



## Washington Police Department

115 WEST JEFFERSON STREET  
WASHINGTON, ILLINOIS 61571  
NON-EMERGENCY (309) 444-2313  
FAX (309) 444-7511

Michael D. McCoy

Chief of Police

TO: The Honorable Mayor Manier and Washington City Council  
FROM: Chief Michael D. McCoy and Deputy Chief Jeff Stevens  
RE: History and Overview of Parking on the 500 Blocks of W. Adams and Garfield  
DATE: October 11, 2019

Mayor and Aldermen,

Twelve residents of the 500 block of W. Adams Street and W. Garfield Lane, comprising 6 households, signed a July, 2019, petition requesting parking restrictions on those streets. The petition references restricting parking during Washington Community High School hours. The petition also references existing parking restrictions on other streets near the high school. There are 6 residential properties on the 500 block of Adams, one at the corner of Adams and Tyler, and 4 on the same block of Garfield.

After the start of school in August, a one-day count at 8 AM showed 17 vehicles parked on W Adams, Tyler, Tiezzi, Birkett, and Michael. A recheck at 12:30 PM showed 8 of those vehicles still parked on the roads, with no violations in the 2-hour parking areas of Tiezzi, Birkett, and Michael. 4 of the 8 were residents on those streets, meaning 4 of the cars that remained from 8 AM were non-residents, all legally parked on Tyler and Adams streets.

On October 9, a similar check of parked cars in the 500 blocks of Garfield, Adams, and the 200 and 300 blocks of Tyler, about 10 A.M., revealed 8 parked vehicles. The 400 block of Adams contained several more cars apparently associated with an ongoing construction project and a separate home repair.

Of the 8 parked vehicles on October 9, (all on Adams and the 200 block of Tyler), 1 belonged to an area resident, 2 belonged to Washington residents from another part of the City, and 5 were registered to owners who live in other cities in Peoria and Tazewell Counties (whether those were associated with the construction work nearby is not known). All were legally parked. Adams and Tyler Streets are over 30' wide, with parking currently legal on both sides. Garfield is about 13' wide with no posted restriction and resident or guest parking or property access is common over the adjacent right of way on this uncurbed street, although parking on the roadway is not common.

The corner of Adams at Highland is about 1,200' from the east WCHS driveway (measured along the streets), while Adams at Tyler is about 1,550'. The corner of Highland at Garfield is about 1,400' from the east WCHS driveway. This is similar to the distance, for example, from the corner of Court and Spring to the southeast WCHS driveway on Bondurant. There are current parking restrictions on Court Dr., Franklin St., Spring St., Morris St., Birkett Ct., Tiezzi Ln., and Michael Ct. that prohibit parking in excess of 2 hours while school is in

session (absent a resident parking permit). These restrictions were enacted prior to the construction of both the Baylor lot at WCHS and 5 Points' south lot. At that time, much larger numbers of high school students parked on the listed streets, resulting in resident complaints regarding parking availability, trash, noise, and trespassing. All of these were concerns for residents on Adams St. Police addressed those issues with students who parked on and around 500 W. Adams at the start of the current school year, after the petition was signed, and expect to repeat that process annually.

Should the Council enact parking restrictions for the 500 block of W. Adams, restricting parking on Garfield is a reasonable accompanying consideration, given its narrow width, lack of curbs, and the use of its right of way by adjacent property owners. Similarly, restriction of parking in the 500 block of Adams is likely to push parking for high school students to the 400 block or to Tyler St. Even guests of residents of the 500 block or Garfield may choose to park on adjacent streets or blocks to avoid the need to obtain a parking permit. On-street parking is also available on Lincoln St. near W. Adams.

Council should also consider the propriety of reserving on-street parking for neighborhood residents as opposed to general use, including nearby business or institutional application. Weighing the invasiveness of such use to a residential setting can be difficult. Restriction reserves City resources for a few residents. Those residents are not generally restricted from parking in other neighborhoods. The City's street standard includes parking lanes on residential streets, meaning that the City must maintain the pavement through the use of tax dollars, in the same way that the high school district maintains off-street parking surfaces using taxpayer funds. Each restriction decreases the overall efficiency of the total, at least in terms of provision of parking. In the same way, provision of easy or underpriced parking encourages individual car travel, contributing to traffic and the perceived need for parking facilities.

The average annual City property tax payment for the 6 occupied residential parcels on the 500 block of W. Adams is \$140.20. This does not include any undeveloped adjacent lot that may be used as a residential yard or other concomitant use. A 2012 Victoria Policy Institute study placed the cost of suburban on-street parking space at \$730 annually (2019 U.S. dollars). The cost of providing an on-street parking space is not significantly affected by the frequency of its use. Costs considered by the VPI included annualized land cost, construction, and maintenance. VPI calculated maintenance costs alone at \$285. Suburban off-street surface parking (e.g., a high school parking lot) had a calculated cost of \$1,027, including a maintenance value of \$428 per space.

Property tax payments to the City do not tell a complete story regarding the contribution of a resident to the City, either financially or otherwise. For example, each of these residents shops within the City, contributing sales tax. Each of these residents contributes on a personal level to Washington as a community. The City government itself has as its aim the provision of service and fostering that sense of community.

While there are areas near the high school with restricted parking, there are also residential streets in the City without similar restrictions. High St. near the Post Office sees significant, non-resident short-term parking, as does Elm St. near City Hall. Kingsbury at its eastern terminus hosts parking while the soccer field is in use and Kingsbury near LaHood Park is a frequently used parking area. The City makes off-street parking available near the Square, but further development of that district can lead to more parking on side streets, all of which are residential. The named streets are not the only examples of residents and visitors utilizing publicly-provided parking, a facility provided and maintained for public benefit.

The Council is asked to consider the total effect of current parking patterns on W. Adams and the net effects of restricting that parking.

