



**Mark Jeffreys**  
*Councilmember*

October 19, 2022

## **MOTION**

### ***Parking Enforcement, Meters & Residential Permits***


WE MOVE that, the Administration report back to council in ninety (90) days with:


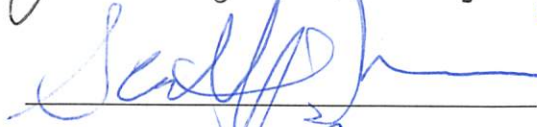
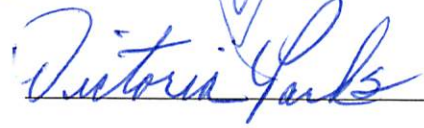

- The number of parking tickets issued per year for the past five years by neighborhood.
- What resources, if any, would be needed to ensure parking rules and regulations are enforced across the city—particularly in high volume areas during peak times like the urban basin and neighborhood business districts during events, evenings, and weekends.
- Any recommendations on how to better manage existing parking assets like meters and designated residential spaces to ensure turnover and on-street parking availability.
- What resources would be needed to remove defunct parking meter posts (as shown in Exhibit A) and, if appropriate, install parking stalls in their place.
- How long it would take for the City to devise a comprehensive on-street usage plan in Over the Rhine north of Liberty Street, Pendleton, and the West End. This plan would be akin to Southern Over the Rhine's SPP plan, which has all curb space allocated appropriately as metered parking, residential parking, etc.

## **STATEMENT**

With Cincinnati's recent population growth and the resurgence of interest in visiting Cincinnati's urban basin as a tourist attraction, there have been many pressures put on our existing land-use patterns. In light of this growth and in an effort to build an environment that is safe, equitable, and sustainable, Council has prioritized pedestrian safety, housing access, and multi-modal transportation. Cars—and therefore the parking of those cars—are an existing part of our transportation infrastructure that, if not managed appropriately, can stunt the necessary growth trajectory of Cincinnati. Therefore, if we want to simultaneously reach the aforementioned Council priorities, we need to utilize our existing on-street parking assets more efficiently. This

primarily means ensuring our on-street parking assets are priced appropriately via meters and residential parking permits in highly demanded areas, as well as subsequent enforcement of our parking assets throughout the city to ensure those spaces are being used properly. This motion hopes to gather information to guide the City in better managing our existing parking assets to simultaneously allow for better land-usage overall, creating a built environment that supports people, equity, and the environment.

  
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Councilmember Mark Jeffrey

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12/1/52

Officer P. Brown

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