



BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES

FROM: PAT ROLLINS, CHIEF OF POLICE
BRAD MERKEL, PUBLIC WORKS DIRECTOR

SUBJECT: DISCUSSION: AMENDING TITLE 6, CHAPTER 3, SECTION 6-3-4: NIGHT PARKING EXCEPTIONS

AGENDA: 10/6/2026

DATE: 9/30/2026

ISSUE

Should the Village Board discuss creating a new exception to the Village's Night Parking Exception List.

DISCUSSION

President Stillwell asked staff to explore options for permitting residents whose vehicles cannot park in their own driveways because the number of vehicles owned or operated at that residence exceeds the capacity of their individual driveways. President Stillwell mentioned that Oswego has a program in place that allows some qualifying homeowners to park on the street. This program will be discussed during the presentation.

As background, overnight parking is prohibited in Sugar Grove from 2 am to 6 am, with exceptions. (Below is the Village Code)

6-3-4: NIGHT PARKING:

A. Prohibited: No person shall park any vehicle on any street within the Village between the hours of two o'clock (2:00) A.M. to six o'clock (6:00) A.M.

B. Exceptions: Excepted from the provisions of this section are:

- 1. Emergency vehicles, including physicians, police officers and firefighters on emergency calls.*
- 2. Any person who notifies the Village Police Department by use of the night parking voicemail (or direct contact with a Police Department officer or staff person) that they will be unable to move their vehicle for the hours normally prohibited above and complies with the following: a) the notification is made as stated herein; b) the notification must be provided no earlier than twenty four (24) hours prior to the time period sought to be used; c) this exemption may be used twice per calendar month; d) the vehicle registration number and state of issuance, along with the description of the vehicle and address where parked shall be provided to the Police Department. In addition, the phone number of where to reach a*

driver/owner shall be supplied in case contact is required. No fee for such permission shall be required.

3. Any person who notifies the Village Police Department by use of the night parking voicemail (or direct contact with a Police Department officer or staff person) that their property has been seal coated and where it is apparent that the driveway or parking areas have been seal coated. This exception shall be allowed for a maximum of three (3) days after sealcoating has been applied. The notification must be provided no earlier than twenty-four (24) hours prior to the time period sought to be used. This exemption will not count toward the twice per calendar month exemption in subsection B2 of this section. The vehicle registration number and state of issuance, along with the description of the vehicle and address where parked, shall be provided to the Police Department.

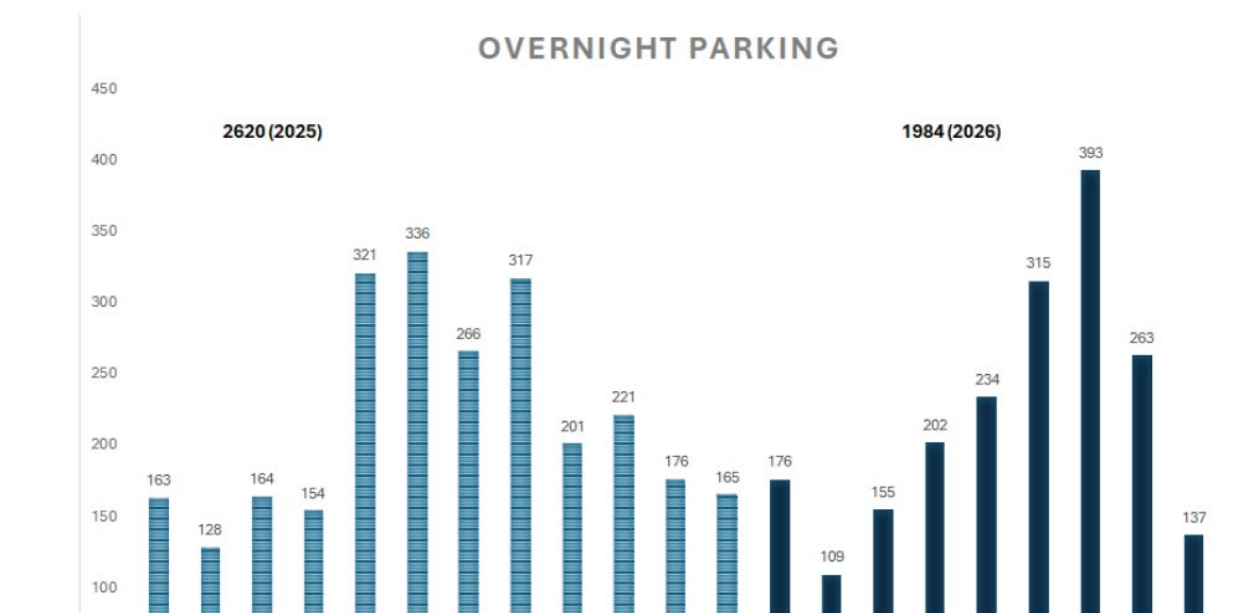
4. Any person who notifies the Village Police Department by use of the night parking voicemail (or direct contact with a Police Department officer or staff person) that they wish to park on the following holidays: New Year's Eve, New Year's Day, Memorial Day, Independence Day and the day following Independence Day, Labor Day and the day following Labor Day, Thanksgiving Day and the day following Thanksgiving Day, Christmas Eve, Christmas Day and the day following Christmas. The notification must be provided no earlier than twenty-four (24) hours prior to the time period sought to be used. This exemption will not count toward the twice per calendar month exemption in subsection B2 of this section. The vehicle registration number and state of issuance, along with the description of the vehicle and address where parked, shall be provided to the Police Department.

5. The Chief of Police and his/her designee may also use his/her discretion to provide for lengthier exceptions based on individual circumstances beyond the control of most reasonably prudent persons, including, but not limited to, acts of nature, and limited time circumstances that are unlikely to reoccur. Incidences where the exception is granted for more than three (3) continuous days hereunder shall be documented in writing by the Police Department. Any person benefiting from such exception for more than three (3) continuous days shall sign an acknowledgment of the same.

C. When Exceptions Not Applicable: Section [6-3-7](#) of this chapter takes precedence over the exceptions listed herein. These exceptions do not apply (except subsection B5 of this section) during time periods when on street parking is prohibited under section [6-3-7](#) of this chapter. (Ord. 2013-09-17E, 9-17-2013)

Sugar Grove Police Department patrols approximately 120 centerline miles within the Village (State, County, and Village roadways, including subdivisions under construction). Part of our strategy to keep Sugar Grove a safe community includes officers patrolling neighborhoods, especially overnight, to deter criminal activity such as vehicle burglaries, criminal damage to property, and residential burglaries. Officers drive the streets and look for vehicles or people in the roadway every night. When an officer encounters a vehicle parked in the roadway, they check on that vehicle. They observe whether the vehicle is occupied, belongs in the neighborhood, is free of damage (not forcibly broken into), and has been granted permission to park on the roadway overnight. Each encounter with a vehicle parked overnight on the street takes an officer's time to investigate the reasons mentioned above.

From January 2025 through this week, Sugar Grove has granted permission to residents and their guests to park overnight on the street 4,604 times. In essence, officers are checking on each of these vehicles parked on the street, as well as those that did not receive permission or are here for criminal purposes.



Staff believes having officers in the neighborhood overnight has been a successful policing strategy and has kept our crime statistics low for our size community. However, more cars parked on the streets could impede officers from fully making rounds in all neighborhoods. As a reminder, new subdivisions are under construction.

Parking in the Village is typically permitted on one side of the street (the non-fire hydrant side). The police department already receives resident complaints about vehicles parked in front of their residences (some for sixteen-plus hours) that do not belong to them. Residents want to use that space for their guests or themselves at times. Snow removal, even under the two-inch no-parking ban, becomes an issue when cars are parked on the roadways, and plows must maneuver around the subdivisions. Refuse/garbage pickup and street sweeping must maneuver around parked vehicles on the roadways. In addition, emergency vehicles needing clear access may be impeded by the roadway width. Abandoned vehicles will be harder to detect if a vehicle can be parked 24 hours a day.

Again, Staff reached out to Oswego and other surrounding communities and will provide the Board more information during the meeting.

COST

N/A

ATTACHMENTS

Letter to the Village Board from the Sugar Grove Fire Protection District

RECOMMENDATION

That the Village Board discuss overnight parking exceptions and determine whether the list needs to be expanded.

Dear President Stillwell and Members of the Board:

It is my understanding that the Board intends to discuss on-street parking at its October 6, 2026, meeting. I am writing in advance of that discussion to ensure that the Sugar Grove Fire Protection District's position is presented to the Board before any proposal is considered, rather than as a response to a proposal that has already been developed or is under consideration.

The District's position is that the Village's existing on-street parking restrictions should be retained without relaxation. Those restrictions have been in place for a long time, and our apparatus, staffing, and response planning have been built around the roadway access they preserve. Any loosening would measurably degrade our ability to reach residents in an emergency and to operate effectively once we arrive. This is not a matter of preference or convenience. We are currently struggling with response to the Foxmoor and Fairfield neighborhood in the Montgomery area of our district because they allow on-street parking.

Fire Apparatus Cannot Fit Where Cars Can

A typical fire engine is roughly 8 to 9 feet wide at the body and approximately 10 feet wide mirror-to-mirror, with an overall length near 35 feet. An aerial or ladder apparatus is longer still, requires a substantially greater turning radius, and cannot be placed into service unless its stabilizers can be fully deployed—a footprint that commonly exceeds 18 feet in width.

A parked passenger vehicle occupies roughly 7 feet of roadway measured from the curb, and larger pickups and SUVs occupy more. On a residential street with vehicles parked on both sides, this reduces the usable travel lane below the width our apparatus requires. The result is not slower access. It is potentially no access.

Operational Consequences

The practical effects of restricted street width are cumulative and affect every call we run:

- Delayed arrival while crews locate an alternate approach, back apparatus down a blocked street, or stage remotely and advance equipment on foot.
- Inability to position an aerial apparatus for elevated rescue or defensive operations, because stabilizers cannot be deployed between parked vehicles.
- Compromised water supply, as supply lines must be advanced greater distances and hydrants are more likely to be obstructed or inaccessible to a Fire Engine.

- Impaired EMS operations, including the inability to bring an ambulance close enough to load a patient on a cot — a significant factor in cardiac, stroke, and trauma calls where minutes determine outcome.
- Restricted mutual aid, since a street that admits one apparatus will not admit the multiple companies required for a working structure fire.
- Reduced sight lines at intersections and driveways, and interference with snow removal operations that further narrow the roadway during winter months.

A structure fire doubles in size in seconds during its growth phase. Delays measured in minutes at the point of access translate directly into greater property loss and, in the worst case, the loss of a life that a timely arrival would have saved.

The District's Request

The Sugar Grove Fire Protection District respectfully requests that the Board retain the existing on-street parking restrictions as written.

If the Board wishes to explore a change in response to a specific concern, the District asks only that no ordinance be drafted or adopted before a joint review is completed. We are prepared to participate fully in that review, including apparatus access testing on the specific streets under consideration, so that any proposal the Board eventually weighs is informed by measured roadway widths rather than assumption. We would rather help shape a workable proposal at the front end than object to a finished one.

The District and the Village share the same obligation to the people who live here. We offer this position in that spirit. I would be glad to meet with staff beforehand if that would be more useful to the Board's discussion.

Thank you for your consideration.

Respectfully,

Brendan T. Moran

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