traffic Schedule](#)

Prousa speaks about the concerns from residents that are unable to park their vehicles on driveways that are shortened and one car garages. He also speaks about the pilot program that the city initiated that has been successful for two HOA's. The pilot program has been continuously evaluated by City departments and those departments have found no concerns with the on street parking during the overnight hours. City staff would like to elevate the pilot program to a city program that could take in new HOA's if they fit criteria laid out in the program.

Melaniphy asks the board if they have any questions.

Seeberg asks if the pilot program has been running since 2013 and why are we looking at it now.

Prousa states that the pilot program has been running since its inception and that the last year or two staff has received numerous concerns regarding the overnight parking issues that these communities are having. Prousa states that because there have been no concerns with operations from city departments, staff felt it was the right time to consider the program.

Seeberg asks if there is any data or surveys from the pilot areas on how the program is going.

Prousa states that staff has reached out to both HOA's for feedback regarding the program and both HOA's had no concerns with how it was running.

Webb asks if enforcement is complaint based.

Prousa states that they are.

Webb asks if on average we know how many citations are issued regarding overnight parking.

Traffic Sergeant Krakow states that he does not have the exact stats but in terms of overnight parking there are upwards of 200 complaints that are active. Krakow states that they are mostly from the last year.

Webb asks if most of them are in townhome or condo communities.

Krakow states that they are not but he does not have the exact data on that.

Hurley asks if staff knows what the percentage of neighborhoods that have HOA's in Naperville is.

Prousa states that he does not know the percentage. He states that generally speaking townhome and condo communities are represented by an active HOA. The pilot program was successful because the HOAs were active in participation.

Melaniphy asks if there are any speakers for the public forum.

The first speaker is Heather McDonald. She asks how the program will be enforced overtime and whether or not they will be fined.

Prousa states that all parking ordinance violations will be given a ticket if reported to a police officer. He goes on to mention that the program will be evaluated constantly to ensure that compliance is occurring. Prousa also states that the

program can be ended at anytime if an HOA is showing continued compliance issues with city operations.

Melaniphy asks if the intent is for the HOA to do beginning enforcement and to escalate to city staff or the police department if continued operation issues persist.

Prousa states that that is correct.

Heather McDonald asks if the escalation eventually gets to the police department.

Prousa states that escalations will be reported to the police if they are breaking city ordinance. Staff will also be made aware of the violations and that will be recorded.

The next speaker is Jeff Allen. He speaks on how his HOA and himself supports the ordinance and that there is pressure on parking in his HOA and that they already have people breaking the overnight ordinance and that this program would be able to help those people. He also states that the City can look into doing the overnight parking on different sides of the street on different days. This would open the street too street cleaning and plowing. He lastly says that he is for this program and adding his HOA.

The next speaker is Russ Mathey. He speaks about the need for the parking program in his neighborhood. He speaks that the main issues with a condo association is that people park in the wrong places and that there are lot of cars for limited amount of parking on the HOAs property. He states that it is confusing on how the HOA can pass out the hangtags, he believes that the HOA could potentially have issues with passing out the HOA passes.

Prousa states that the City is just providing potentials methods for distribution for the HOA.

The next speaker is James Laures. States the rollout of the Overnight Parking Program ("OPP") to all Naperville neighborhoods strikes me as "taking a sledge-hammer-to-kill-a-fly" response to a small problem that is unique to a few Naperville neighborhoods zoned for and with multifamily residences and, as a result, will result in many more serious, unanticipated problems than the one OPP is attempting to address. Therefore, TAB should vote NO on OPP. My specific comments are:

Property Values-Property values are very important to Naperville residents. Anything like OPP that result in congested and parked-up neighborhood streets will negatively impact property values. Conversely, neighborhoods that are not congested and parked up are more desirable to home buyers (and viewed as safer - less risk of their small children darting out from behind parked cars and behind parked cars and being hit). Also, in neighborhoods that adopt OPP, residents (who plan to sell their homes at some point) will want overnight parking hangtags as a value-added enticement for potential buyers of their homes.

Chicago Type Parking Headaches-Many Naperville residents have experienced Chicago's neighborhood parking headaches and do not want similar experiences in Naperville. Rolling out OPP to all HOAs will create many more Chicago-like problems as residents scramble to secure and defend parking areas in front of their homes from neighbors and strangers who use OPP to keep their garages and driveways free by distributing their vehicles around the neighborhood.

Snow Removal Deterioration-Snow removal from cul-de-sacs will deteriorate as they become parked up with hangtag vehicles owned by both cul-de-sac residents and those living elsewhere in the neighborhood, resulting in dangerous driving conditions and increased need for repeat plowings.

24-hour, 7 day-week Street Parking-OPP will result in overnight residential street parking becoming 24-hour, 7-day-week parking, as residents find new reasons to use OPP to keep garages and driveways clear by moving their vehicles in front of neighbors' homes. As the result of OPP, a garage can be used for storage, a workshop or game area and a driveway can be used for a basketball court, play area, etc. Also, a Class B motorhome or F350 pickup truck (under 8,000lbs) previously stored on the driveway now can be moved to the street. Exacerbating this growth in on-street parking will be residents wanting hangtags to secure and defend the parking areas in front of their homes from others using these spaces. Hence, parked-up residential streets become the norm, not rather the exception.

HOA OPP Capabilities-Socially-oriented HOAs that do not receive legally-required monthly dues generally are not equipped to effectively manage OPP-ensuring that it is fairly implemented for all HOA members (including those not in favor of it), accounting for hangtags, enforcement, and timely resolving of HOA member complaints that surely will arise. Absent effective HOA enforcement and timely resolution of complaints, HOA members' only recourse will be to Naperville police and/or departments for help.

Overnight Parking Complaints-At a recent TAB meetings, Naperville police states there were less than 200 open overnight parking complaints, a minuscule .36% per Naperville's 55,000 households, which indicates the problem for which OPP was developed is being effectively managed by the vast majority of Naperville neighborhoods and their residents, and Naperville Police.

In summary, for the reasons discussed above, please vote NO on OPP. Thank you.

The next speaker is Nancy Laures. The Overnight Parking Program Pilot programs conducted in townhome communities is not appropriate for parking regulation of single family home subdivisions and I urge you to keep your recommendation to the intended and piloted communities. I believe that initiating a rule that allows single family homeowners to leave their vehicles out on the street in front of anyone else's property 24 hours a day is not in the interest of all homeowners and creates multiple issues of abuse, unfairness, inconvenience and safety.

No Problem: Now, our small cul-de-sac doesn't have a problem because we don't park on the street overnight by managing how we use our garages and how we manage parking the cars/ trucks we own.

If a neighbor leaves a visiting child's car out for a day or forgets to pull a car into the driveway for a night, they move it shortly without the fear of having a police patrol issue a citation for not seeing a subdivision hangtag. We don't have to plan ahead; we don't have to hope the HOA rep is available to issue a hangtag.

The Problem : But if you approve the overnight parking program for my single family home

subdivision, then someone in my social HOA would decide who gets hangtags, and all rules, with little enforcement authority; in fairness, if we can each get one of these valuable hangtags, at least half of the homeowners (those who live on the side of a street that has a fire hydrant) will get the ability to leave a vehicle parked in front of another home-owner's house (on other side of street). Simply, there is not enough parking space on one side of the street to accommodate both sides. In addition, anyone in the subdivision can park on our convenient cul-de-sac. Vehicles do not have to leave the spot.

Other Issues: These are some of the problems we can expect on our small cul-de-sac:

- Since someone who obtained a hangtag could store their car/ pick-up truck/ F 350 in front of your house as a convenient 24 -hours-a-day storage space, then it is a safety concern:
- limiting the easy access of emergency vehicles, which have actually been needed multiple times on my cul-de-sac, near my house.
- strangers' activity in vehicles in front of the house any time of the day or night.
- hazard of children running out into street from between many parked cars, since 24 hour onstreet parking will be encouraged with a hangtag.
- Non-delivery of mail by the USPS, which happened once with an official USPS notice because someone's car was parked in the limited space in front of our house.
- Blocking delivery of city services to our houses, such as brush pick-up, leaf pick up, street cleaning, and salting of street and eventual snow removal.
- Snow removal on the cul-de-sac, already a problem for us at the tip of the cul-du-sac, as the whole street's snow gets pushed down to the tip and then pushed out around the circle. With allowable overnight parking by anyone in the subdivision with a hangtag, cars parked on the street by strangers will cause the

plows to leave snow in the front of our house and block the driveway and mailbox.

- Our small cul-de-sac will be an attractive parking spot for the connecting street that is the main roadway into the elementary school, which has fire hydrants so would not have overnight parking.
- For a few days per year, we want to park our personal cars in the street in front of our house when the fresh driveway coating needs to dry, and not have to fight to get a parking spot and then get a hangtag.

In conclusion, the hangtag will be a valuable commodity, perhaps affecting the property value of a home. Those in favor of this hangtag program will intend to leave their cars/ trucks on the street, in front of any house that's available, without having to move them, for their convenience. Please vote no.

Thank you, Nancy Laures

Hurley asks if there is any evidence or data studies of parked vehicles having an impact on bicycle and pedestrian safety.

Prousa states that he is not aware of any data that shows that. He shares an example on how the city would handle those concerns.

Krakov states that the police department has nothing to add on this.

Hurley asks if it has been evaluated to reserve this to not single-family homes.

Prousa states that when evaluating they take into account characteristics that are more defined in multi family neighborhoods.

Seeberg states that he understands the issue and asks if there is a requirement that if it is open to one it is open to all.

Prousa states that no, there would be an application process for HOAs that want this program and that city operations have priority.

Seeberg asks if it is assumed that the HOA put it out to vote for the HOA to be included in the program.

Prousa states that it would be up to the HOA on how they would want to move forward with it. He also states that each HOA that applies would have to come to TAB and then City Council because it would be an ordinance change.

Seeberg asks if there would be signs posted on those streets referring to the program.

Prousa states that yes there would be signs on any street that would be in the program.

Webb states that social HOAs should not be involved in handling these programs. He asks what the City is looking for on whether or not to approve them for the program.

Prousa states that they are looking for the amount of parking that they are given and that they have a HOA that is involved in administration and not just social.

A motion was made by Seeberg, seconded by Webb, approved. The motion carried by the following vote:

Aye: 7 - Brown, Hart, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 2 - Blubaugh, and Howenstine

3. [Approve the Recommendation to Update the Ordinance 11-2A-8 on All Night Parking](#)

Attachments: [11-2A-8 All Night Parking Ordinance](#)

A motion was made by Hurley, seconded by Hart, approved. The motion carried by the following vote:

Aye: 7 - Brown, Hart, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 2 - Blubaugh, and Howenstine

4. [Approve a Recommendation to Establish Overnight Parking Exemptions for The Villages of Westglen and The Enclave at Country Lakes](#)

Attachments: [Westglen Overnight Parking Map](#)
[Enclave Overnight Parking Map](#)
[Overnight Parking Exemption Traffic Schedule Additions](#)

A motion was made by Webb, seconded by Brown, approved. The motion carried by the following vote:

Aye: 7 - Brown, Hart, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 2 - Blubaugh, and Howenstine

Police Department Report

Krakov states that there is a program that is targeting enforcement for speeds on route 59. He encourages drivers to drive safely.

This was closed.

E. OLD BUSINESS:

Melaniphy states on whether or not if the one way signage will be updated from temporary signage to something more permanent.

City Traffic Engineer Andy Hynes states that the city is working on the engineering on adding a curb extension at the intersection of Eagle and Jefferson and it may get done this year but may get done in 2023.

This was closed.

F. NEW BUSINESS:

There was no new business discussed

This was closed.

G. ADJOURNMENT:

A motion was made by Seeberg, seconded by Orolin, to adjourn the meeting at 7:45 p.m. The motion carried by the following vote:

Aye: 7 - Brown, Hart, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 2 - Blubaugh, and Howenstine