



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Monday, March 4, 2024
7:00 PM
Glen Ellyn Civic Center, Room 301

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

- 1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, their topic and the group, if any, they are representing prior to addressing the Village Board. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

- E. Discussion Items**

- 1) CBD Streetscape and Crescent-Glenwood Parking Lot Improvements (Public Works Director Buckley)
- 2) Section Number 9-2-3 (G) (1) of the Village Code Regarding Sidewalk Obstruction (Attorney Mathews)

- F. Reminders**

- 1) Village Board Meeting Monday, March 11, 2024 at 7 pm
- 2) Village Board Workshop Monday, March 18, 2024 at 7 pm
- 3) No Village Board Meeting on Monday, March 25, 2024

- G. Adjourn**



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 3/4/2024 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Derek Peebles

**AGENDA ITEM (ID
2024-140)**

DOC ID: 2024-140

CBD Streetscape and Crescent-Glenwood Parking Lot Improvements (Public Works Director Buckley)

Statement of the Issue:

The area of the Crescent-Glenwood parking lot was excluded from the Phase 2-3 streetscaping design and bid package as a result of uncertainty about the future use of the parking lot at the time of the design. As a result, design was never completed for the median area between Crescent Boulevard and the parking lot. Similarly, design was never completed for the parking lot itself, which was constructed circa 1957.

Public Works is requesting a review of and feedback on a streetscaping and parking lot reconstruction concept for the Crescent-Glenwood parking lot area. In addition, based upon the feedback, Public Works will, at a future meeting, be seeking approval to proceed with a design engineering contract for streetscaping and parking lot improvements in the Crescent-Glenwood parking lot area.

Analysis:

At the time of the Phase 2-3 streetscaping design, the Village was in the midst of reviewing development potential at two sites in the downtown: the former McChesney & Miller grocery store site, at the northwest corner of Crescent Boulevard and Glenwood Avenue, and the former US Bank site at the northeast corner of Duane Street and Forest Avenue. The redevelopment of these properties would have an impact upon the use and eventual design of the Crescent-Glenwood parking lot and streetscape. The McChesney site would have an impact due to its proximity to the Crescent-Glenwood parking lot and because that empty site had been used as spillover area for events held in the Crescent-Glenwood lot. And the US Bank property would have an impact because previously a residential development was proposed for the property which was ultimately not advanced. Instead, the Village and Park District acquired the property for use as a central civic and event space for the downtown. Given the former uncertainty regarding these properties and their impact upon the Crescent-Glenwood area design, design was halted, and the area was omitted from the Phase 2-3 bid plans.

The intent was to revisit the area once decisions had been made regarding the two properties. At this time, the final use of each of the properties is known. The McChesney site is now under construction with a five-story residential apartment building. And the US Bank site is now acquired and in design for the envisioned downtown civic and event space. As a result, Public Works has been working with the streetscape design consultant (Civiltech) on a concept plan for the Crescent-

Glenwood parking lot area that would still allow some flexibility for event space for larger events in the downtown.

Crescent-Glenwood Parking Lot Area Concept

Recognizing that the parking lot was last reconstructed in 1957 and will be in need of rehabilitation, and that the design of the median area is interconnected with decisions regarding the parking lot, the design concept includes both the parking lot and the streetscape median.

There were two major considerations that came into play with regard to the parking lot. First was the existing, irregular layout of the parking lot spaces, with inconsistent aisle widths and a combination of perpendicular and diagonal parking. The second was the reduced need for the Crescent-Glenwood parking lot as a primary event space in the downtown.

To the second consideration, with the development of the Glenwood Station apartment building, the empty McChesney lot is no longer available as complementary event space. In addition, since the Glenwood Station access driveways for the building parking are both located along Crescent Boulevard, there is no longer the opportunity to close Crescent Boulevard in the same manner for events. Adding to this, the former US Bank site and adjoining Forest Avenue right-of-way are now envisioned to serve as a primary location for downtown events.

Given the above, the draft concept plan for the Crescent-Glenwood area calls for standardizing the drive aisle width and parking spaces in the lot, and repurposing the irregular space into the median area to allow for greater pedestrian use and beautification of the lot. The latter is consistent with the recently adopted Comprehensive Plan recommendations for improving the aesthetics of parking lots. Consistent with the Village Code requirements, internal landscaped islands are also proposed.

The conceptual design of the median area is consistent with the streetscape palette and materials employed throughout the rest of the downtown streetscape, as well as the streetscape to be installed by the Glenwood Station development across from the parking lot.

In addition to the general lot reconstruction and streetscape, the concept includes dedicated parking lot lighting consistent with past requests to improve the lighting levels in the lot.

Budget Impact:

Completion of the engineering design based upon the full concept is estimated to cost \$125,000. The full concept cost of engineering and construction is estimated to be approximately \$2.63 million.

Funding construction of both the additional parking lot improvements does place pressure on the Capital Projects Fund. In summary, the planned 2026 issuance of \$5M in General Obligation Bonds would need to be advanced to 2025. Depending on bid results for other capital projects, some capital projects could require deferral. However, Public Works staff continues to pursue outside grant funding for existing programmed projects that could further boost the Capital Projects fund outlook. Projects with current optimistic outlook include the Lambert Road and Riford Road resurfacing projects. Based on recent applications, these two projects could receive approximately \$2.5M in total Federal Funding if they advance through final engineering in the next 18 months.

In light of the above, engineering staff is exploring the cost of scaled back options for the parking

lot work, as well as an option to restore just the Crescent Boulevard south side sidewalk area this year, to take advantage of the mobilized construction crews, while deferring the full parking lot work.

In either scenario, engineering design work is needed, and there is advantage to moving expeditiously with a design contract to best position the Village with options. The design contract can be established for the full concept and then scaled back if there is a determination to scale back the scope of construction work.

Contribution to Strategic Plan

Action Requested:

Public Works is seeking feedback from the Village Board on the proposed concept toward the goal of approving a proposal to proceed with engineering design of Crescent-Glenwood Streetscape and Parking Lot Improvements. Subject to Village Board support, the engineering design proposal would be presented to the Village Board for consideration of approval as soon as the April 8th Village Board Meeting.

Attachments:

1. 03.04.24 Board Workshop - Crescent-Glenwood Pkg Lot Presentation

**VILLAGE OF GLEN ELLYN
CENTRAL BUSINESS DISTRICT
STREETSCAPE AND UTILITY IMPROVEMENTS PROJECT**

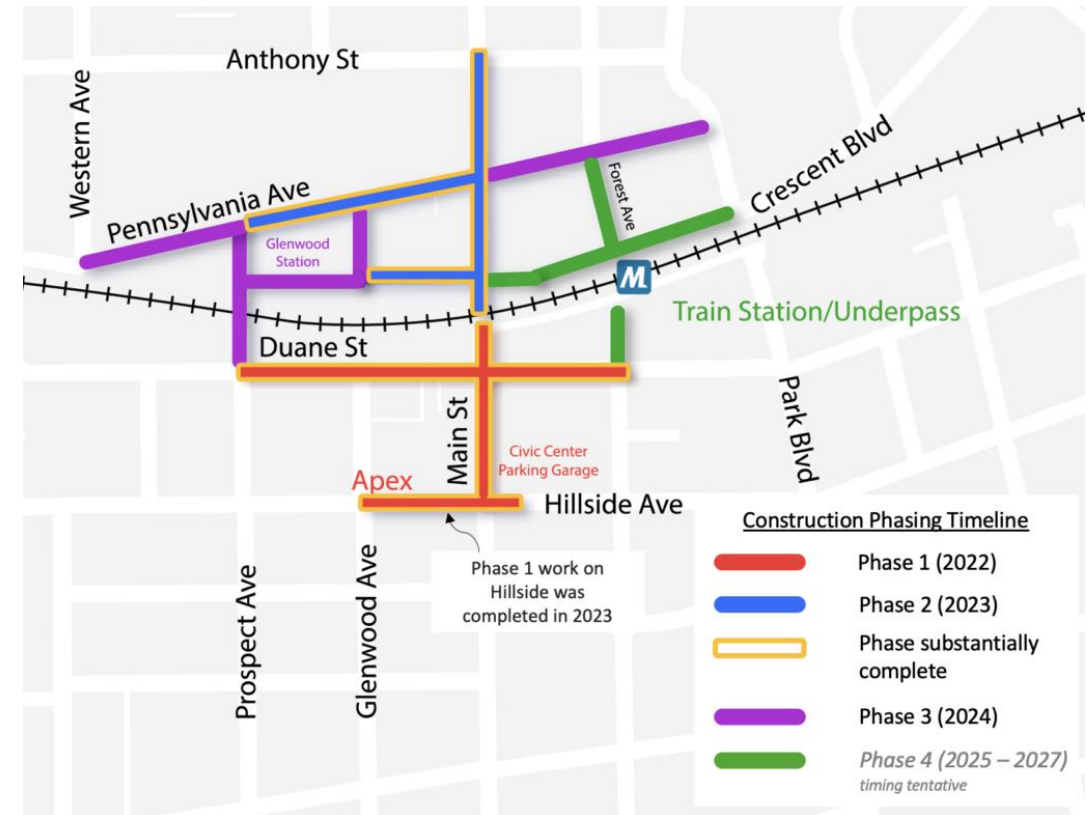


**CBD STREETSCAPE AND CRESCENT-GLENWOOD PARKING LOT
IMPROVEMENTS**

**Village Board Workshop
March 4, 2024**

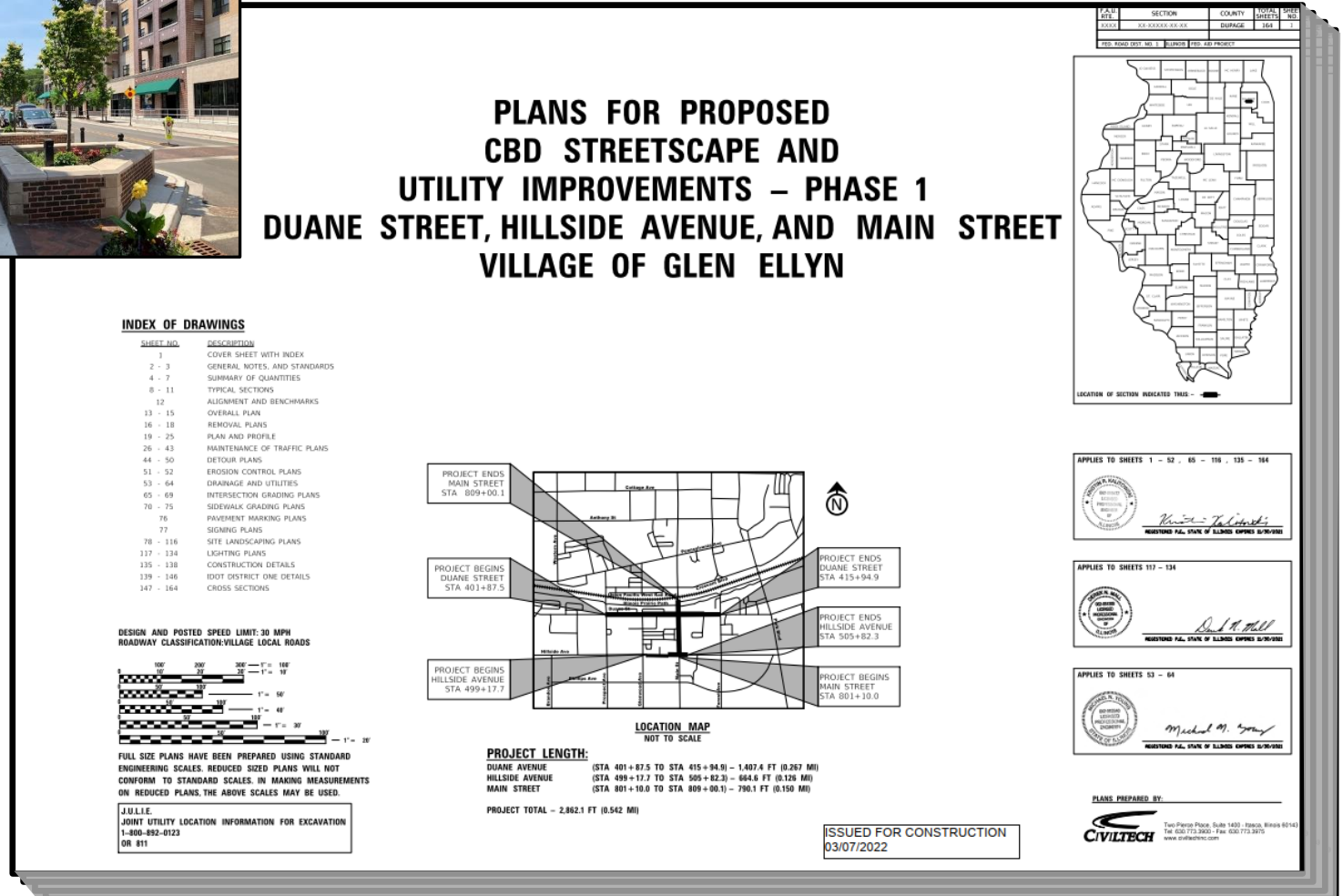
Presentation Overview

- Phase 1 and Phase 2-3 Streetscaping Budget Update
- Crescent-Glenwood Parking Lot
- Phase 3 Construction Schedule



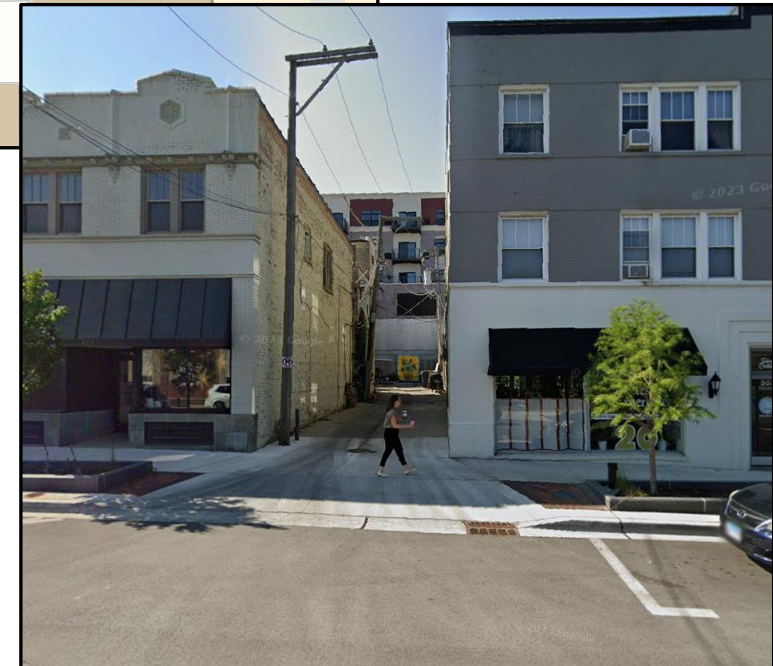
Streetscaping Budget Update – Phase 1

- Remaining Budget: ~\$66,000
- Takes into account remaining 2023 elements
 - 501 Hillside curb adjustment and railing
 - Alley drainage improvements



Phase 1 – Alley Sewer Improvements

- Alley sanitary sewer was to have been lined as part of original design
- More detailed investigation during construction revealed condition was too poor to allow for lining
- Sanitary sewer now proposed to be replaced. Connections of roof downspouts to storm sewer is also proposed to improve drainage and reducing icing in the alley.
- Very constrained work area
- Estimated \$180,000 for utility work and restoration of the alley concrete surface.
- Coordinating with A Lamp to complete work under Phase 1 contract. Village Attorney was consulted with on adding this work to the contract given that the work is related and the Phase 1 contract is approximately \$246,000 under contract award (~\$66K under after this addition).



Phase 1 – Alley Sewer Improvements



Streetscaping Budget Update – Phase 2-3

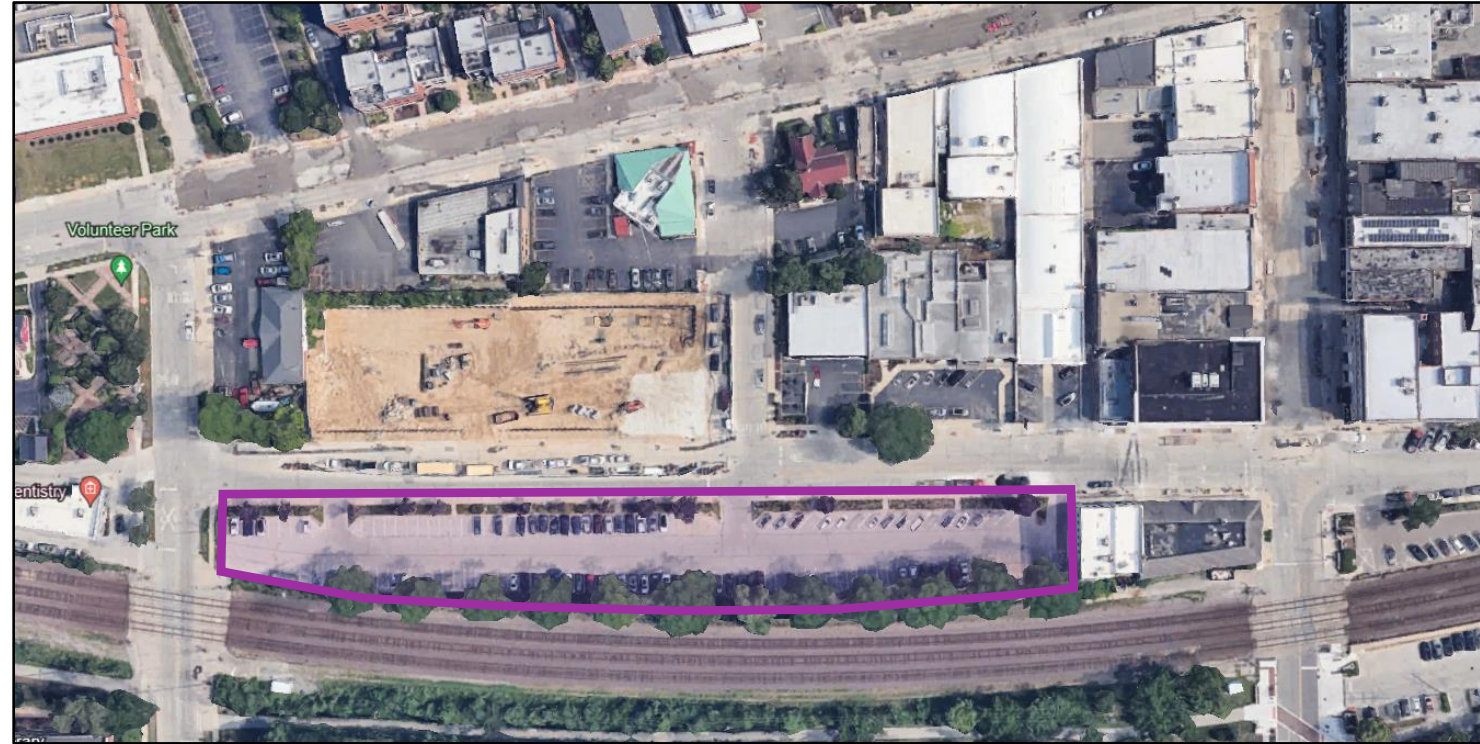
- Approximately 60% of budget expended in 2023
- Overall Phase 2-3 best estimate projection is ~\$228K under budget
- Takes into account the overtime expenses to accelerate the 2023 work

CBD SUI PHASE 2-3 - OVERALL PAYOUT TRACKING SUMMARY

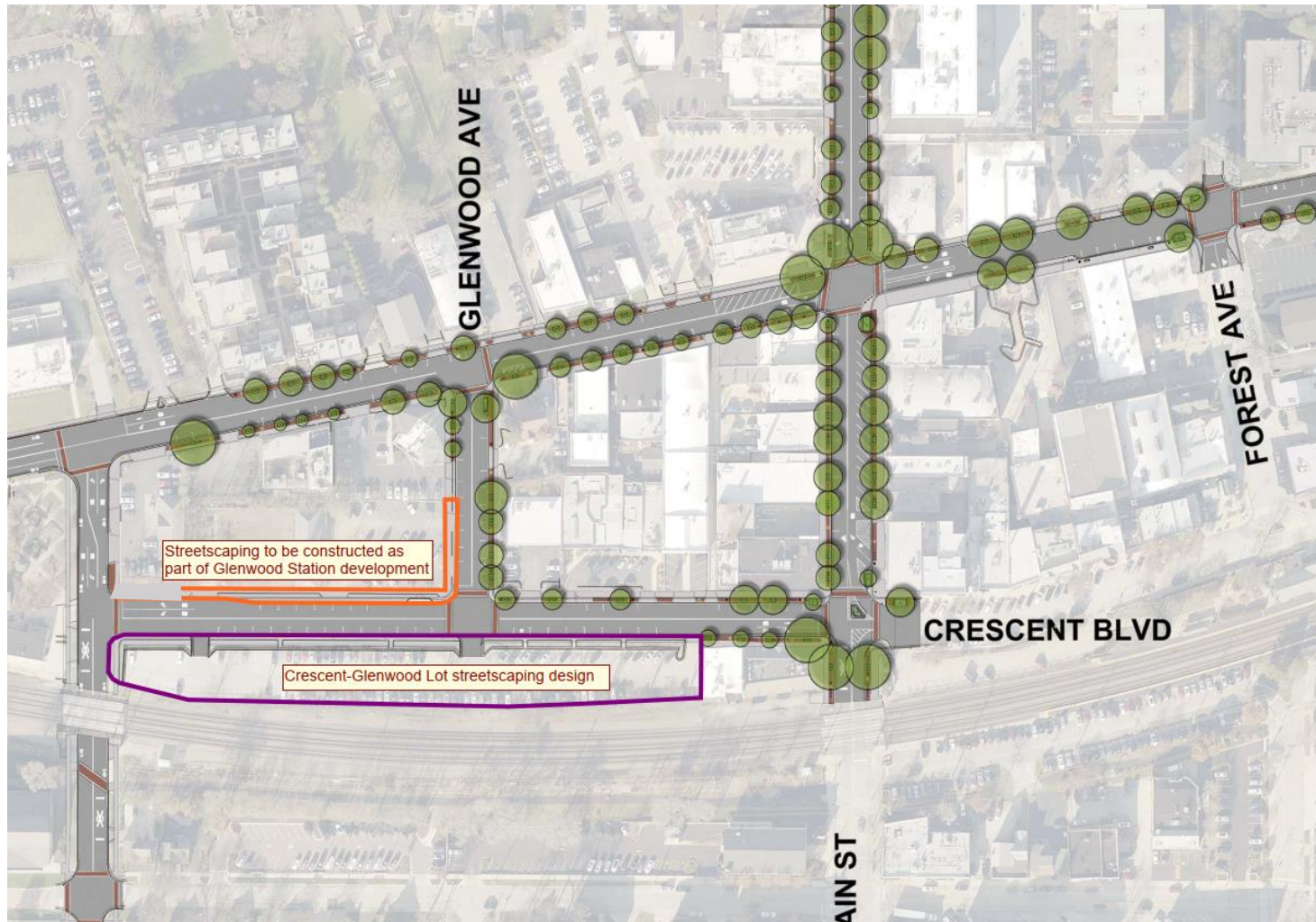
Item	Approved Amount	Billed to Date	% Billed
A Lamp Construction Contract	\$ 16,298,499	\$ 9,647,201	59.2%
BLA Construction Engineering	\$ 931,850	\$ 398,073	42.7%
BLA Advance Utility Coordination	\$ 15,663	\$ 14,355	91.7%
Huff & Huff	\$ 20,000	\$ 10,500	52.5%
MUSE	\$ 24,800	\$ 11,660	47.0%
Direct Purchases (e.g. furniture, trees)	\$ 316,631	\$ 295,080	93.2%
TOTAL:	\$ 17,607,442	\$ 10,376,869	58.9%

Crescent-Glenwood Parking Lot

- Parking lot area removed from original Phase 2-3 design and bid package
- Uncertainties regarding use of the US Bank property for residential development or future civic/event space
- US Bank property since acquired and in design for civic/event space
- Glenwood Station multi-family development since approved and under construction
- Crescent-Glenwood Parking Lot no longer to be used as a primary event space
 - McChesney spill-over lot no longer available
 - Glenwood Station garage access drives no longer allow for Crescent Blvd closure

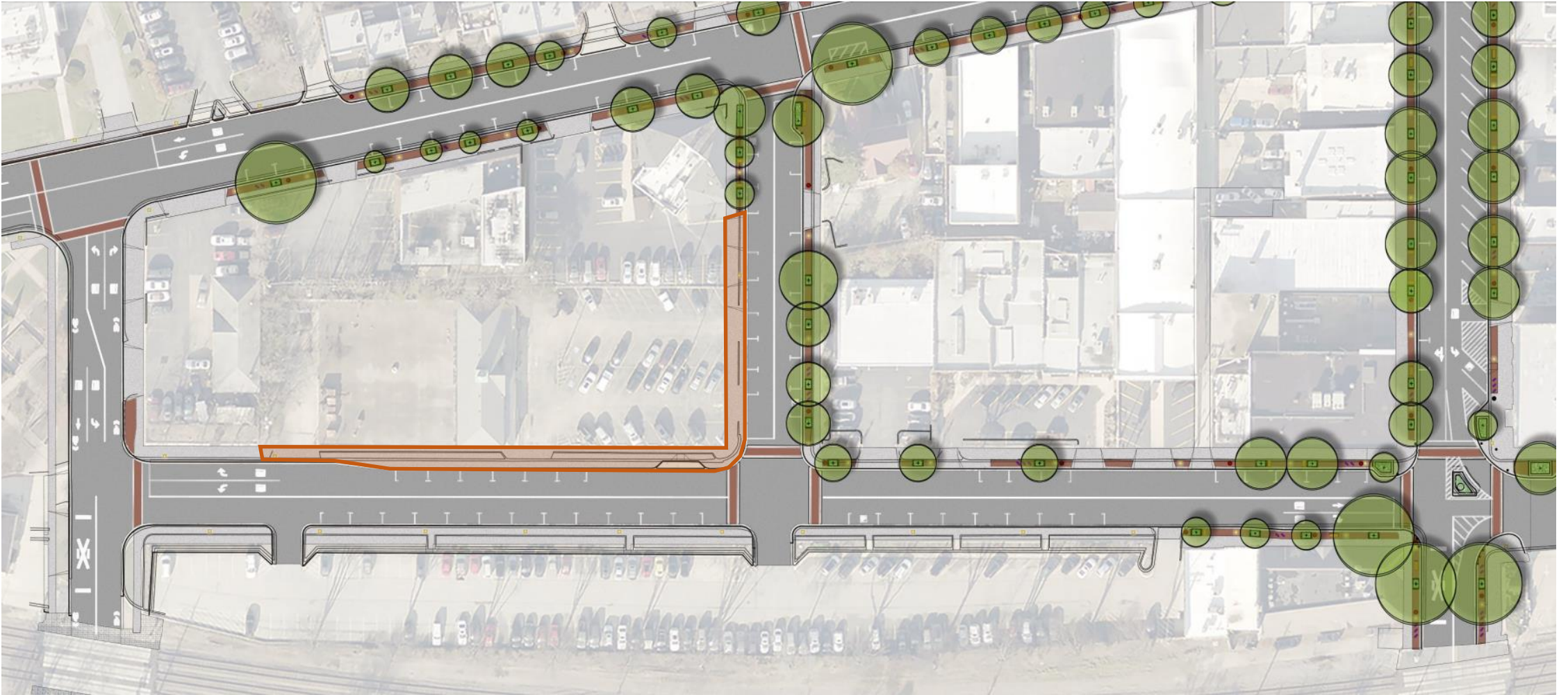


Crescent-Glenwood Parking Lot



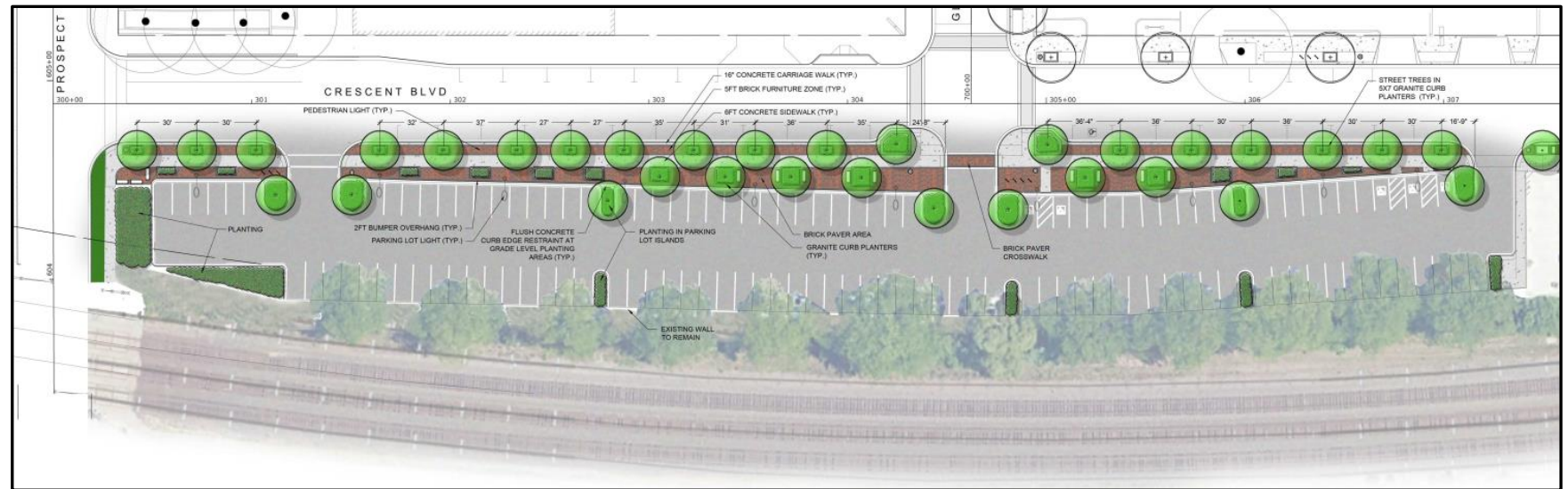
- Streetscaping plans only provide for Crescent Blvd roadway reconstruction
- No design for sidewalk or planted median area
- Crescent-Glenwood Parking Lot last reconstructed in 1957
- Glenwood Station development also not included in Ph2-3 bid plans, but streetscaping provided under Redevelopment Agreement

Crescent-Glenwood Parking Lot



Crescent-Glenwood Parking Lot

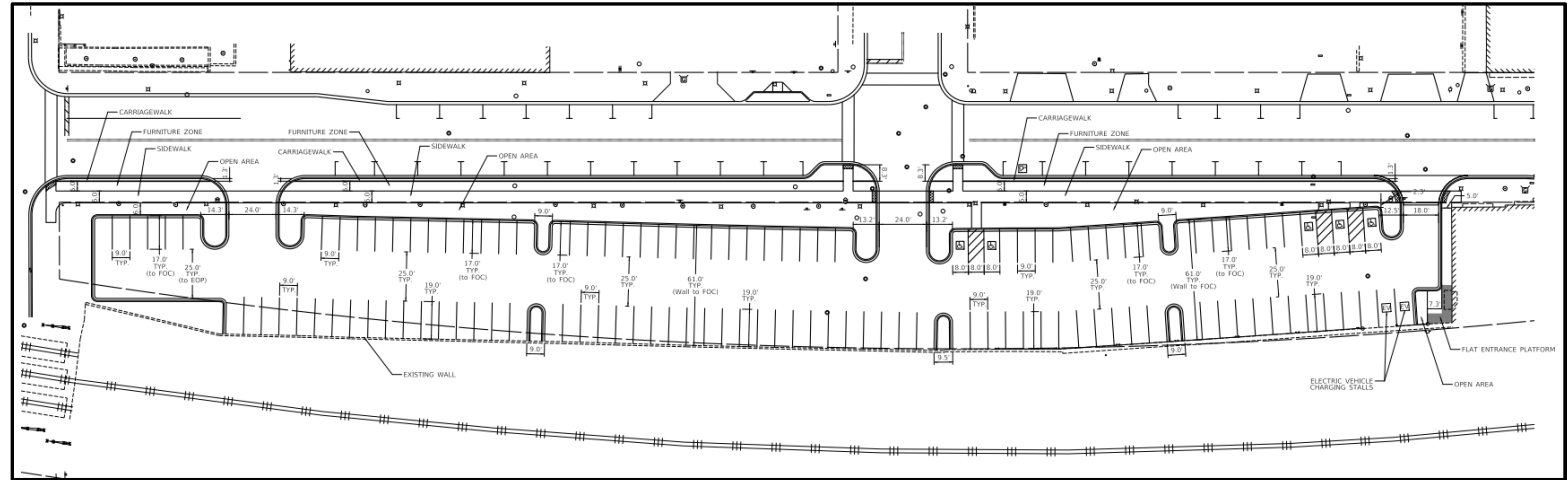
- Concept exhibit created by streetscape design consultant
- Based upon streetscaping template
- Include two main components
 - Parking Lot concept
 - Median concept



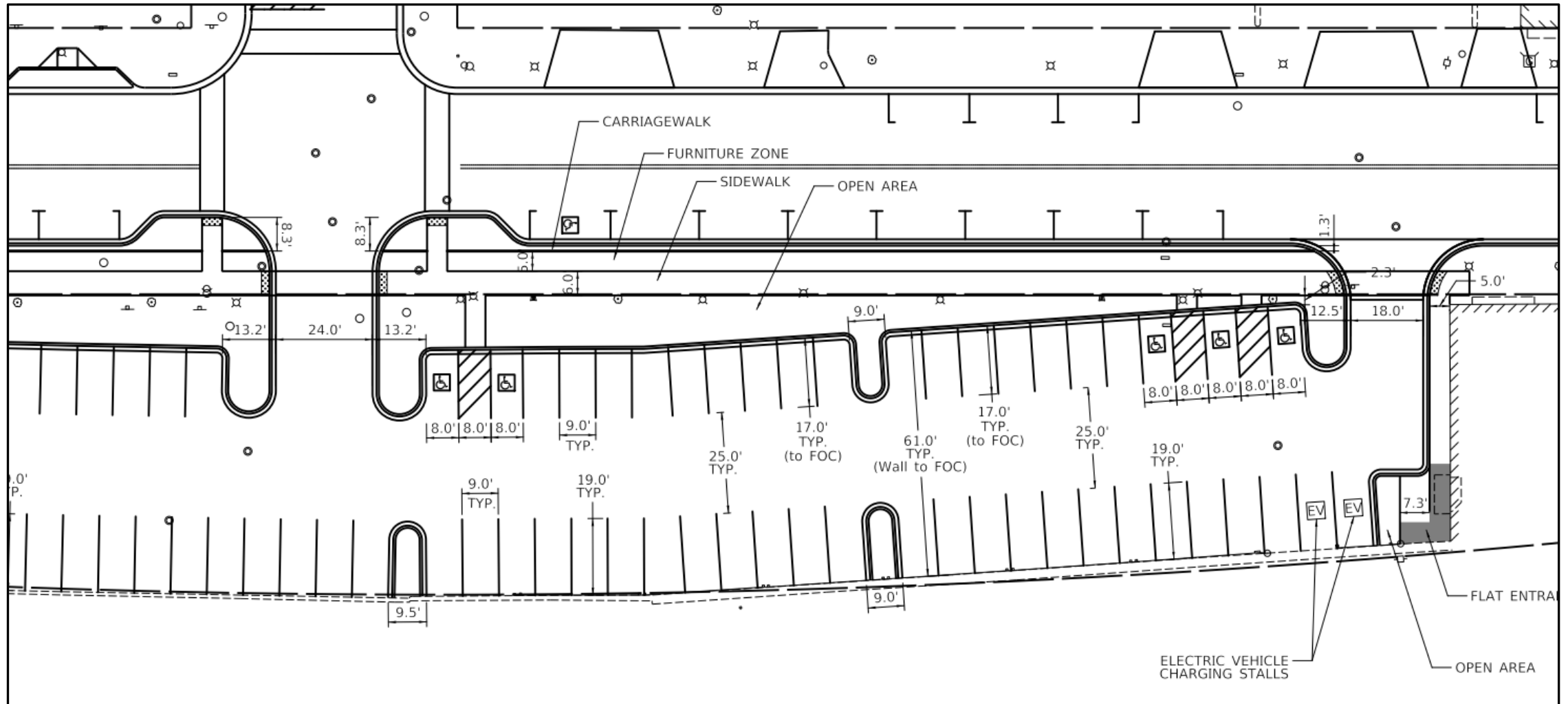
Crescent-Glenwood Parking Lot

Parking Lot concept

- Parking spaces and drive aisles to be standardized
- All perpendicular spaces
- Following curve of railroad retaining wall
- Unnecessary drive aisle width to be used in median area.
- Landscaping islands to be added per code



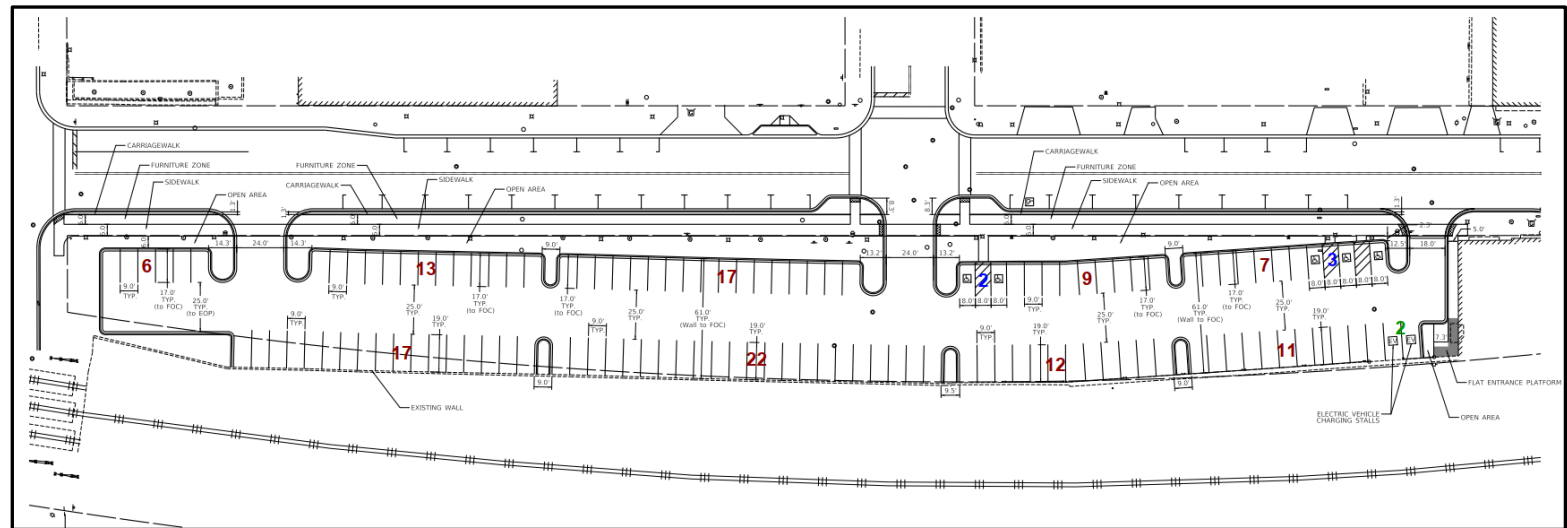
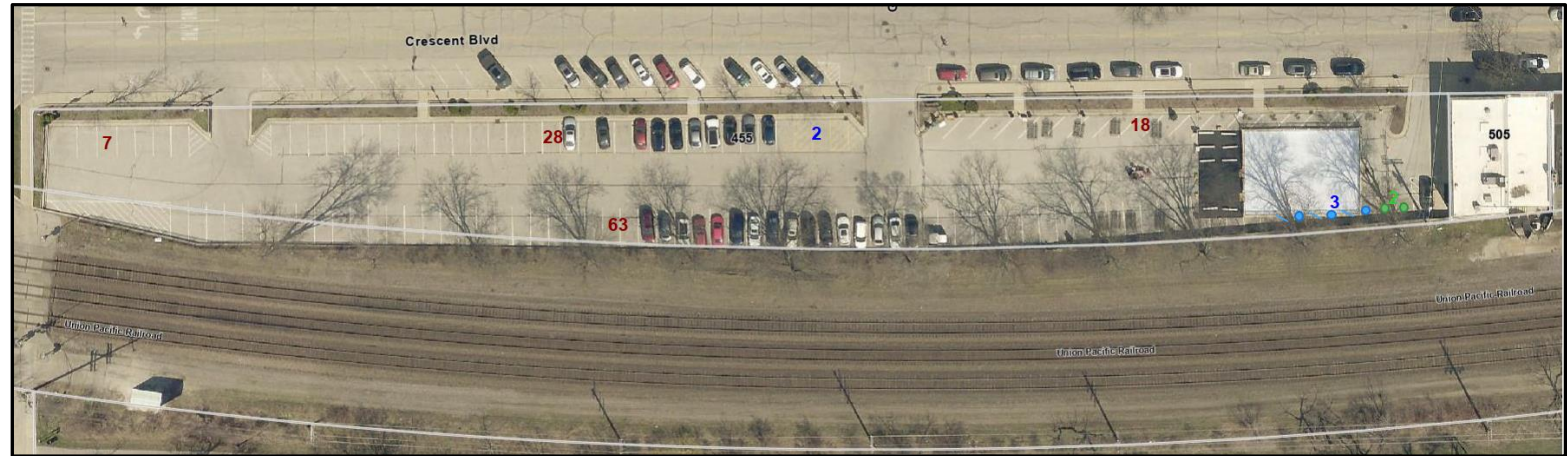
Crescent-Glenwood Parking Lot



Crescent-Glenwood Parking Lot -Counts

Crescent-Glenwood Parking Lot - Counts

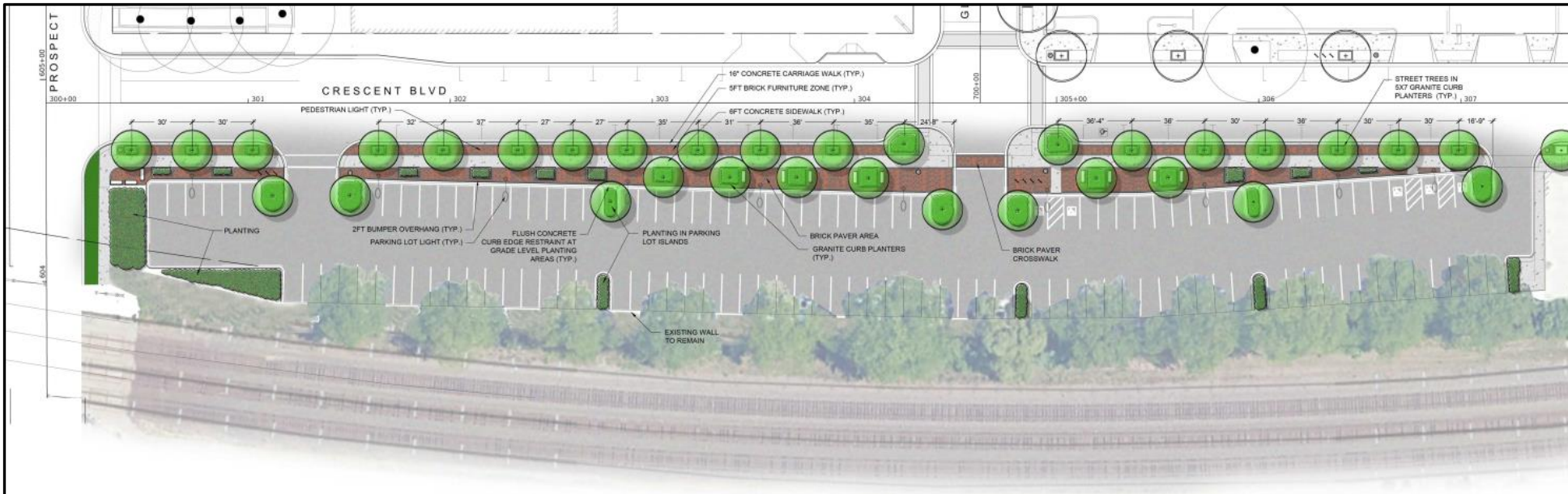
Pkg Space Type	Existing	Reconstructed
General	116	114
Accessible	5	5
Electric Vehicle	2	2
TOTAL	123	121



Crescent-Glenwood Parking Lot

Median concept

- Design consistent with other streetscaping and adjacent Glenwood Station
 - Brick pavers and granite curb planters
- Sidewalk in center of median with buffer on each side
- Improved parking lot lighting levels

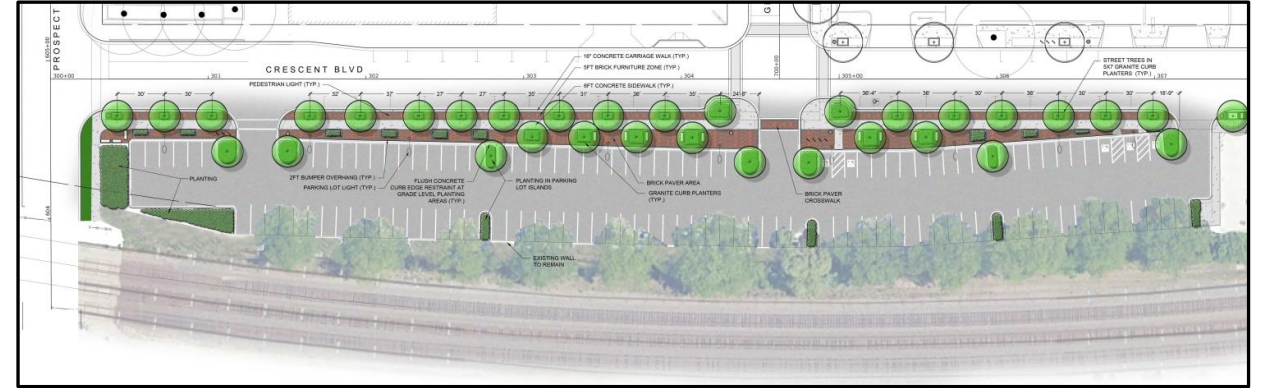


Crescent-Glenwood Parking Lot



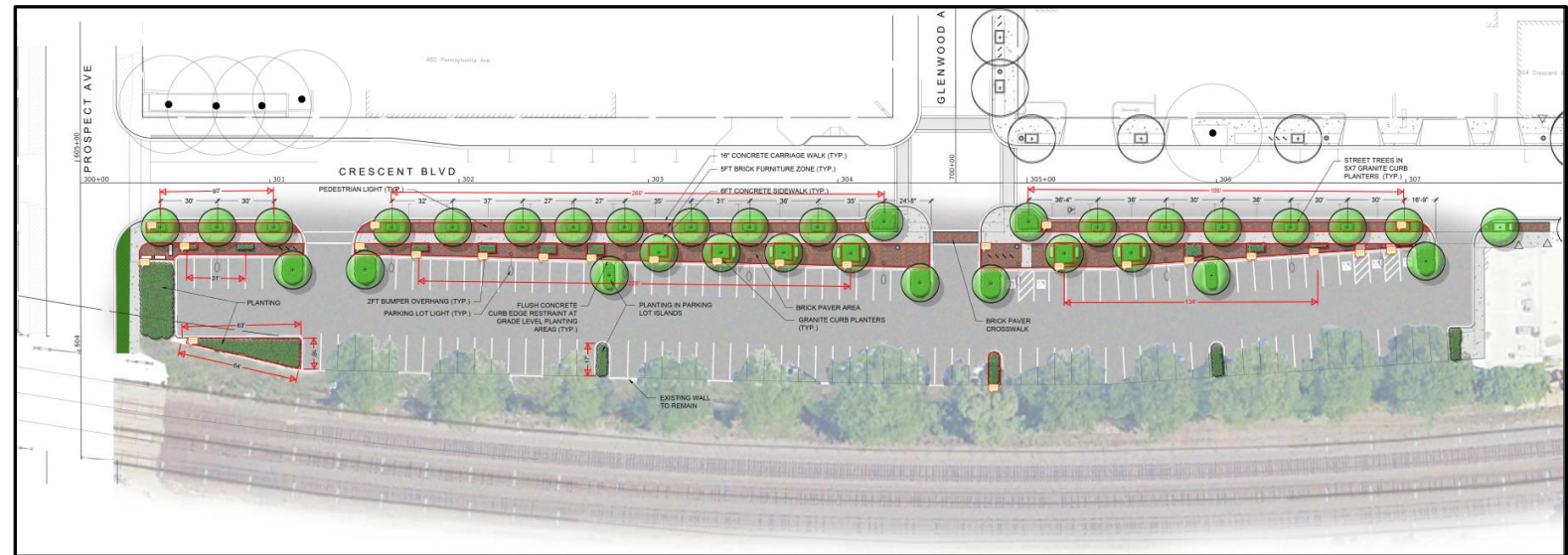
Crescent-Glenwood Parking Lot

- Total Estimated cost of full concept is \$2.63 million
- Project cost components:
 - \$125,000 - Design
 - \$1,236,000 - Median Streetscape Construction
 - \$477,000 - Lighting Construction
 - \$625,000 - Parking Lot Construction
 - \$170,000 - Construction Engineering
- Budget sources:
 - \$294,000 surplus from Phase 1 and Phase 2-3
 - \$500,000 budget placeholder in 2024
 - Advance \$5M General Obligation Bond Issuance from 2026 to 2025
 - Potential project deferrals depending on bid results and other grants



Crescent-Glenwood Parking Lot

- As a cost exercise, a scaled back version was explored:
 - Reduce # of trees/planters (from 32' to 40' average spacing)
 - Brick pavers only in the streetside furniture zone
 - Eliminate landscaped islands at south side of parking lot
- Estimated cost including engineering for this scenario is: \$2.37 million (~\$260k reduction)



Crescent-Glenwood Parking Lot

- If not advanced, there will need to be modifications to the existing Ph2-3 plans in order to restore the sidewalk along Crescent and refurbish existing lights, after the roadway is reconstructed.
- In addition, there will need to be a near term project to reconstruct or at least resurface the parking lot

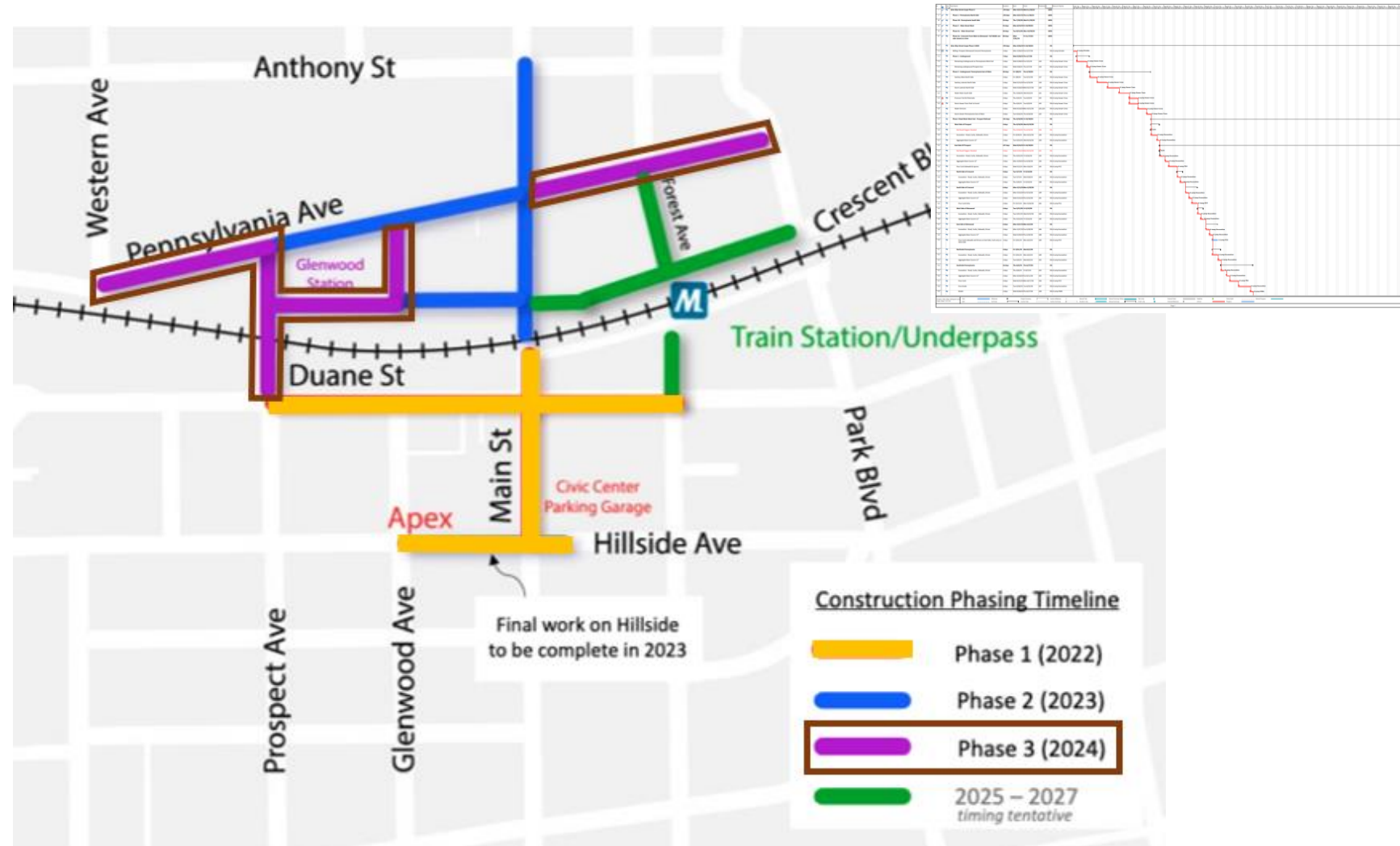


Crescent-Glenwood Parking Lot

- Requesting feedback on concepts and direction on proceeding with design.
- Design process will include further evaluation of alternative designs to weigh cost vs. improvement
- If approved, aim would be to complete full design this year and go to bid for construction in 2025
- Construction could occur coincident with the Glenwood Station streetscaping construction targeted in early 2025

Phase 3 – Construction Schedule

- Construction started week of February 19
- Impacted by Glenwood Station construction
- Work scope also dependent upon Crescent-Glenwood Parking Lot decisions
- No anticipated Nicor related delays
- No anticipated supply chain issues

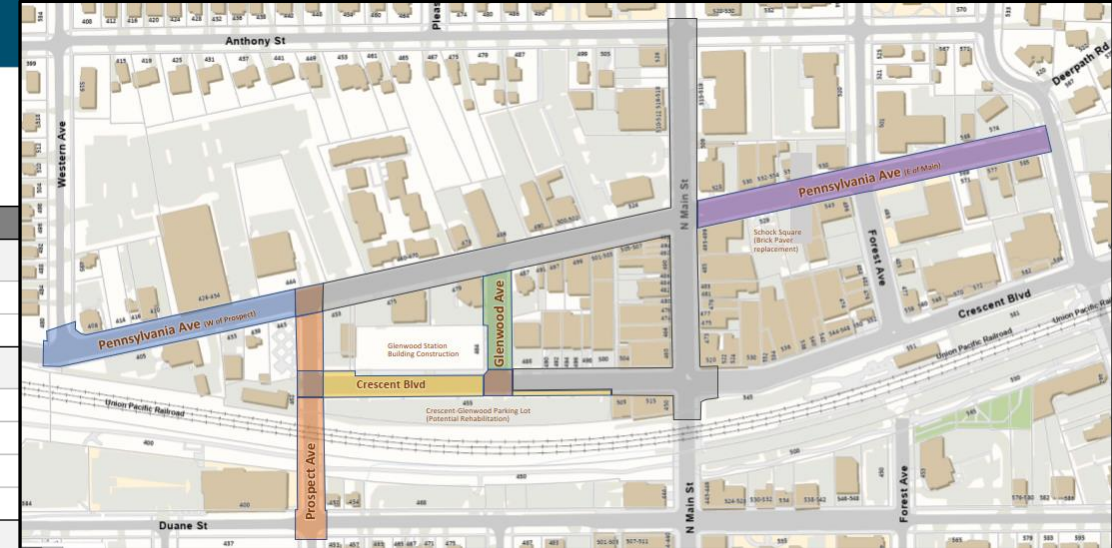


Phase 3 – Construction Schedule

Glen Ellyn - CBD Streetscaping and Utility Improvements Project - Phase 3 Schedule Projection

SCHEDULE AS OF FEBRUARY 19, 2024. SUBJECT TO CHANGE

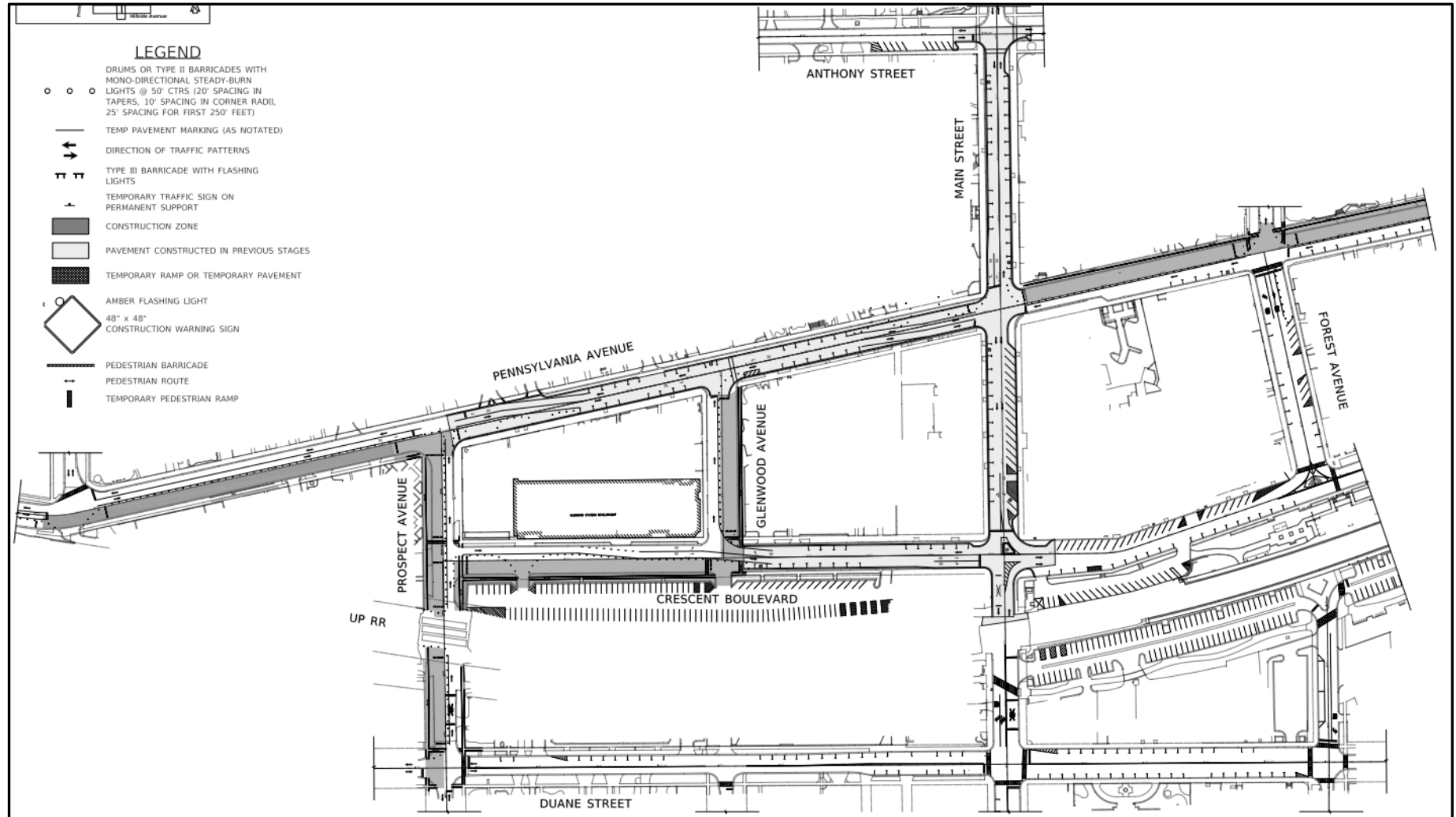
	February	March	April	May	June	July	August	September	October	November
Prospect Ave										
Underground Utility Work										
Roadway Reconstruction										
Crescent Blvd										
Underground Utility Work										
Roadway Reconstruction										
Furniture Zone Underground										
Furniture Zone Completion										
Glenwood Ave										
Underground Utility Work										
Roadway Reconstruction										
Furniture Zone Underground										
Furniture Zone Completion										
Pennsylvania Ave (West of Prospect)										
Underground Utility Work										
Sidewalk and Curb Reconstruction										
Pennsylvania Ave (East of Main)										
Underground Utility Work										
Roadway Reconstruction										
Furniture Zone Underground										
Furniture Zone Completion										
FULL PROJECT AREA										
HMA Surface Work										
Brick Paver Crosswalks										
Final Pavement Marking										
	February	March	April	May	June	July	August	September	October	November



Phase 3 – Construction Schedule

Maintenance of Traffic

- Work generally occupying half of roadway at time
- One-way flow
 - Penn east
 - Prospect Ave
 - Glenwood
 - Crescent*
- Two-way flow
 - Penn west



Phase 3 – Construction Schedule

- Phase 1 punch list items to be addressed through the construction season as the relevant crews are on-site for Phase 3 work
- Phase 2 irrigation system completion and plantings are planned for early spring. Phase 3 plantings will be in the fall.
- Final asphalt surface, brick paver crosswalks, and pavement marking for both Phase 2 and Phase 3 are to be at the end of the construction season.





Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting 3/4/2024 7:00 PM
Department: Administration
Department Head:
Category: Discussion Item
Prepared By:

AGENDA ITEM (ID # 2024-144)

DOC ID: 2024-144

Section Number 9-2-3 (G) (1) of the Village Code Regarding Sidewalk Obstruction (Attorney Mathews)

Statement of the Issue:

The Village Board has requested staff research the possibility of amending Section Number 9-2-3 (G) (1) of the Village Code to increase the usable portion of a sidewalk so that more than 50% cannot be obstructed by parked vehicles.

Analysis:

The Village is considering adjusting an ordinance which regulates vehicles parked on sidewalks. The current ordinance 9-2-3(G) – Vehicle on Sidewalks and Parkways allows vehicles to legally block up to 50% of the sidewalk.

In response to complaints registered by a resident concerning sidewalk accessibility for disabled persons, the Police Department has increased efforts to monitor this situation, stepped up patrols in the Grove Avenue and Spring Avenue area, and has sent an informational letter to the neighbors, knocked on doors, issued warnings, and issued citations over the past nine months. Staff requested a log of calls from the area and found that while several calls have been received, none have been made to report a parking violation involving a vehicle blocking accessibility of use on the sidewalks.

In the nine months following the initial notice of the issue, parking tickets were issued on Grove and Spring Avenue for violations of Section 9-2-3 (G) (1) of the Glen Ellyn Municipal Code. That section states:

“(G) Vehicles on sidewalks and parkways:

1. No motor vehicle shall be parked in such a manner that any part of the motor vehicle reduces the usable portion of a sidewalk by more than one-half of its width.
2. No person shall operate any motor vehicle along or upon any sidewalk or other public pedestrian way.
3. No motor vehicle shall be driven or parked on any parkway area, excepting those portions designed and constructed for use with a driveway.”

Twenty-five citations and six warnings have been issued under this section in the past nine months and numerous additional patrols have taken place above and beyond the normal patrol schedule.

There is no apparent Rule in the Americans with Disabilities Act (ADA) setting restrictions for the possibility of a vehicle parking on a private driveway or driveway apron in a manner which acts to obstruct a sidewalk. The ADA, Section 207, does regulate Protruding Objects and Vertical Clearance and identifies its applicability to, “streetlights, utility poles and equipment cabinets, signposts and signs, parking meters, trash receptacles, public telephones, mailboxes, newspaper vending machines, benches, transit shelters, kiosks, bicycle racks, planters and planted trees, and street sculptures.” These all constitute permanent obstructions.

The Americans with Disabilities Act regulates and defines “Accessible Routes” involving routes provided to access facility entrances from site arrival points, which include accessible parking spaces, public streets and sidewalks, and public transportation stops. §206.2.1 §403.5, Clearances., further defines required and allowable walking surfaces dimensions for Accessible Routes. Attached is a graphic representation which only shows interior spaces. (Exhibit A)

Finally, the Architectural and Transportation Barriers Compliance Board established Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), adopted on August 8, 2023. The Guidelines further protect Pedestrian Access Routes including sidewalks. The Guidelines state that objects may not hazardously protrude onto sidewalks or other pedestrian circulation routes. PROWAG recommends a minimum of four feet (48 inches) of clearance for pedestrian accessible routes. Further, if an entity must close a pedestrian access route for construction it must provide a temporary alternate pedestrian route that does not prevent pedestrians with disabilities from reaching their destinations.

Some municipalities do not have ordinances addressing vehicles parked on private driveways which extend over a portion of the sidewalk. Wheaton and Naperville have Ordinances which prohibit vehicles from parking on a driveway apron between the street curb and sidewalk. Neither seem to address cars parked on a private driveway with a rear bumper hanging over the sidewalk. A summary of nearby community regulations is attached. (Exhibit B)

Possible Solutions

1. Leave the current Ordinance preventing vehicles from blocking over 50% (2 1/2 feet for a five-foot wide sidewalk) of the sidewalk in place and continue to rely on residents to notify the Village of a violation.
2. Amend the ordinance requiring vehicles to leave at least four feet of sidewalk clearance when parking in a driveway or driveway apron.
3. Amend the Ordinance to prohibit parked vehicles from blocking any portion of a sidewalk for any length of time.
4. Amend the Ordinance to prohibit parked vehicles from blocking any portion of the sidewalk, but include a provision for overnight (10pm to 6am) for an exception to this rule.

The Police Department has fielded complaints of vehicles blocking the sidewalk in violation of the ordinance for decades. Historically, enforcement of this specific ordinance has only been done following a complaint. Officers have the discretion to issue verbal warnings, written warnings, or parking citations to address violations. Typically, an officer would seek cooperation from the offending vehicle driver, but if a citation was warranted, the expectation was that any other vehicle on that block would also be cited.

When enforcing this ordinance in some areas of the Village, officers have been accused of discrimination. Individuals in these areas sometimes have more family members living in multi-unit buildings. Subsequently, they have more vehicles that do not fit into their private driveways and may block some portion of the sidewalk. Since they can't afford longer driveways or bigger garages, they feel the enforcement of the current ordinance is discriminatory due to their socio-economic status. A change prohibiting parking on the apron of a driveway may also make it more difficult or impossible for residents with multiple cars to park overnight in the areas where they have been parking legally in the apron for years, but remain off the street to comply with our "No overnight parking" ordinance.

Passing an amended ordinance to change the current requirement that 50% of the sidewalk remain clear will potentially create a significant burden on the Police Department with officers having to judge potential violations from a side angle while driving on patrol for other issues. For example, changing the Ordinance from requiring 50% clearance (30 inches) to requiring 36 inches clearance would not assist officers on patrol because the change is too small to easily perceive. Providing an overnight exception may help solve some of those concerns.

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Provide direction to staff on whether to amend Section 9-2-3 (G) (1) of the Village Code to increase the amount of accessible sidewalk space required for parked vehicles on private driveways.

Attachments:

1. Exhibit A
2. Exhibit B

Exhibit A

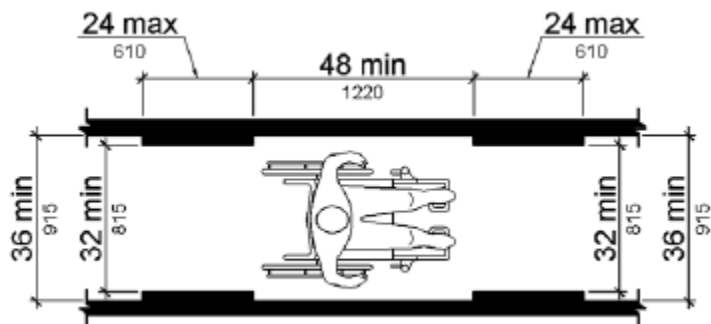
403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

Figure 403.5.1



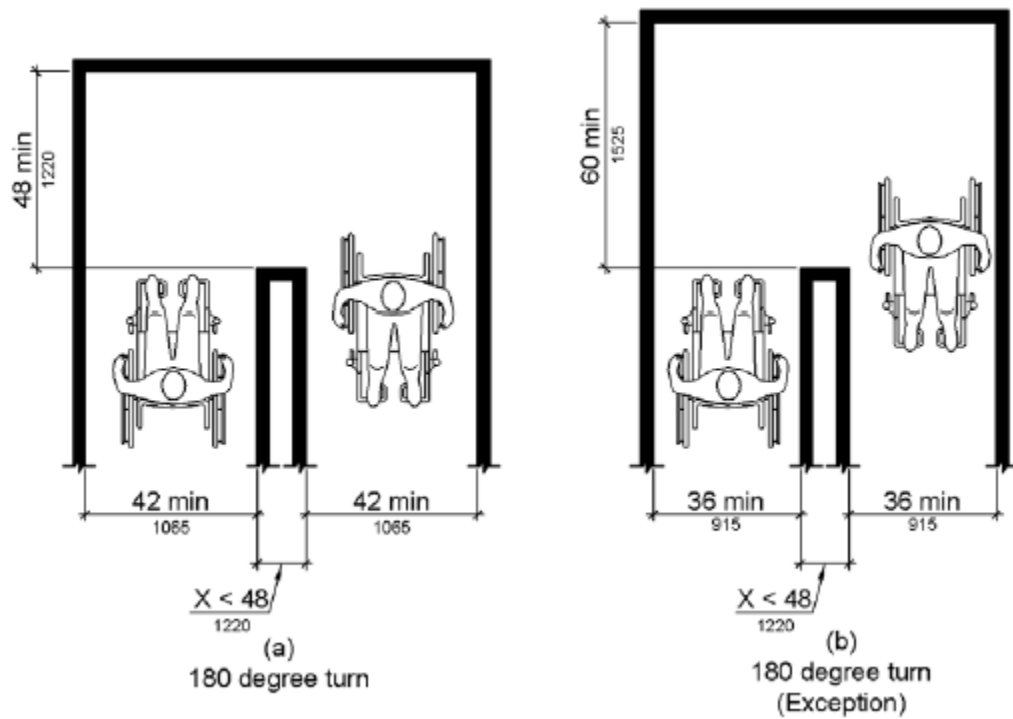
Clear Width of an Accessible

Route

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

EXCEPTION: Where the clear width at the turn is 60 inches (1525 mm) minimum compliance with 403.5.2 shall not be required.

Figure 403.5.2



Clear

Width at Turn

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either: a space 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum; or, an intersection of two walking surfaces providing a T-shaped space complying with 304.3.2 where the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.

Exhibit B

Glen Ellyn Code

8-1-11. - Street obstructions.

It shall be unlawful for any person to obstruct any area of a public right-of-way, including any sidewalk, street, parkway or alley, and the Superintendent of Streets is authorized to remove, or cause the removal of, any obstruction, unless a license agreement for a business to place tables and chairs, vestibules, vendor carts, or other similar structures on the public sidewalk in the downtown has been approved by the Village Manager or Village Board. (Ord. 6143, 6-24-2013)

9-2-3. - Class C violations. For the purposes of fee structure and collection, the following violations shall be deemed to be class C violations:

Parking prohibited in specific places: No person shall park a vehicle, except when necessary to avoid conflict with other traffic, or in compliance with the directions of a Police Officer or traffic control device, in any of the following places:

On a sidewalk. (G) Vehicles on sidewalks and parkways: **1. No motor vehicle shall be parked in such a manner that any part of the motor vehicle reduces the usable portion of a sidewalk by more than one-half of its width.** 2. No person shall operate any motor vehicle along or upon any sidewalk or other public pedestrian way. 3. No motor vehicle shall be driven or parked on any parkway area, excepting those portions designed and constructed for use with a driveway.

Other Municipal Code Provisions

Western Springs

F. Blocking Sidewalks: No person owning or in charge or control of any vehicle shall permit the same to block or obstruct any sidewalk, as defined in Section 7-3-1 of this Code, except so far as may be necessary to cross it pursuant to the provisions of Title 7 of this Code.

Schaumburg

75.04 - SCHEDULE IV. PARKING ON SIDEWALKS AND CLASS I (OFF STREET) BIKE PATHS.

Stopping, standing, parking on or over any sidewalk or class I bike path as described in the Schaumburg bike path plan is prohibited.

Exceptions:

In a residential area which has a private driveway, no greater than 2 car widths, which driveway intersects a sidewalk or class I bike path, between the hours of 10:00 p.m. to 6:30 a.m. Parking on or over the sidewalk is prohibited between the hours of 6:30 a.m. to 10:00 p.m. ... Parking of a vehicle on the hard surface apron normally contained within the driveway portion of the right-of-way shall also be permitted so long as the vehicle is parked not protruding or overhanging on any portion of the roadway, sidewalk or bike path.

(Ord. 95-08, passed 1-24-1995; Am. Ord. 98-83, passed 7-14-1998; Am. Ord. 09-015, passed 2-24-2009)

Wheaton

Sec 70-338 (15) No parking between curb or edge of pavement and the public sidewalk or property line.

(Code 1968, § 16-202; Code 1996, § 70-338)

**Wheaton records dept-prior CSO. Usually, self-initiated but common offense for warnings or citations, up there with overnight parking. Calls/requests for service for parking complaints usually involving blocking of driveway, not sidewalk. Up to officer discretion, warnings and education seemed to be effective. Unknown if ADA complaints/violations led to the development of this section.*

Maywood

§ 72.22 PARKING ON PUBLIC PARKWAY.

No person shall park a vehicle on or within any public parkway except that a vehicle may be parked on that part of a driveway for a corner lot which is on the parkway, provided that the vehicle does not block more than half the width of the sidewalk. A public parkway is declared to be that area between the street curb line and the inside curb line.

University Park

Sec. 440-10. - Off-street parking.

Motor vehicles, including motorized and non-motorized recreational vehicles, shall not be parked in any area other than on upon an approved off-street parking space, and as may otherwise be restricted. This prohibition includes, but is not limited to the parking of vehicles upon grass, dirt, gravel, parkways, sidewalk or like surfaces and areas. Provided, however, that parking of vehicles shall be permitted on those portions of driveways which cross public sidewalks between the hours of 7:00 p.m. and 7:00 a.m. and there must be at least two (2) feet of space on the sidewalk for pedestrians.

La Grange Park

§ 72.01 PARKING PROHIBITED IN SPECIFIED PLACES.

No person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control device, in any of the following places:

- (A) On a sidewalk or any parkway other than one specifically designed to permit parking. An exception will be made in residential areas to allow parking on the driveway over a sidewalk when there is an insufficient number of spaces in the garage and driveway to accommodate the number of vehicles at the residence; however, no such parking will be permitted between the hours of 7:00 a.m. and 10:00 p.m., nor when a pedestrian would have to walk on private property or on the roadway to pass around the parked vehicle;

Oak Park

22-5-9: DRIVEWAY AND SIDEWALK TO BE KEPT CLEAR:

No vehicle parked on a parkway crossing driveway shall be parked in such a manner so as to extend beyond the curb line of the street or block public sidewalk.

Westchester

11.32.010 - No parking places.

At any time it is unlawful to permit any vehicle to stand in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a policeman or traffic signal: 12) On any sidewalk or parkway, except at a residence between the hours of ten p.m. and six a.m. if the vehicle is parked on the driveway, and except on a parkway where parking spaces have been provided by or on behalf of the municipality;

Addison

Sec. 11-84. Same--Prohibited in Certain Specified Areas. [back to top]

It shall be unlawful to park or permit any vehicle to stand in any of the following places at any time, except when necessary to avoid conflict with other traffic or in compliance with the directions of a policeman or traffic control device:

(L) On any sidewalk or parkway. However, between the hours of 10:00 P.M. and 7:00 A.M. parking may be permitted on the driveway portion of the sidewalk and the driveway portion of the parkway.

Wood Dale

Sec. 15.1303. Stopping, Standing or Parking Prohibited in Specific Place.

Except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic-control device, no person shall: b. Extending over a sidewalk except during the hours of 9:00 p.m. to 6:00 a.m.;

Riverdale

10.60.010 No-parking places designated.

It is unlawful to permit any vehicle to stand at any time in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a policeman or traffic-control device:

Oak Forest

§ 73.02 PARKING ON SIDEWALKS, DRIVEWAYS AND APRONS.

Except when necessary to avoid conflict with other traffic or in compliance with directions of a police officer or official traffic sign or signal, no operator of a vehicle shall stop, stand or park the vehicle on any sidewalk (including partial parking), from 7:00 a.m. until 10:00 p.m., except that it is lawful to park across and perpendicular to the path of a sidewalk between the driveway

and driveway apron area of a single-family residence during the 24-hour period following a snowfall of more than two inches.

(2000 Code, § 10.24.020)

Lynwood

Sec. 102-246. - General parking regulations.

Any standard sized passenger vehicles, including, but not limited to, automobiles, vans, sport utility vehicles and pickup trucks are permitted to be stored or parked outdoors on residentially zoned property on all-weather surfaces, subject to the following limitations:

(5)Safety. No vehicle shall be parked on private property in such a manner as to impair the safety of pedestrians or the access to sidewalks or vehicular traffic including the safe entrance and exit of any vehicle from and upon adjacent properties.

River Grove

In a manner which obstructs or partially obstructs the free and unimpeded flow of pedestrian traffic on any public sidewalk regardless of whether the vehicle is partially located upon a designated driveway or other authorized parking area.

Hanover Park

Sec. 62-11-1303. - Parking restrictions.

(a)Except between the hours of 9:00 p.m. on each day of Sunday through Thursday until 7:00 a.m. of the following day, and except between the hours of 9:00 p.m. on Friday and on Saturday until 9:00 a.m. of the following day, no person shall stop, stand, or park a vehicle on any sidewalk or parkway. At no time shall any portion of any parked vehicle extend into any roadway.

Streamwood

5-3-1: NO PARKING PLACES:

From March 1 through November 30, parking shall not be permitted on any sidewalk or parkway; provided, that this section shall not apply to vehicles standing on residential driveways between the hours of nine o'clock (9:00) P.M. and seven o'clock (7:00) A.M. Sunday through Thursday, and between nine o'clock (9:00) P.M. and nine o'clock (9:00) A.M. Friday and Saturday. This subsection shall not apply to vehicles standing on residential driveways between December 1 and February 28.

All parking in residential driveways shall be parallel to the flow of the driveway between the principal structure and the curb. Exception: During the above stated dates and time frames, vehicles may be parked parallel to the street on the driveway apron if the apron is a minimum of sixteen feet (16') wide. If the vehicle is parked parallel to the street, it may not block the sidewalk or impede the passage of traffic in the street. Parking stall striping is expressly prohibited in single-family residential areas.

Cicero

Sec. 94-251.1.B. - Parking on sidewalk.

(a) Except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic control device, no person shall stop, stand, or park a vehicle on a sidewalk. (b) Any person convicted of violating this section shall, upon conviction, be fined not less than \$50.00 and not more than \$750.00 for each offense.

(c) Authorized town officials and employees upon finding vehicles parked in violation of this section, shall be authorized and directed to enforce this subsection by ticketing or towing, if necessary and so long as the towing complies with the provisions of section 94-280 of this Code, and the issuance of arrest notices, and the towing charges in each case shall be borne by the owner of the vehicle.

Blue Island

§ 72.02 PARKING AT CURB.

No vehicle shall be parked with the left side of such vehicle next to the curb, except on one-way streets, and no person shall stand or park any vehicle in or upon a highway or street other than parallel with the curb of the highway or street and with the two right wheels of the vehicle on the roadway within 12 inches of the regularly established curb line. Vehicles parked on a one-way street, with the two left wheels parallel to the curb line must also have the wheels on the roadway within 12 inches of the established curb line. Parking any portion of a vehicle on a parkway shall be prohibited. It shall not be unlawful to park a vehicle on an established driveway between the curb line and sidewalk, provided that no portion of the vehicle protrudes onto the roadway or sidewalk.

Carol Stream

§ 8-2-18 STOPPING, STANDING OR PARKING PROHIBITED; NO SIGNS REQUIRED.

(A) No person shall stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the law or direction of a police officer or traffic-control device, in any of the following places:

(1) On a sidewalk, except:

(a) Between the hours of 10:00 p.m. and 7:00 a.m.; and

(b) In front of those residences that are prohibited from street parking between the hours of 7:00 a.m. and 9:00 a.m. when school is in session.