1. Call to Order / Declaration of Quorum

2. Citizen Comments

3. Approval of Meeting Minutes of SEPTEMBER 26, 2018

4. 2019 Meeting Dates - For Action

5. 2018 Holiday Parking - For Action

6. 10-11-17 Schedule XVII; (D.1) Parked in violation of street cleaning regulations - For Action

7. 10-11-18 Schedule XVIII; Residents Parking Only District S - For Action

8. 10-4-5-2 Parking in Predominately Residential Areas and 10-4-5-3 Parking of Commercial Vehicles and Buses – For Action

9. ADJOURNMENT

Next Meeting: WEDNESDAY, NOVEMBER 28, 2017 AT 6:00PM
TRANSPORTATION AND PARKING COMMITTEE

Wednesday, September 26, 2018
6:00 P.M. – 7:30 P.M.
Lorraine H. Morton Civic Center
Room 2404, Evanston, IL 60201


MEMBERS ABSENT: A. Añón, L. Young

STAFF PRESENT: Parking Manager Jill Velan, Management Analyst James Hurley

PRESIDING MEMBER: Ald. Wynne

1. Call to Order / Declaration of Quorum
   Chairman Ald. Wynne declared a quorum at 6:02 P.M.

2. Citizen Comments
   None

3. Approval of Meeting Minutes of August 29, 2018
   Item 1
   Motion to approve made by B.J. Miller and seconded by T. Dubin
   A vote was called and taken. Motion passed unanimously 5-0.

4. Garden Park Parking Restrictions- Discussion with Parks, Recreation, and Community Services Board (No enclosure)
   Removed from the agenda

5. Taxicab Stands on the 400 Block of Howard - Introduction
   Alderman Rainey starts of the conversation by mentioning that the City doesn't regulate taxicabs anymore. She also mentions the difficulty that the cab stand causes public transit busses and the excess litter generated by the taxicab drivers. She states that that there is no other parking along this stretch and that the cabs should look to park on the City of Chicago side of Howard.

   Alderman Fleming mentions a different cab stand by the Davis train station that she thinks could also be removed.

   Alderman Wynne asks about the cabstands by the Orrington Hotel.

   Parking Manager Jill Velan states that the City needs to look at changing all existing cab stands into loading zones.
Item 2
Motion to remove cab stands made by Alderman Fleming and seconded by B. J. Miller
A vote was called and taken. Motion passed 5-0.

6. Comprehensive Parking System Analysis - Action
Parking Manager Jill Velan goes over the previous attempt from staff to conduct a comprehensive analysis. Due to various budgetary reasons the analysis could not be completed earlier this year, however, the desire for a comprehensive analysis hasn’t gone away and the request has been brought back by request.

Alderman Fleming talks about how the current piecemeal approach isn’t really working. She talked about making sure that the southern part of Evanston isn’t neglected and she brings up that the study was already a part of the 2018 budget so funding should already exist.

Aldermen Revelle and Wynne both bring up current budget concerns and also bring up that the Parking Fund reserves aren’t as strong as they have been as a result.

Alderman Wynne said that we should wait to see how the 2019 budget looks before moving forward.

Alderman Fleming reiterates that this was already budgeted for in 2018 so the City should be able to still accomplish.

Alderman Revelle stated the reason a comprehensive analysis wasn’t done earlier this year was due to budget concerns.

Alderman Fleming asked for staff to bring a summary of proposed parking changes.

The conversation then went towards the actual study itself, T. Dubin if $100,000 was a realistic number for this type of study.

J. Velan stated based on her experience that the proposed amount was a conservative amount.

Alderman Fleming stated that Divvy stations were approved last month with the same financial restraints.

Alderman Wynne stated that the vote to pass was very close and it was known that revenue from the Divvy stations would start to be generated within 6 months.

Item 3
Motion to move forward with a RFP to conduct a Comprehensive Parking Study was made by Alderman Fleming and seconded by T. Dubin

A vote was called and taken. Motion denied 2-3. (Yay – Ald. Fleming, T. Dubin / Nay – Ald. Wynne, Ald. Revelle, B.J. Miller)
7. Parking System Pilot Programs
Parking Manager Jill Velan stated that it has been known for a while that some of the parking signage on the streets doesn’t match the city code. Last year the committee passed an ordinance to use past practices with the thought that a comprehensive study would happen in 2018. The study as we know didn’t happen this year so we still need to codify what signage is on the streets. The plan is to still use past practices to come up with an ordinance to take to council at the 10/8/2018 meeting.

For the 10/22/2018 council the plan is to bring a few items:

1900 Maple: One side of the street has 2 hour parking and the other side (east side) there is no restriction. The businesses in the area are asking that the parking be the same on both sides with a 2 hour limit on both sides of the street.

T. Dubin stated that she used to frequent this stop and a lot of commuters use this area instead of the downtown garages due to the added cost of the garage. She then asked about prorated amounts for renting a space at any of the downtown garages.

J. Velan stated that there is discounted parking on the roof of the Maple Garage which is closest to this area.

Lot 23 (Dempster and Elmwood)
This falls into some pilot programs that Parking would like to try in the Dempster/Elmwood area. Parking would look to set up a pilot program sell daytime permits for employees of businesses in the area.

Alderman Fleming asks about the businesses on Main St.

J. Velan stated we could extend this to Main, however, at this time for the pilot we’d focus around lot 23.

Alderman Wynne brought up how the system would work with part time employees, would the daytime business permit be transferrable?

J. Velan this is something that we are looking at, we are also looking at potential garage discounts for employees based on income. We would also look to potentially extend this to street parking in the area around Lot 23. We could also look to use the Park Evanston App to charge for parking on residential streets (without pay stations). We’d be looking at a 6 month pilot.

The committee discussed the boundaries for the pilot program:
North: Greenwood
South: Crain
East: Train Tracks
West: Elmwood
Item 3
Motion to move create and implement a 6 month parking pilot program in the Dempster and Elmwood area (boundaries listed above) around lot 23 made by Alderman Revelle and seconded by T. Dubin

A vote was called and taken. Motion passed 5-0.

Item 4
Motion to approve codification of signage for residential permit districts by B. J. Miller and seconded by Alderman Revelle

A vote was called and taken. Motion passed 5-0.

8. Parking Lot 5 – Update
J. Velan stated we are looking to start charging for parking in Lot 5 (near Twiggs Park). We have a lease with MWRD currently and we would need to split revenue with them. We are in the process in figuring out how to proceed and we will come back to the committee later with more information.

9. Adjournment
A Motion to adjourn was made by B. J. Miller seconded by T. Dubin at 7:04 P.M. A vote was called and then taken. Motion passed unanimously.

The next Committee Meeting is October 24, 2018.
To: Alderman Melissa Wynne, Chairman  
Members of the Transportation/Parking Committee  

From: Jill Velan, Parking Division Manager  

Subject: 2019 Transportation/Parking Committee Meeting Dates  

Date: October 22, 2018  

Recommended Action:  
This item is presented for approval of the 2019 Committee meeting dates  

Summary:  
All meetings are held at 6:00 p.m.:  

January 23, 2018  
February 27, 2018  
March 27, 2018 (spring break for local schools – alternative March 20, 2018)  
April 24, 2018  
May 22, 2018  
June 26, 2018  
July 24, 2018  
August 28, 2018  
September 25, 2018  
October 23, 2018  
November 20, 2018 (This is the 3rd Wednesday. The 4th Wednesday is the day before Thanksgiving)
Memorandum

To: Alderman Melissa Wynne, Chairman
    Members of the Transportation/Parking Committee

From: Jill Velan, Parking Division Manager

Subject: 2018 Holiday Parking

Date: October 22, 2018

Recommended Action:
Staff recommends that the committee consider approving a free validation program for holiday parking at parking meters and in the City’s three downtown self-park garages beginning Saturday, November 24, 2018 through Saturday, January 5, 2019.

Funding Source:
Funding is provided by the Parking Fund.

Summary:
The intent of the proposal is to encourage individuals to patronize the downtown business area and utilize the convenient ParkEvanston app, as well as, parking in the garages for shopping during the upcoming holiday season.

The City would provide validation codes for the ParkEvanston app or validated tickets for the City parking garages to merchants for customers who make a purchase in their store.

This would replace the free holiday parking that was offered on weekdays after 5pm and all day on Saturdays in the City’s three downtown self-park garages at Sherman Plaza, Maple Avenue, Church Street and City Lots #4, #24 and #60 in previous years and cost the City approximately $48,000 per year.

If approved, staff will move forward with the Evanston business districts to market the promotion through various channels. Advertising would also be displayed at the entrance of each parking garage.
Memorandum

To: Alderman Melissa Wynne, Chairman
   Members of the Transportation/Parking Committee

From: Jill Velan, Parking Division Manager

Subject: 10-11-17 Schedule XVII; (D.1) Parked in violation of street cleaning regulations

Date: October 22, 2018

Recommended Action:
Amend 10-11-17 Schedule XVII; (D.1) Parked in violation of street cleaning regulations
to increase the penalty from $40 to $100 with an escalation of $50 if not paid within 21 days.

Summary:
On October 25, 2017 the Transportation/Parking Committee had preliminary
discussions on the City’s current practices for towing vehicles related to street cleaning
operations. At that time it was discussed that not all vehicles are towed and the practice
is time consuming and expense. At that meeting it was decided that this policy should
be reviewed as parking of the Comprehensive City-wide Parking Systems Study. Since
that time the study has been put on hold.

In addition, the Committee made a recommendation to increase the Street Cleaning
Penalty from $35 to $40. Staff has done a preliminary review of average monthly
citations for Street Cleaning:

2017 – 2,356 average monthly citations issued
2018 – 2,399 average monthly citations issued

The City tows approximately 140 vehicles per month for street cleaning violations.
These residents then have to go retrieve their vehicle from the impound lot and pay
$150 plus storage fees to retrieve their vehicle as well as the $40 citation that is issued
by the City. In this situation, the City only receives the fee from the $40 citation.

In an eight hour shift one Parking Enforcement Officer can facilitate 8 to 10 vehicle tows
(depending on the availability of the tow trucks). At $40/citation the revenue to the City
for this labor intensive process does not cover the City’s expenses for the Parking
Enforcement Officers.
The goal of street cleaning enforcement is to achieve compliance so that street can be cleaned. The current policy is not producing compliance.

In addition, the City’s current policy is to only tow vehicles on streets with one-sided parking (unless there is a special posting). This creates confusion for residents for which areas we will tow and which areas we will only issue citations. Staff believes that there should be a clear and consistent procedure for street cleaning penalties.

Staff is recommending that the City not tow vehicles for street cleaning (except for special postings) in 2019. Instead Staff recommends that the penalty for not moving a vehicle for street cleaning be increased from $40 to $100.

This should increase compliance across the City and alleviate the stress of having to retrieve a vehicle from the impound lot for those few areas that used to fall under the tow policy.

Staff would then evaluate compliance with the street cleaning regulations next year and bring a report back to the Committee in fall 2019.

For Reference:
Section 10-6-2 of the City Code allows the City Manager or his designee to tow vehicles if the vehicle is a street cleaning obstruction. Below is the City’s current practice for towing as it relates to street cleaning through the City.

## Street Cleaning Rules and Information

The City of Evanston's street cleaning season runs from March 1 through December 15. Residents are asked to abide by the street cleaning schedule found on existing street signs.

Parking is prohibited only on the sides and dates indicated on the street signs and on the schedule. Some zones may include business districts that are posted with signs indicating they are swept between 4 a.m. and 7 a.m. The downtown area is cleaned on Mondays between the hours of 4 a.m. and 7 a.m. Parking will be prohibited as indicated and residents are reminded to always check the street signs before parking their cars.

Illegally parked cars in One-sided Street Cleaning areas may be subject to a ticket and towing charge. For all other street cleaning areas, only tickets will be issued. The ticket for violating the street cleaning ordinance is $35. After 10 days, it increases to $65. If the vehicle is towed, then there will also be a tow charge of $145 plus storage charges when the resident picks up his or her vehicle from North Shore Towing. The City of Evanston may, from time to time, post parking restrictions for a special street cleaning in limited areas of the city. The ticket and towing laws apply to these special postings as well.
Memorandum

To: Alderman Melissa Wynne, Chairman
   Members of the Transportation /Parking Committee
From: Jill Velan, Parking Manager
Subject: 10-11-18 Schedule XVIII; Residents Parking Only District S
Date: October 22, 2018

Recommended Action:
Amend 10-11-18 Schedule XVIII; Residents Parking Only District S to become EVS District 3 with a review of the changes after six months to be presented to the Transportation/Parking Committee in the second half of 2019.

Summary:
On October 10, 2011 the City Council approved Ordinance 85-O-11 amending Title 10, Motor Vehicles and Traffic, Chapter 11, Traffic Schedules, Section 11: Schedule XVIII; Residents Parking Only Districts, (Q). District S: eight o’clock (8:00) A.M. to six o’clock (6:00) P.M. Monday through Saturday for 2500 block of Hurd Avenue as recommended by the Transportation/Parking Committee.

On April 26, 2018 the Transportation/Parking Committee approved a request by 6th Ward Alderman Suffredin to conduct a parking study of the Area Surrounding the Business District located on the general area of the intersection at Central Street/Central Park Avenue.

Staff conducted a Parking Study of the area in the Summer of 2018. Alderman Suffredin held a neighborhood meeting on September 20, 2018 to discuss the results of the current study and the previous studies conducted in 2011(documents attached).

After reviewing the results, Staff is recommending that for 2019 a Pilot Program is conducted on the 2500 Hurd Street. District S would be changed to EVS 3. Residents of Evanston whose vehicles are registered in Evanston would be allowed to park on the block. Residents of the block whose vehicles are not registered in Evanston would be allowed to purchase a permit.

After six months Staff would conduct a review of the new restriction and provide results to the Transportation/Parking Committee for discussion of any follow-up recommendations or changes for 2020.
As with other Pilot Programs, the area would be periodically monitored and in the event that previous conditions (similar to before 2011) started to occur, staff would bring this information to the Transportation/Parking Committee before the six month timeframe.
10-4-5-2. - PARKING IN PREDOMINANTLY RESIDENTIAL AREAS.

(A) Violation Penalty. It shall be unlawful for any person to park a taxicab, or any vehicle, other than a "passenger vehicle," as defined in this Title, in any street of any block in which more than one-half (½) of the buildings in such block are used exclusively for residential purposes, and in which block this regulation has been posted, for a longer period than is necessary for the reasonable expeditious loading or unloading of such vehicles. Any person violating the provisions of this Subsection shall be fined not less than five dollars ($5.00) nor more than twenty five dollars ($25.00) for each offense.

(Ord. No. 79-0-81)

(B) Residential Permit Parking Areas.

1. The City Manager or his/her designee is hereby authorized to designate, by and with the consent of the City Council, as hereinafter provided, streets and other public ways within the City on which the parking of vehicles may be restricted to vehicles bearing a valid parking permit issued pursuant to this Section or to vehicles bearing a valid Evanston vehicle license issued pursuant to this Section.

(Ord. No. 37-0-92)

2. As used in this Section:
   a. "Residential area" shall mean a contiguous or nearly contiguous area containing public highways or parts thereof primarily abutted by residential property or residential and nonbusiness property (such as schools, parks and churches), and designated as such by the City Manager.
   b. "Commuter vehicle" shall mean a motor vehicle parked in a residential area by a person not a resident thereof.

3. A residential area shall be deemed eligible for residential permit parking if, based on objective criteria herein established, parking therein is "impacted" by commuter vehicles between eight o'clock (8:00) A.M. and five o'clock (5:00) P.M. weekdays, except holidays.

4. In determining whether an area identified as eligible for residential permit parking shall be designated as a residential permit parking area, the area in question shall meet the following criteria:
   a. The number of vehicles parked on the area streets during an average day, between the hours of eight o'clock (8:00) A.M. to five o'clock (5:00) P.M., except holidays. During any two (2) consecutive hours, the number of vehicles parked (or standing), legally or illegally, on the streets in the area must be equal to or greater than seventy percent (70%) of the legal on street parking capacity of the area to qualify as an "impacted" area.
   b. The number of commuter vehicles parked (or standing) on the streets of the area during the same time period as in Subsection (B)4a of this Section. The number of commuter vehicles so parked in this category must be equal or greater than thirty percent (30%) of the total number of vehicles parked to qualify as an "impacted" area.
   c. There must be reasonable and generally acceptable alternate areas for the displaced commuter vehicles to relocate to, or other modes of transportation to be utilized so that the cause of the impacted area under study is not merely shifted to an adjacent neighborhood residential area.
   d. The residents must be willing to accept the restrictions of the permit parking program and to bear the administrative costs incurred because of the designation of a residential parking area.
The following factors shall also be considered:

a. The possibility of a reduction in total vehicle miles driven in the City and its environs;
b. The likelihood of alleviating traffic congestion, illegal parking and related health and safety hazards;
c. The proximity of public transportation to the residential area;
d. The need for parking in proximity to establishments located therein and used by the general public for religious, educational, or recreational purposes.

5. In order to determine whether a particular street, avenue or other location should be designated as a residential permit parking area, a public hearing will be conducted prior to the designation of a permit parking area, or prior to the withdrawal of such designation once it is established. The hearing shall clearly state the exact location and boundaries of the residential permit parking area under consideration, the reasons why such area is being proposed for designation as a residential permit parking area, and the permit parking fee that would be charged as provided for herein. During such hearing any interested person shall be entitled to appear and be heard. No hearing shall be held and no area designated if it is not found to be an impacted area under Subsection (B)4 of this Section.

(Ord. No. 47-0-79)

6. a. Following Council approval of the designation of a residential permit parking area, the City Manager or his/her designee shall issue appropriate permits and shall cause parking signs to be erected in the area indicating the times, locations, and conditions under which parking shall be by permit only. The area shall be described by stating which streets or portions of streets that comprise the area and shall outline the boundary of residence in Schedule XVIII, Section 10-11-18 of this Title. A permit shall be issued upon application and payment of the applicable fee, only to the owner or the operator of a motor vehicle who resides on property located within the residential permit parking area designated. Further, no permit shall be issued until the applicant has either: 1) paid the fine and/or penalty for each violation for which there is an outstanding or otherwise unsettled parking violation, or 2) requested an appearance in the circuit court to answer for each violation.

b. Following Council order to withdraw residential parking designation, the City Manager or his/her designee shall cause the pertinent signs to be removed within a reasonable time period thereafter.

(Ord. No. 116-0-91)

7. The application for a permit shall contain the name of the owner or operator of the motor vehicle, residential address, the motor vehicle's make, model, registration number, the number of the applicant's operator's permit, and the number of the City motor vehicle license if legally required. The motor vehicle's registration and operator's license may, in the discretion of the City Manager, be required to be presented at the time of making said application in order to verify the contents thereof. The owner or operator of any motor vehicle applying for a residential parking permit shall have a valid City motor vehicle license for the vehicle unless said license is legally not required. The permit shall be renewed annually on or before July 1, upon such conditions and procedures as the City Manager or his/her designee shall specify. The permit may be issued on a pro rata, by month, basis; however, all permits issued after July 1 in any year shall be valid until June 30 of the succeeding year. The permit shall be displayed in a manner as determined and directed by the City Manager or his/her designee. The permit shall display the City motor vehicle license number if required to have said license, zone number and expiration date.
8. Notwithstanding any provision of this Section to the contrary, the holder of a residential parking permit shall be permitted to stand or park a motor vehicle operated by him/her in the designated residential parking area specified on the permit during such times as the parking of motor vehicles therein is permitted. A residential parking permit shall not guarantee or reserve to the holder a parking space within a designated residential permit parking area.

9. A residential parking permit shall not authorize the holder thereof to stand or park a motor vehicle in such places or during such times as the stopping, standing or parking of motor vehicles is otherwise generally prohibited or set aside for specific types of vehicles (no parking any time, bus stop, loading zone, etc.), nor exempt the holder from the observance of any traffic regulations.

10. a. No person shall display a permit on any vehicle other than the vehicle described in the application for which a residential parking permit has been made and the permit issued. Any such use or display of a permit on a vehicle as described above shall constitute a violation of this regulation by the permittee and by the person who so used or displayed such parking permit.

b. It shall constitute a violation of this regulation for any person to represent himself/herself as eligible for a residential parking permit or to furnish any false information in an application to the City Manager or his/her designee in order to obtain a residential parking permit.

c. The City Manager or his/her designee is authorized, in accordance with due process regulations as stated in other parts of this Code, to revoke the residential parking permit of any permittee found to be in violation of this regulation. Upon written notification thereof, the permittee shall surrender such permit to the City Manager or his/her designee. Failure, when so requested, to surrender a residential parking permit so revoked shall constitute a violation of this regulation.

(Ord. No. 47-0-79)

d. Residential parking permits may only be issued to legal residents of a dwelling unit. The number of legal residents shall be that number specified in this Code.

(Ord. No. 57-0-03)

11. The fee of ninety dollars ($90.00) per permit, annually, is hereby established to cover administrative costs of permits, signs, and related costs of the residential permit parking programs. The fee is to be reduced by the amount of the Evanston vehicle license for those applicants who have purchased said license. Permits issued on or after July 1 shall have a fee of forty five dollars fifty cents ($45.50).

(Ord. No. 26-0-08)

12. The City Manager or his/her designee is authorized to make provisions for the issuance of temporary parking permits to residents of a designated residential parking area. Proof of residence within the district must be provided prior to the issuance of said permits, which will have a fee of twenty cents ($0.20) each. These permits are for one day and will be valid only if the resident has entered in ink on the face of the permit the license plate of the visitor's vehicle, the day of the week and the date.

13. Any person who shall violate any provision of this regulation pertaining to "residents only parking" shall, upon conviction, be subject to punishment by a fine of twenty five dollars ($25.00) and if not paid within the period of ten (10) days from the date appearing on the violation notice, said person shall be subject to an additional fine of ten dollars ($10.00). Those
streets or portions of streets so designated "residents only parking" shall be maintained in schedule XVIII, Section 10-11-18 of this Title.

Any person who shall violate any provision of this regulation pertaining to "residents exempt parking" shall, upon conviction, be subject to the fine found in Schedule XVII, Section 10-11-17 of this Title. Those streets or portions of streets so designated "residents exempt parking" shall be maintained in Subsection 10-11-10(F) of this Title.

(Ord. No. 105-0-91)

(C) **Evanston Resident Only Parking Districts:** The City Manager or his/her designee is authorized to designate, by and with consent of the City Council, certain streets or portions of streets as "Evanston resident only parking districts." The streets to be so designated shall meet the criteria for establishing residents only parking districts as described in Subsection (B) of this Section. The means of identifying vehicles eligible for parking in these districts shall be a valid Evanston vehicle license issued pursuant to Section 10-8-1 of this Title. The penalty for violating the provisions of this Section shall be twenty five dollars ($25.00) for each offense, and if not paid within ten (10) days from the date of issue of the violation notice, an additional ten dollar ($10.00) penalty shall apply. The streets designated as Evanston resident only parking districts shall be listed in Schedule XXII, Section 10-11-22 of this Title, which shall be created for that purpose.

(Ord. No. 37-0-92)

(D) **Signs Prohibiting Parking Near Driveways:** Upon written application to the City Manager or the City Traffic Engineer and payment of the fee of thirty dollars ($30.00), a sign or signs prohibiting parking within eight feet (8') of driveways will be erected at the address designated in the application.

(Ord. No. 92-0-85)

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**Occupancy**

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<th>W 2500 Hurd</th>
<th>AREA TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 2500 Hurd</td>
<td>23</td>
<td>7</td>
<td>10</td>
<td>13</td>
<td>16</td>
<td>13</td>
<td>1</td>
<td>60</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>W 2500 Hurd</td>
<td>24</td>
<td>11</td>
<td>13</td>
<td>13</td>
<td>11</td>
<td>8</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Occupancy</td>
<td>47</td>
<td>18</td>
<td>23</td>
<td>26</td>
<td>29</td>
<td>24</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Percentage of Occupancy**

<table>
<thead>
<tr>
<th></th>
<th>Capacity</th>
<th>8 A.M.</th>
<th>10 A.M.</th>
<th>12 P.M.</th>
<th>2 P.M.</th>
<th>4 P.M.</th>
<th>6 P.M.</th>
<th>% Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 2500 Hurd</td>
<td>23</td>
<td>30%</td>
<td>43%</td>
<td>57%</td>
<td>70%</td>
<td>57%</td>
<td>4%</td>
<td>38%</td>
</tr>
<tr>
<td>W 2500 Hurd</td>
<td>24</td>
<td>46%</td>
<td>54%</td>
<td>54%</td>
<td>54%</td>
<td>46%</td>
<td>33%</td>
<td>48%</td>
</tr>
<tr>
<td>Average Percentage of Occupancy</td>
<td>38%</td>
<td>49%</td>
<td>55%</td>
<td>62%</td>
<td>51%</td>
<td>19%</td>
<td>46%</td>
<td></td>
</tr>
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</table>

**Percentage of Duration**

<table>
<thead>
<tr>
<th></th>
<th>Capacity</th>
<th>0-2 hrs</th>
<th>2-4 hrs</th>
<th>4-6 hrs</th>
<th>6-8 hrs</th>
<th>8-10 hrs</th>
<th>10-12 hrs</th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>AREA TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 2500 Hurd</td>
<td>23</td>
<td>43%</td>
<td>22%</td>
<td>18%</td>
<td>13%</td>
<td>3%</td>
<td>0%</td>
<td>69</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>W 2500 Hurd</td>
<td>24</td>
<td>29%</td>
<td>23%</td>
<td>19%</td>
<td>16%</td>
<td>9%</td>
<td>4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Percentage of Duration</td>
<td>36%</td>
<td>22%</td>
<td>19%</td>
<td>15%</td>
<td>6%</td>
<td>2%</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
### 2500 Hurd Survey Area 6/15/2011

#### Occupancy

<table>
<thead>
<tr>
<th>Time</th>
<th>Total</th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 A.M.</td>
<td>47</td>
<td>23</td>
<td>24</td>
</tr>
<tr>
<td>10 A.M.</td>
<td>20</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>12 P.M.</td>
<td>25</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>2 P.M.</td>
<td>20</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>4 P.M.</td>
<td>15</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>6 P.M.</td>
<td>10</td>
<td>4</td>
<td>6</td>
</tr>
</tbody>
</table>

#### Percentage of Occupancy

- **E 2500 Hurd**
  - 8 A.M.: 43%
  - 10 A.M.: 48%
  - 12 P.M.: 48%
  - 2 P.M.: 35%
  - 4 P.M.: 43%
  - 6 P.M.: 17%
  - Average: 39%

- **W 2500 Hurd**
  - 8 A.M.: 42%
  - 10 A.M.: 58%
  - 12 P.M.: 38%
  - 2 P.M.: 46%
  - 4 P.M.: 21%
  - 6 P.M.: 25%
  - Average: 38%

#### Percentage of Duration

- **E 2500 Hurd**
  - 0-2 hrs: 52%
  - 2-4 hrs: 17%
  - 4-6 hrs: 7%
  - 6-8 hrs: 2%
  - 8-10 hrs: 2%
  - Average: 43%

- **W 2500 Hurd**
  - 0-2 hrs: 8%
  - 2-4 hrs: 46%
  - 4-6 hrs: 46%
  - 6-8 hrs: 71%
  - 8-10 hrs: 4%
  - Average: 30%

### 2500 Hurd Survey Area 6/16/2011

#### Occupancy

<table>
<thead>
<tr>
<th>Time</th>
<th>Total</th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 A.M.</td>
<td>47</td>
<td>23</td>
<td>24</td>
</tr>
<tr>
<td>10 A.M.</td>
<td>14</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>12 P.M.</td>
<td>30</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>2 P.M.</td>
<td>26</td>
<td>15</td>
<td>11</td>
</tr>
<tr>
<td>4 P.M.</td>
<td>26</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>6 P.M.</td>
<td>14</td>
<td>9</td>
<td>5</td>
</tr>
</tbody>
</table>

#### Percentage of Occupancy

- **E 2500 Hurd**
  - 8 A.M.: 52%
  - 10 A.M.: 83%
  - 12 P.M.: 65%
  - 2 P.M.: 65%
  - 4 P.M.: 57%
  - 6 P.M.: 39%
  - Average: 60%

- **W 2500 Hurd**
  - 8 A.M.: 8%
  - 10 A.M.: 46%
  - 12 P.M.: 46%
  - 2 P.M.: 46%
  - 4 P.M.: 71%
  - 6 P.M.: 21%
  - Average: 40%

#### Percentage of Duration

- **E 2500 Hurd**
  - 0-2 hrs: 45%
  - 2-4 hrs: 37%
  - 4-6 hrs: 13%
  - 6-8 hrs: 6%
  - 8-10 hrs: 5%
  - 10-12 hrs: 2%
  - Average: 38%

- **W 2500 Hurd**
  - 0-2 hrs: 53%
  - 2-4 hrs: 23%
  - 4-6 hrs: 11%
  - 6-8 hrs: 9%
  - 8-10 hrs: 4%
  - 10-12 hrs: 2%
  - Average: 25%
## 2500 Hurd Survey Area 6/17/2011

### Occupancy

<table>
<thead>
<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>Total Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>23</td>
<td>24</td>
<td>47</td>
</tr>
</tbody>
</table>

### Percentage of Occupancy

<table>
<thead>
<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>% Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 A.M.</td>
<td>13%</td>
<td>50%</td>
<td>25%</td>
</tr>
<tr>
<td>10 A.M.</td>
<td>22%</td>
<td>83%</td>
<td>51%</td>
</tr>
<tr>
<td>12 P.M.</td>
<td>35%</td>
<td>54%</td>
<td></td>
</tr>
<tr>
<td>2 P.M.</td>
<td>35%</td>
<td>63%</td>
<td></td>
</tr>
<tr>
<td>4 P.M.</td>
<td>17%</td>
<td>38%</td>
<td></td>
</tr>
<tr>
<td>6 P.M.</td>
<td>26%</td>
<td>21%</td>
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</tr>
<tr>
<td>% Average</td>
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### Duration

<table>
<thead>
<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>AREA TOTALS</th>
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</thead>
<tbody>
<tr>
<td>Capacity</td>
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<td>74</td>
<td>107</td>
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### Percentage of Duration

<table>
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<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>% Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 hrs</td>
<td>68%</td>
<td>59%</td>
<td>64%</td>
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<tr>
<td>2-4 hrs</td>
<td>29%</td>
<td>26%</td>
<td>28%</td>
</tr>
<tr>
<td>4-6 hrs</td>
<td>3%</td>
<td>9%</td>
<td>6%</td>
</tr>
<tr>
<td>6-8 hrs</td>
<td>0%</td>
<td>5%</td>
<td>3%</td>
</tr>
<tr>
<td>8-10 hrs</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<tr>
<td>10-12 hrs</td>
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<td>0%</td>
</tr>
<tr>
<td>% Average</td>
<td>49%</td>
<td>43%</td>
<td>46%</td>
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## 2500 Hurd Survey Area 6/13-6/17/2011

### Occupancy

<table>
<thead>
<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>Total Occupancy</th>
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<tbody>
<tr>
<td>Capacity</td>
<td>115</td>
<td>120</td>
<td>235</td>
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### Percentage of Occupancy

<table>
<thead>
<tr>
<th></th>
<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>% Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 A.M.</td>
<td>36%</td>
<td>38%</td>
<td>37%</td>
</tr>
<tr>
<td>10 A.M.</td>
<td>47%</td>
<td>58%</td>
<td>48%</td>
</tr>
<tr>
<td>12 P.M.</td>
<td>50%</td>
<td>46%</td>
<td>48%</td>
</tr>
<tr>
<td>2 P.M.</td>
<td>47%</td>
<td>48%</td>
<td>48%</td>
</tr>
<tr>
<td>4 P.M.</td>
<td>44%</td>
<td>42%</td>
<td>43%</td>
</tr>
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<td>6 P.M.</td>
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<tr>
<td>% Average</td>
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### Duration

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<tbody>
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<td>Capacity</td>
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<td>324</td>
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### Percentage of Duration

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<th>E 2500 Hurd</th>
<th>W 2500 Hurd</th>
<th>% Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-2 hrs</td>
<td>49%</td>
<td>43%</td>
<td>46%</td>
</tr>
<tr>
<td>2-4 hrs</td>
<td>26%</td>
<td>23%</td>
<td>24%</td>
</tr>
<tr>
<td>4-6 hrs</td>
<td>14%</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>6-8 hrs</td>
<td>6%</td>
<td>9%</td>
<td>8%</td>
</tr>
<tr>
<td>8-10 hrs</td>
<td>3%</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>10-12 hrs</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>% Average</td>
<td>1%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>
To: Alderman Melissa Wynne, Committee Chair
    Members of the Transportation/Parking Committee

From: Jill Velan, Parking Division Manager

Subject: 10-4-5-2 Parking in Predominately Residential Areas and 10-4-5-3 Parking of Commercial Vehicles and Buses

Date: October 22, 2018

Recommended Action:
Request consideration of an amendment to Sections 10-4-5-2 Parking in Predominately Residential Areas and 10-4-5-3 Parking of Commercial Vehicles and Buses to change the definition for passenger vehicles to include pickup trucks that have no advertising or commercial equipment and are not used for commercial use.

Livability Benefit:
Built Environment: Provide compact and complete streets and neighborhoods

Summary:
Over the last several years many individuals in the City have started driving pickup trucks for personal vehicles. However, the State of Illinois requires pickup trucks to register as a B-Plate which is for commercial vehicles. This prevents people who own pickup trucks for personal use from parking on City streets with restrictions such as “No Commercial Vehicle Parking” and “Passenger Vehicle Parking Only”.

The Mayor and several Alderman have received complaints from residents who own pickup trucks about these restrictions. Staff is recommending that the Committee discuss changes to the definitions for passenger vehicles in the City Code (included for reference below).

Also, attached are definitions from the State of New York and the Village of Lincolnwood, IL for discussion purposes.

If the Transportation/Parking Committee recommends approval, staff will move forward with the appropriate documentation to present an amended ordinance to the City Council.
For Reference:

10-1-3 DEFINITIONS.

The following words and phrases when used in this Title shall, for the purposes of this Title, have the meanings respectively ascribed to them in this Section, except when the context otherwise requires; in the event that no definition is provided herein for a word or phrase used in this Title, the meaning shall be determined by reference to the Illinois Motor Vehicle Code, 625 ILCS 5/ et seq., as amended.

COMMERCIAL VEHICLE: Any vehicle operated for the transportation of persons or property in the furtherance of any commercial or industrial, for hire or not for hire, not including, however, a recreational vehicle not being used commercially.

PASSENGER VEHICLE: A motor vehicle, not a truck or recreational vehicle, designed for the carrying of not more than ten (10) persons.

TRUCK: Every motor vehicle designed and used primarily for the transportation of property.

10-4-5-2. - PARKING IN PREDOMINANTLY RESIDENTIAL AREAS.

Violation Penalty. It shall be unlawful for any person to park a taxicab, or any vehicle, other than a "passenger vehicle," as defined in this Title, in any street of any block in which more than one-half (½) of the buildings in such block are used exclusively for residential purposes, and in which block this regulation has been posted, for a longer period than is necessary for the reasonable expeditious loading or unloading of such vehicles. Any person violating the provisions of this Subsection shall be fined not less than five dollars ($5.00) nor more than twenty five dollars ($25.00) for each offense. (Ord. No. 79-0-81)

10-4-5-3. - PARKING OF COMMERCIAL VEHICLES AND BUSES.

It shall be unlawful for any person to park a commercial vehicle or bus in any block in the City which meets the standards described in the following Subsections:

Residential Areas. It shall be unlawful for any person to park a commercial vehicle or bus in any block in the City in which more than one-half (½) of the buildings are used for residential purposes. This restriction shall be in effect between nine o'clock (9:00) P.M. and seven o'clock (7:00) A.M., every day. "Commercial vehicle" and "bus" as used in this Subsection shall refer to those vehicles defined as such in the Illinois Vehicle Code. The penalty for each offense shall be ten dollars ($10.00) plus ten dollars' ($10.00) additional penalty if paid after the expiration of ten (10) days from the date of issue for vehicles less than twenty five feet (25') in length. For vehicles twenty five feet (25') or greater in length, the penalty for each offense shall be twenty five dollars ($25.00) plus
ten dollars' ($10.00) additional penalty if paid after the expiration of ten (10) days from
the date of issue.

Nonresidential Areas. It shall be unlawful for any person to park a commercial vehicle
or bus in any block in the City in which signs have been posted indicating this
prohibition, for a longer period than is required for the expeditious loading or unloading
of such vehicles. "Commercial vehicle" and "bus" as used in this Subsection shall refer
to those vehicles defined as such in the Section 10-1-3 of this Title. The penalty for
each offense shall be ten dollars ($10.00) plus ten dollars' ($10.00) additional penalty if
paid after the expiration of ten (10) days from the date of issue for vehicles less than
twenty five feet (25') in length. For vehicles twenty five feet (25') or greater in length, the
penalty for each offense shall be twenty five dollars ($25.00) plus ten dollars' ($10.00)
additional penalty if paid after the expiration of ten (10) days from the date of issue.

(Ord. No. 93-0-98; Ord. No. 8-0-12, (49-0-11(exh. C, § 10-4-5-3)), 1-23-2012)
Chapter 7. Traffic Code

Article 2. THROUGH STREETS; STOP STREETS; ONE-WAY STREETS; LOAD LIMITS; PROHIBITED AND RESTRICTED PARKING

7-2-24. Commercial vehicle parking.

(A) Definitions. The following definitions shall apply in the interpretation and enforcement of this Section 7-2-24:

COMMERCIAL VEHICLE
Any vehicle used, in whole or in part, for activities related to the conduct of a business. "Commercial vehicle" does not include passenger vehicles used for commuting between a driver's or a passenger's residence and place of employment if the passenger vehicles are not used for any other activity related to the conduct of a business. “Commercial vehicle” includes, without limitation: taxicabs and limousines (as those terms are defined in Section 9-1-2 of this Code); panel vans; trucks and other vehicles used in connection with construction, landscaping, and similar work; tow trucks; vehicles used to make deliveries; vehicles used to advertise a business or product; and vehicles used for ride-sharing services.

PANEL VAN
A van with no rear passenger windows.

RESIDENTIAL DRIVEWAY
Any unenclosed parking space or parking area located on any lot in the Village used for residential purposes.
[Amended 7-18-2017 by Ord. No. 2017-3284]

TRAILER
Any vehicle or portable structure constructed so as to permit occupancy thereof for lodging or dwelling purposes or for the use as an accessory building or structure in the conduct of a business, trade or occupation, and which may be used as a conveyance on streets and highways, by its own or other motive power; a portable structure supported by wheels, jacks, horses, skids or blocks without a permanent foundation which is towed or hauled by another vehicle and, whether occupied or not, used for temporary human occupancy, carrying materials, goods or objects, livestock, or use as a temporary office.

(B) Use of public streets. Commercial vehicles or trailers shall not be permitted to park on any public street, thoroughfare or alley within the Village between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, nor between the hours of 7:00 p.m. on Saturday and 7:00 a.m. on Monday.

(C) Residential driveways. Notwithstanding any provision of this Code to the contrary, no vehicle or trailer may be parked or stored in any residential driveway in violation of the following...
restrictions:


(1) General. Not more than one commercial vehicle that is a panel van, or that exceeds 8,000 pounds in gross vehicle weight, may be parked or stored in any residential driveway.

(2) Prohibited vehicles. The following types of vehicles and trailers may not be parked or stored in any residential driveway at any time:

(a) Vehicles that exceed eight feet six inches in height (measured from grade to the top of the vehicle, and including any equipment affixed to the top of the vehicle);

(b) Vehicles that exceed 21 feet in length;

(c) Commercial vehicles that exceed seven feet six inches in width;

(d) Commercial vehicles or trailers containing, equipped with, or towing any equipment, tools, materials, and supplies used in construction, landscaping, or similar work;

(e) Commercial vehicles with Class D license plates, except upon the prior written approval by the Chief of Police, which approval may not be granted for any vehicle that: (i) is used for public or commercial purposes; or (ii) features any signage or advertising of any kind; and

(f) Commercial vehicles that display any advertising other than within a ten-square-foot area located on each of the sides, front, and back of the commercial vehicle. Specifically, and without limitation of the foregoing, commercial vehicles that display any rooftop advertising may not be parked or stored in any residential driveway at any time.

(3) Taxicabs and limousines. Not more than one taxicab or limousine may be parked or stored in any residential driveway. No taxicab or limousine parked or stored in a residential driveway may: (a) be equipped with an A-frame sign mounted on the roof, except as provided in this Section 7-2-24(C)(3); or (b) display any advertising except within a ten-square-foot area located on each of the sides, front, and back of the vehicle. A taxicab or limousine may be equipped with one roof-mounted sign that displays the word “taxi” and does not display any advertising.

(4) Vehicles equipped with snowplow. No vehicle equipped with a snowplow or salt spreader may be parked or stored in a residential driveway, except that before April 1 and after November 1 of each calendar year, up to two vehicles, each equipped with not more than one plow, each of which is physically attached to the vehicle, may be parked or stored in a residential driveway.


[1] Editor's Note: This ordinance also redesignated former Subsection (C) as Subsection (F).

(D) Commercial vehicles providing service to a residence. The provisions of Section 7-2-24(C) of this Code do not apply to commercial vehicles parked in a residential driveway in connection with the performance of commercial services or work for the occupants of the residence served by the residential driveway.

(E) Vehicles for persons with disabilities. The provisions of Section 7-2-24(C) do not apply to vehicles bearing license plates for persons with disabilities.

(F) Penalty. Any person who shall violate any of the provisions of this Section 7-2-24 shall be subject to a fine as set forth in Section 7-2-31 of this Code.
Can I register my pick-up truck as a 'passenger' class vehicle?

Yes. Your pick-up truck can qualify for passenger class plates if it meets certain conditions, depending on its unladen weight.

If you have a modified or unmodified pick-up truck with an unladen weight **less than 6,001 lbs.**, then you may register it in the passenger class if it meets the following conditions:

- the pick-up truck does not have any business advertisements, and the pick-up is used exclusively for non-commercial purposes

If you have a modified pick-up truck with an unladen weight **greater than 6,000 lbs.**, then you may register it in the passenger class if it meets the following conditions:

- the pick-up truck does not have any business advertisements and is used exclusively for non-commercial purposes
- a camper top having one or more side windows completely encloses the truck bed,
- the pick-up truck has seats, seat fittings, or camping equipment installed in the truck bed ('camping equipment' indicates that you have a bed, a stove, or a refrigerator in the vehicle)