

Recommendation One



With the increased demand for parking in Downtown Toledo, it is time for a change in Downtown's parking operations, and on April 25, 2019, Toledo City Council will be discussing eight recommended parking changes.

To explain these recommendations, which were from [Walker Consultants](#), a nationally recognized parking expert, we, along with our partners, will be posting the recommendations over the next several days.

Expanding Service Area

It is recommended to expand the service area of paid meter parking and enforcement in Downtown Toledo, which will provide the opportunity to expand to other areas outside the Business District. This recommendation will allow ParkSmart to respond faster to emerging issues and parking demands in growing areas of Downtown Toledo and will allow more turnover by removing the ability to park in prime locations all day throughout the Warehouse District and in Uptown. In addition, each on-street parking space, when constantly turning over every two hours, has the capability to generate more revenue for local businesses.

MISCONCEPTION: This is a money grab.

FACT: The funds generated by these changes will fund eligible projects, such as way-finding, in the service area to improve Downtown Toledo.

MISCONCEPTION: Parking meters are not needed in Uptown or the Warehouse District.

FACT: Expansion of the service area into Uptown, the Warehouse District, and other various proposed locations will result in the ability of ParkSmart to enforce parking limits. Parking meters will not be installed on any streets until data shows high utilization.

MISCONCEPTION: ParkSmart should not be given authority to make decisions on which streets get meters.

FACT: The Commissioner of Transportation is the only entity authorized to make changes to on-street parking, including loading zones and parking meters.

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Recommendation Two



Due to the increased demand for parking in Downtown Toledo, it is time for a change in Downtown's parking operations, and on April 25, 2019, Toledo City Council will be discussing eight recommended parking changes.

Enforcing Existing Time Limits

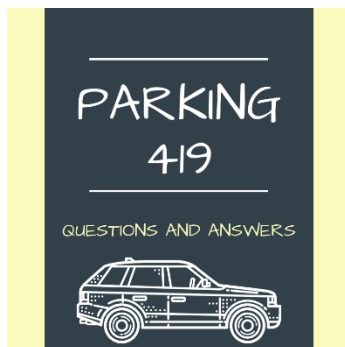
It is recommended that ParkSmart, Downtown Toledo's public parking system, continue to enforce existing time limits at the on-street parking meters. Municipal code only allows vehicles to park for two hours at most marked meters throughout Downtown Toledo. Additionally, all-day parking can be found on low-demand streets at several meters. Please refer to the interactive map at www.parksmart.org to locate specific meter zones and time limits.

MISCONCEPTION: Downtown Toledo does not have a parking problem.

FACT: This is mostly true; however, some blocks do have issues and we need flexibility in being able to address them. Long-term (2 hours or more) parkers should utilize parking lots and garages.

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Q&A



We have compiled a list of your questions regarding the parking recommendations and have provided some answers. We feel these changes will enhance Downtown Toledo development. If you have any other questions and/or concerns regarding these recommendations, we encourage you to attend the City Council meeting on Thursday, April 25.

Question: Who is ParkSmart?

Answer: ParkSmart, a division of the Toledo-Lucas County Port Authority, manages the meters and enforcement of on-street parking in downtown on behalf of the City of Toledo. The Port Authority also owns and manages 4 parking garages.

Question: Who owns the parking lots and garages?

Answer: The City of Toledo does not own any parking lots or garages. There are approximately 19,000 available parking spaces in various lots and garages throughout Downtown Toledo. Of these, approximately 20% are owned and managed by Lucas County or the Port Authority, and the other 80% are privately owned.

Question: Who funded this study?

Answer: The following entities helped fund the recent parking studies: [City of Toledo](#), Lucas County, [ConnecToledo](#), Downtown Development Corporation, Downtown Toledo Improvement District, and the [Toledo-Lucas County Port Authority](#).

Question: What is the difference between short-term and long-term parking?

Answer: On-street parking meters are available for those parking short-term (15 minutes to two hours), and parking lots and garages are available for those parking long-term (more than two hours).

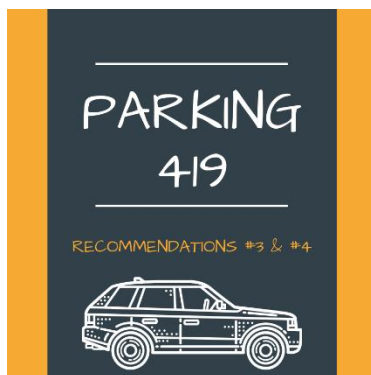
Question: How does parking turnover create revenue for area businesses?

Answer: Retail and restaurant owners desire parking turnover so new customers can find convenient parking to visit their establishments.

Question: What would happen if we removed all parking meters?

Answer: An individual would have the ability to park in the same spot all day with no turnover, thereby taking up the spot for another visitor, employee, business owner, shopper, diner or resident who wants to utilize it. There would be limited turnover of spots.

Recommendations Three and Four



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Accelerated Enforcement

Accelerated enforcement is important because repeat parking offenders continue to take advantage of the cost of parking tickets. It is recommended that the following changes be enforced to parking ticket fines.

1st – 4th Offense: \$10

5th – 9th Offense: \$20

10th+ Offense: \$30

The goal of this recommendation is to eliminate abuse of the parking system and to constantly have on-street parking turnover.

MISCONCEPTION: This is a money grab.

FACT: Acceleration of penalties is intended to discourage repeat parking violators. If successful, it could actually generate less money.

Expanding hours of parking enforcement

It is recommended that various zones be identified for expanded hours of parking enforcement, when heavy nighttime usage is experienced. If this is passed, new signage will be installed to expand hours of meter operation. ParkSmart enforcement officers will ensure parking in Downtown Toledo remains safe. Examples of safety hazards include parking in front of fire hydrants or on crosswalks, etc.

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Recommendation Five



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Expanding Parking Enforcement

It is recommended that ParkSmart enforcement expand to areas requested by the [Toledo Police Department](#) (TPD). Implementation would be on an as-needed basis in cooperation with TPD to address congestion and safety issues.

FACT: TPD's time is better served to deal with safety issues. ParkSmart enforcement officers, at the request of TPD, can assist with parking situations in other areas of Toledo, such as handicap parking violations.

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Recommendation Six



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Promoting Consistent Availability of Parking by Implementing Demand-Based Rates

In consultation with the Parking Advisory Committee, it is recommended to adjust rates and enforcement periods in high-demand parking areas to ensure that at least 15% of parking spaces are available to patrons at any time.

MISCONCEPTION: These changes will hurt local businesses.

FACT: By implementing demand-based rates, turnover of on-street parking will increase and provide more parking availability to restaurant and retail customers. These changes are being proposed to make on-street parking available for short-term customers and encourage long-term (2+ hours) parking to take place in lots or garages.

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Recommendations Seven and Eight



The following are the last of the eight parking recommendations Toledo City Council will be discussing today.

Reinvesting Parking Revenue

It is recommended that the revenue generated by these changes will fund eligible projects in the service area to improve Downtown Toledo including beautification, way-finding, reinvestment in the parking system, and specific projects within the service area. Toledo City Council will approve all expenditures based on recommendations of the Parking Advisory Committee and the Commissioner of Transportation.

Implementing All-Day Paid Meter Parking

It is recommended that all-day paid meter parking will be enforced before the end of the year. If passed, parking meter enforcement will now operate during lunch hours Monday through Friday. Midday should be the busiest turnover time of the day for parking. With this change, patrons will now be able to find more available on-street parking due to higher turnover of vehicles on the streets. Parking is never free - local businesses are paying for parking through lost revenue due to low vehicle turnover.

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