



On-Street Parking

MSP Committee
May 28, 2026




CITY OF CLEVELAND
Mayor Justin M. Bibb



Transform curb management into a tool for economic growth, neighborhood vibrancy, and safer streets – guided by community voices & responsive to evolving needs



Enhanced On-Street Paid Parking: Project Goals

-  **Modernization** creating a more dynamic, balanced, equitable, responsive system
-  **Accessibility** to convenient, predictable & available on-street parking
-  **Reinvestment** of net revenue, benefiting neighborhood safety & mobility



Enhanced On-Street Paid Parking: Suite of Legislation

Ordinance No. 522-2026

Introduced April 20, 2026

Amendments to existing on-street parking Ordinances passed in September 2023 & March 2021

Ordinance No. 245-2026

Introduced March 2, 2026

Establishing a Special Fund dedicating 75% of net on-street parking revenue to citywide safety & mobility improvements (\$1.5M/yr.)

Ordinance No. 559-2026

Introduced April 27, 2026

Establishing a residential permit parking pilot in Hingetown to enhance on-street parking management & create a framework for larger citywide rollout

Enhanced On-Street Paid Parking: Future of Curb Management

High Demand, Finite Supply

Curb space is amongst the most valuable public land in the city

The Case For Modernization

Transforming static rules into dynamic responsive systems – better serves residents, businesses, & enhances user experience



Enhanced On-Street Paid Parking: From Antiquated to Dynamic

Old System

Static Pricing

Uniform Rules

Limited Data

Enforcement Focused

Driver Frustration

Inefficient Use



Dynamic System

Demand-Based Pricing

Context-Based Rules

Real-Time Data & Analytics

Outcome-Focused

User-Friendly Experience

Optimized Turnover & Access

Enhanced On-Street Paid Parking: From Antiquated to Dynamic

Old System

**2-Hour Limit
No Extension**

Who Gets the Space?

Long-term parkers, especially in commercial districts, first-come, first-served

Outcome

Inefficient use, short-term users struggle for access, adverse economic impact

Dynamic System

**4-Hour Limit or
No Session Limit
30-Min Zones**

High-demand areas:

Support short-term users, guided by pricing & session time

Lower-demand areas:

Convenient, accessible, affordable, long-term parking

Efficient, equitable, balanced & responsive. Matches space with demand, supports economic activity & user-centric needs. Data driven solutions

Enhanced On-Street Paid Parking: Demand Matrix



Pricing & Policy Model: Regional Peer Cities

	ENFORCEMENT	BASE RATE(S)	EXTENSIONS	SPECIAL EVENT	DYNAMIC / VARIABLE PRICING
CLEVELAND	7am-10pm 7-Days	\$1.50/hr	Progressive after 2hrs - Rates increase by \$1.50/hr	Up to \$8/hr (in special event zones)	YES
COLUMBUS	8am-10pm Mon-Sat	\$1.00-\$2.00/hr	Progressive after 3hrs - Rates increase by \$.50/hr	\$2.50/hr (progressive rate)	YES
CINCINNATI	8am-9pm 7-Days	\$1.50/hr	2-Hour Max	\$30 flat-rate (8 blocks surrounding stadium)	YES
TOLEDO	8am-6pm Mon-Fri	\$1.00/hr	2-Hour Max (extensions up to 6hrs in some areas)	Increased rates only in city owned garages / surface lots	No
PITTSBURGH	8am-6pm Mon-Sat <small>(some areas to 10pm or later)</small>	\$2.00-\$4.00/hr <small>(dynamic based on demand)</small>	2-Hour Max Some areas - No limits	Max rates + extended enforcement in certain districts	YES
DETROIT	7am-10pm Mon-Sat	\$1.00/hr	2-Hour Max After 6pm - Up to 4hrs	\$10/hr	YES
INDIANAPOLIS	7am-11pm Mon-Sat	\$1.25-2.00/hr	5-Hour Max	\$10/hr	YES
CHICAGO	8am-10pm 7-Days	\$2.00-\$6.50/hr	2-4 Hour Max Special events exception	\$10/hr	YES

Enhanced On-Street Paid Parking: 2026 Rollout Focus Areas

The parking implementation team focused on two key areas to launch policy and operational changes as part of the modernization effort

Downtown

(January Implementation)

- Warehouse Dist.
- Gateway Dist.
- Central Business Dist.
- Campus Dist.

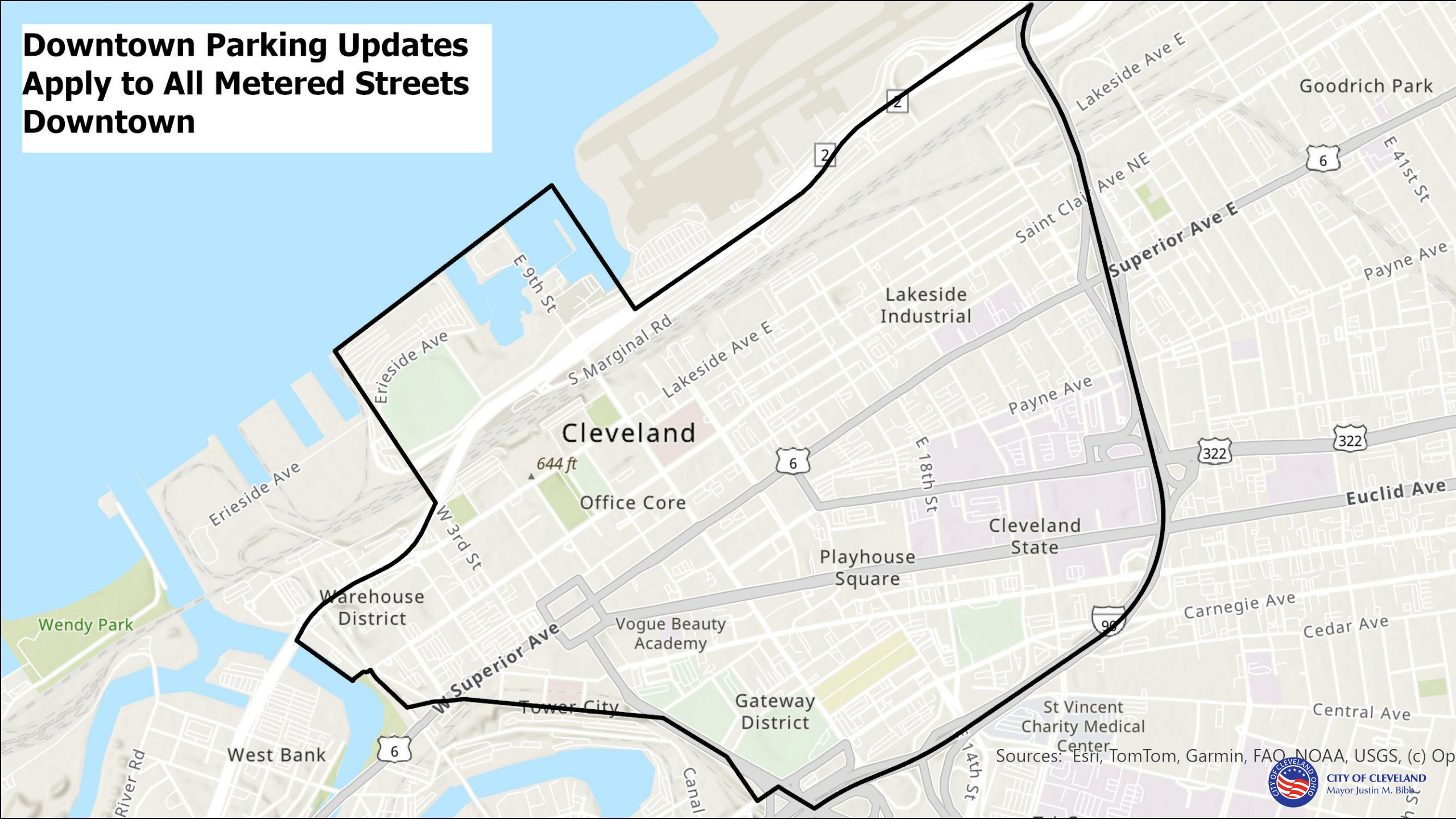
Ohio City

(February Implementation)

- W 25th Market
- Lorain Corridor
- Hinge Town
- *not yet implemented*

These high-demand areas have strong economic development potential, but dense mixed-use activity creates persistent parking challenges

Downtown Parking Updates Apply to All Metered Streets Downtown



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) Op



South Side Only

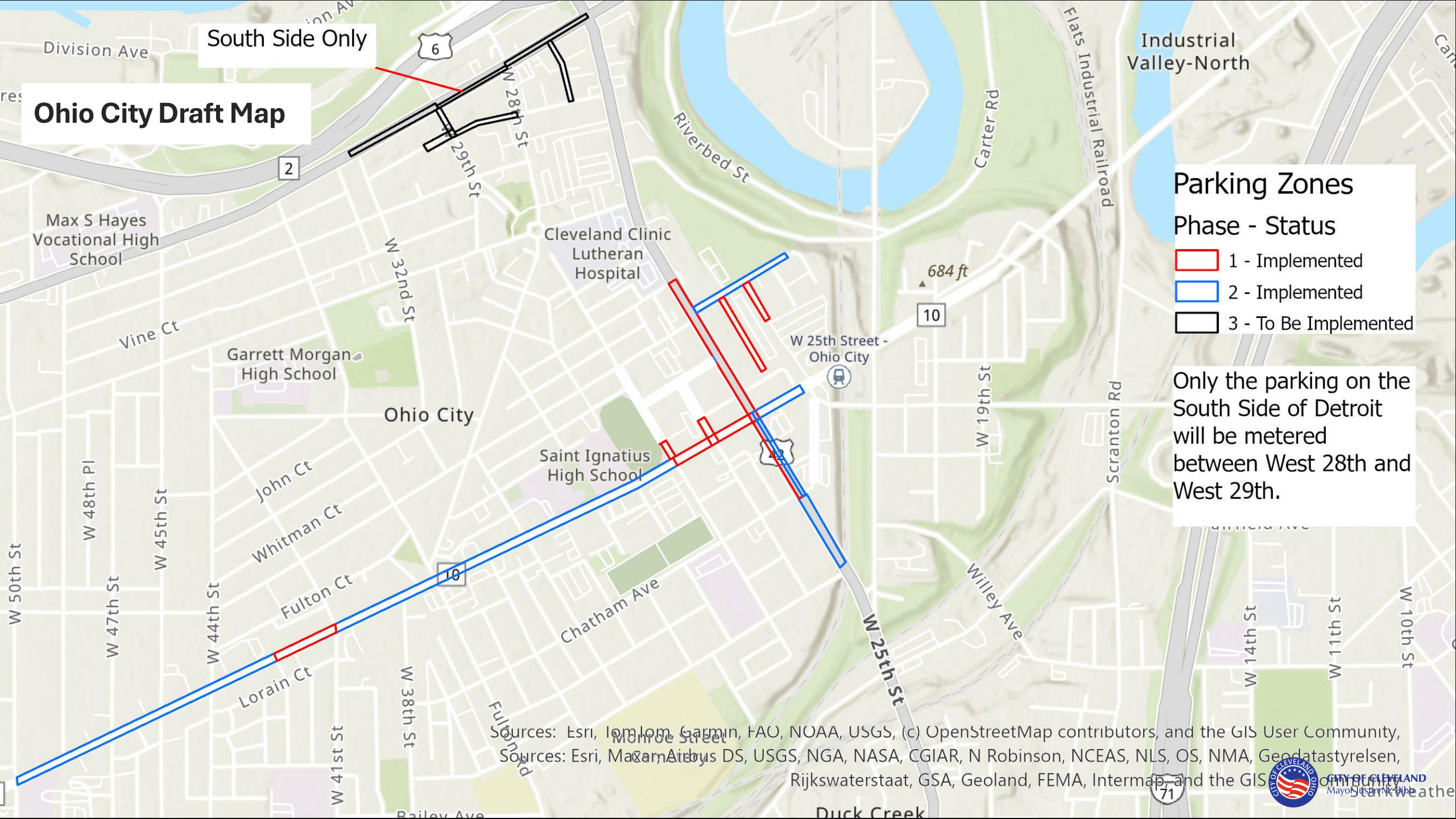
Ohio City Draft Map

Parking Zones

Phase - Status

- 1 - Implemented
- 2 - Implemented
- 3 - To Be Implemented

Only the parking on the South Side of Detroit will be metered between West 28th and West 29th.



Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS User Community

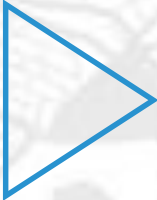


Enhanced On-Street Paid Parking: Pricing & Policy Model

Enforcement

Downtown

**7am - 10pm
7 Days a Week**



Ohio City

**Monday – Saturday
7am to 10pm**



High-Demand Zones

Progressive Rates

1st Hour

\$1.50

2nd Hour

\$1.50

3rd Hour

\$3.00

4th Hour

\$4.50

Low-Demand Zones

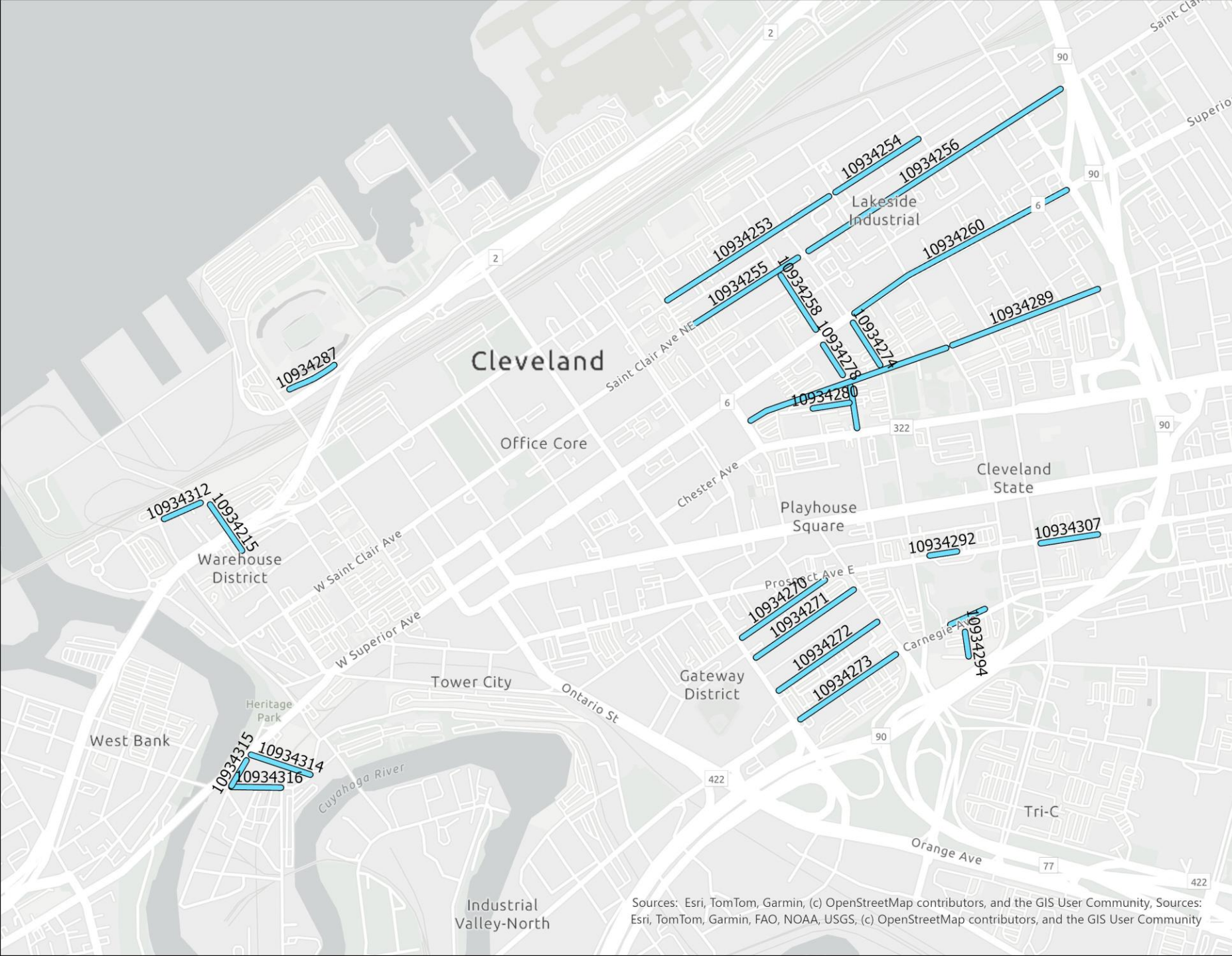
Responsive Rates

\$1.00

\$1.50

All Day – No Limit
7am – 10pm





Dynamic Zones:

Q1 Data / Stakeholder Driven Changes

- Lower hourly rates, no session caps or progressive rates
- Data-driven, developed with stakeholders to support the needs of long-term parkers & downtown hourly workforce

\$1.50/hour All Day
No Progressive Rates
No Session Time Limits

25+ Zones
450 + Spaces

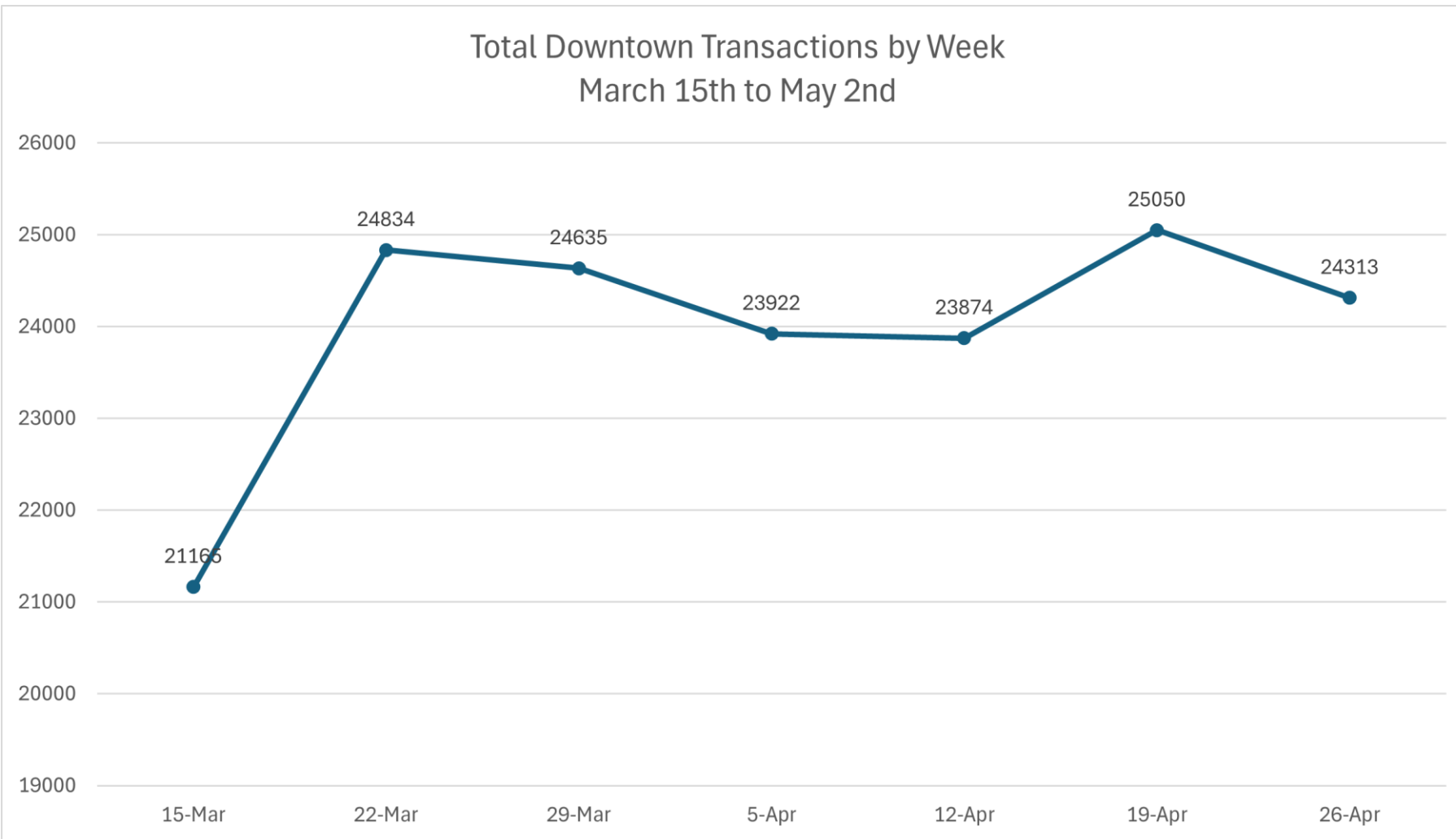
Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Dynamic Zones:

Transaction Activity Since Launch

- Significant increase in overall transactions
- Proving to be a good solution for long-term parker needs
- City evaluating adding additional zones and making changes in response to demand data and stakeholder needs

Total Downtown Transactions by Week
March 15th to May 2nd

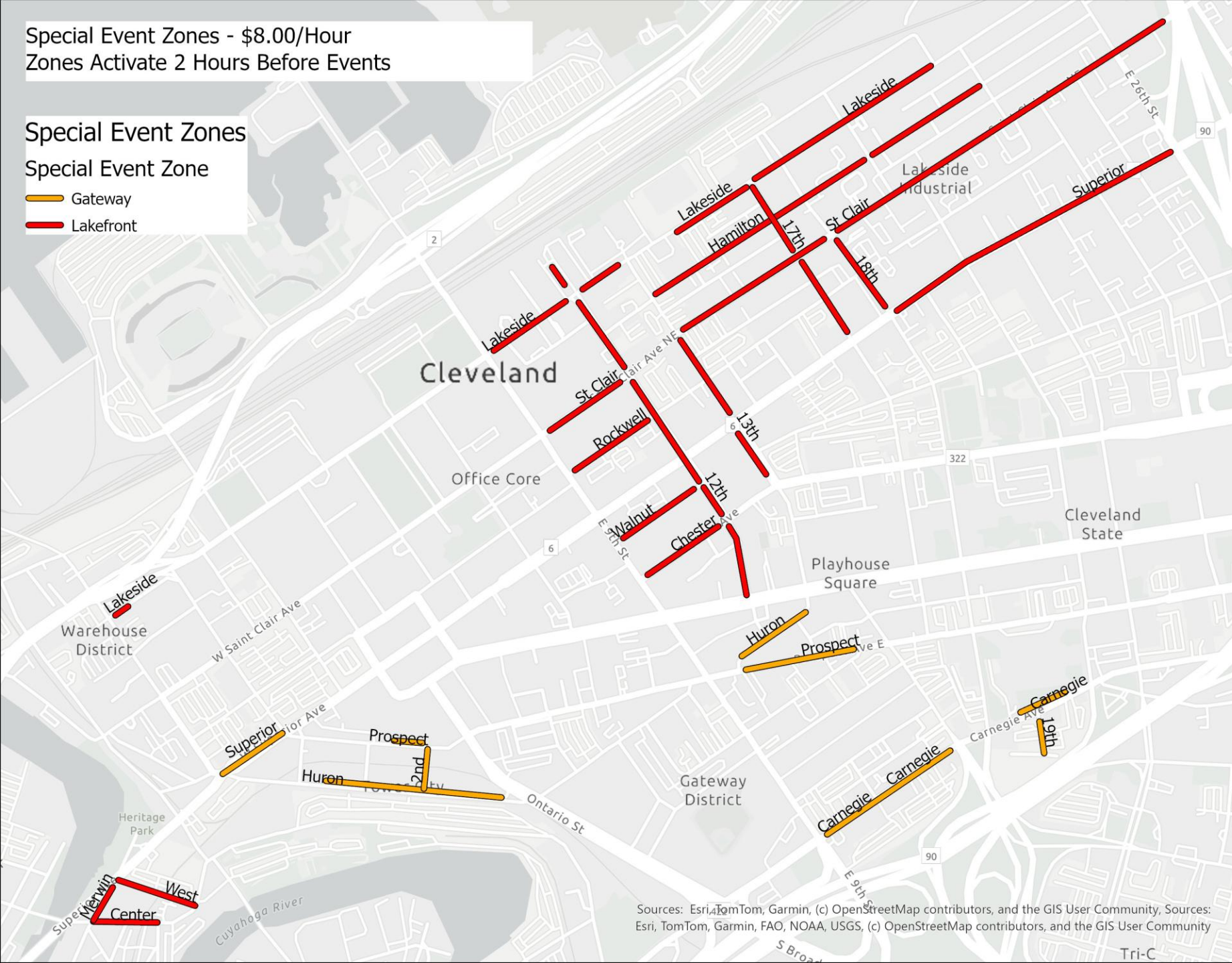


Special Event Zones - \$8.00/Hour
Zones Activate 2 Hours Before Events

Special Event Zones

Special Event Zone

- Gateway
- Lakefront



Special Event Zones: Fully Implemented

- Another convenient & accessible option for event parkers
- Maintains access for non-event users
- Flexible sessions & extensions encourage use & longer stays
- Supports local business & economic impact in event districts

\$8.00/hour
Active 2-hours Pre-Event
No Session Limit

640 Spaces – Browns
175 Spaces – Gateway Dist.

Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Enhanced On-Street Paid Parking: Payment Options

Mobile App



Parkers Can

- Pay Via the App
- Pay Online Via Web Version
- Pay by Texting “Park” to 77223
- Pay Over the Phone at (877) 727-5009



Average Monthly Parking Sessions

- 85K +



Avg. Parking Session Time

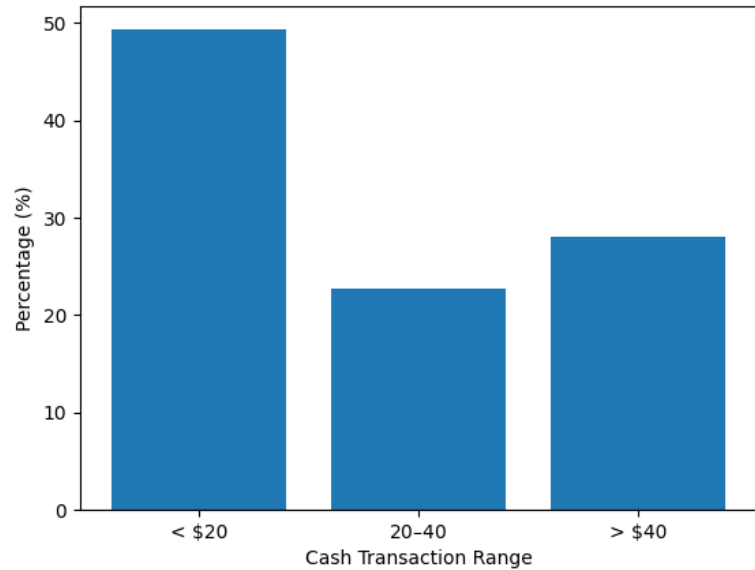
- 85.3 Minutes

Pay Stations



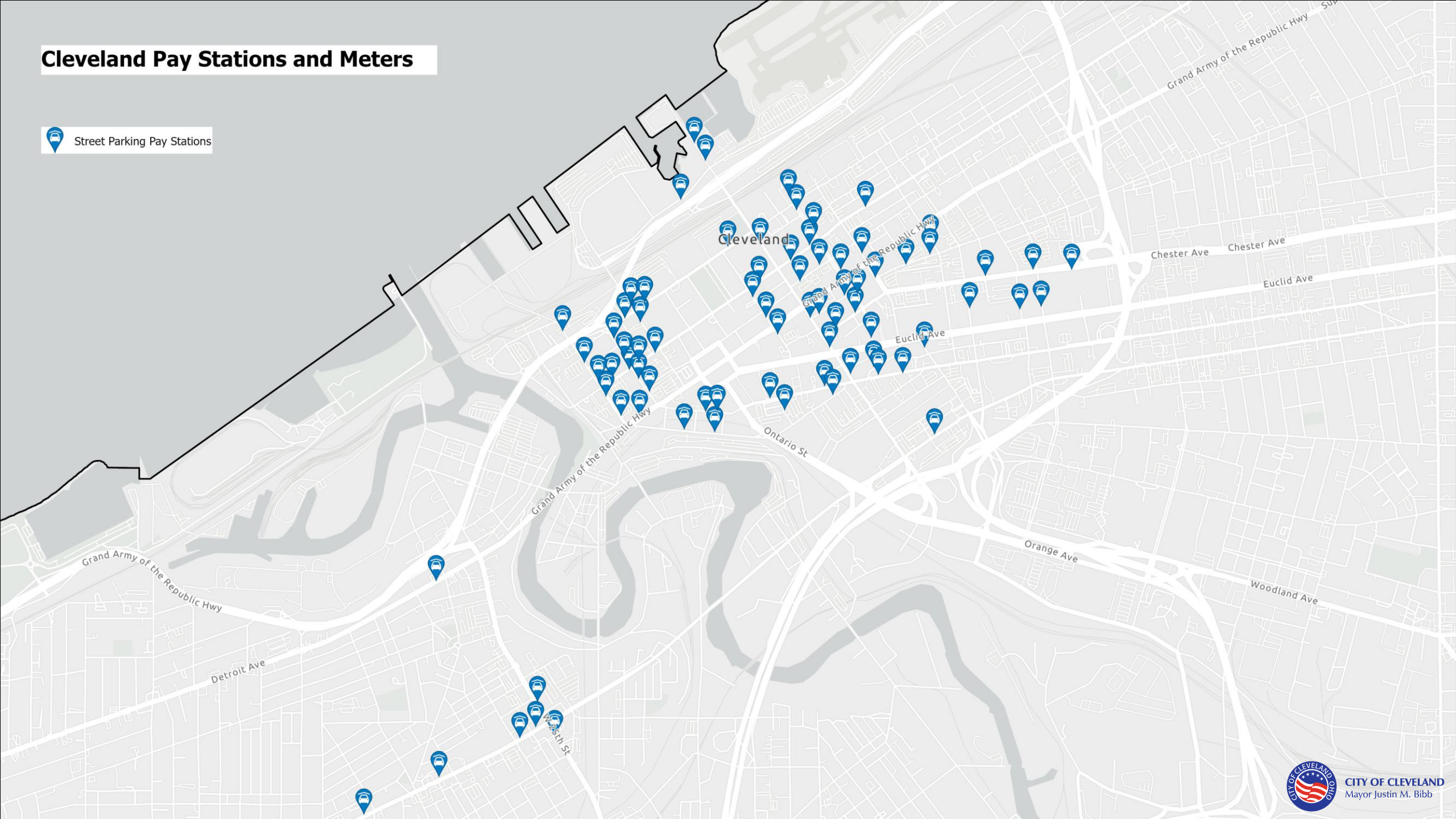
- 75 Strategically Located Stations City-Wide
 - Over 200 New Hi-Vis Location Signage Installed
 - Stations Accept Cash & Credit Card
- *85% of all Transaction are Credit Card**
\$250,000 Investment Required to Meet 600ft

Pay Station Cash Transaction Distribution - February 2026



Cleveland Pay Stations and Meters

 Street Parking Pay Stations



Enhanced On-Street Paid Parking: Who Benefits?

Transactions from Outside Cleveland

Downtown
76%



**Q1 2026 Data from ParkMobile*

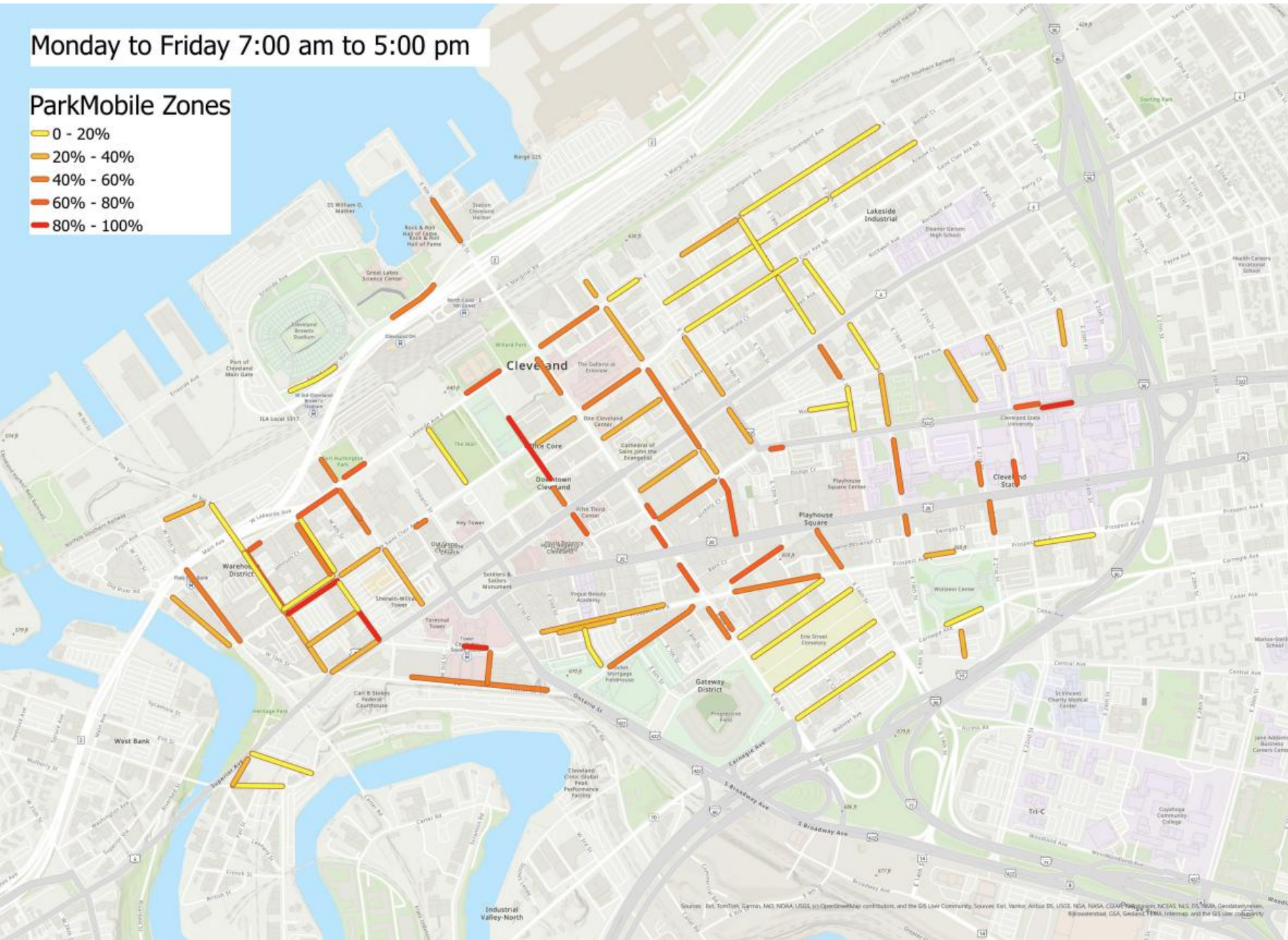
Ohio City
73%



Monday to Friday 7:00 am to 5:00 pm

ParkMobile Zones

- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



Occupancy Zone by Zone: Downtown

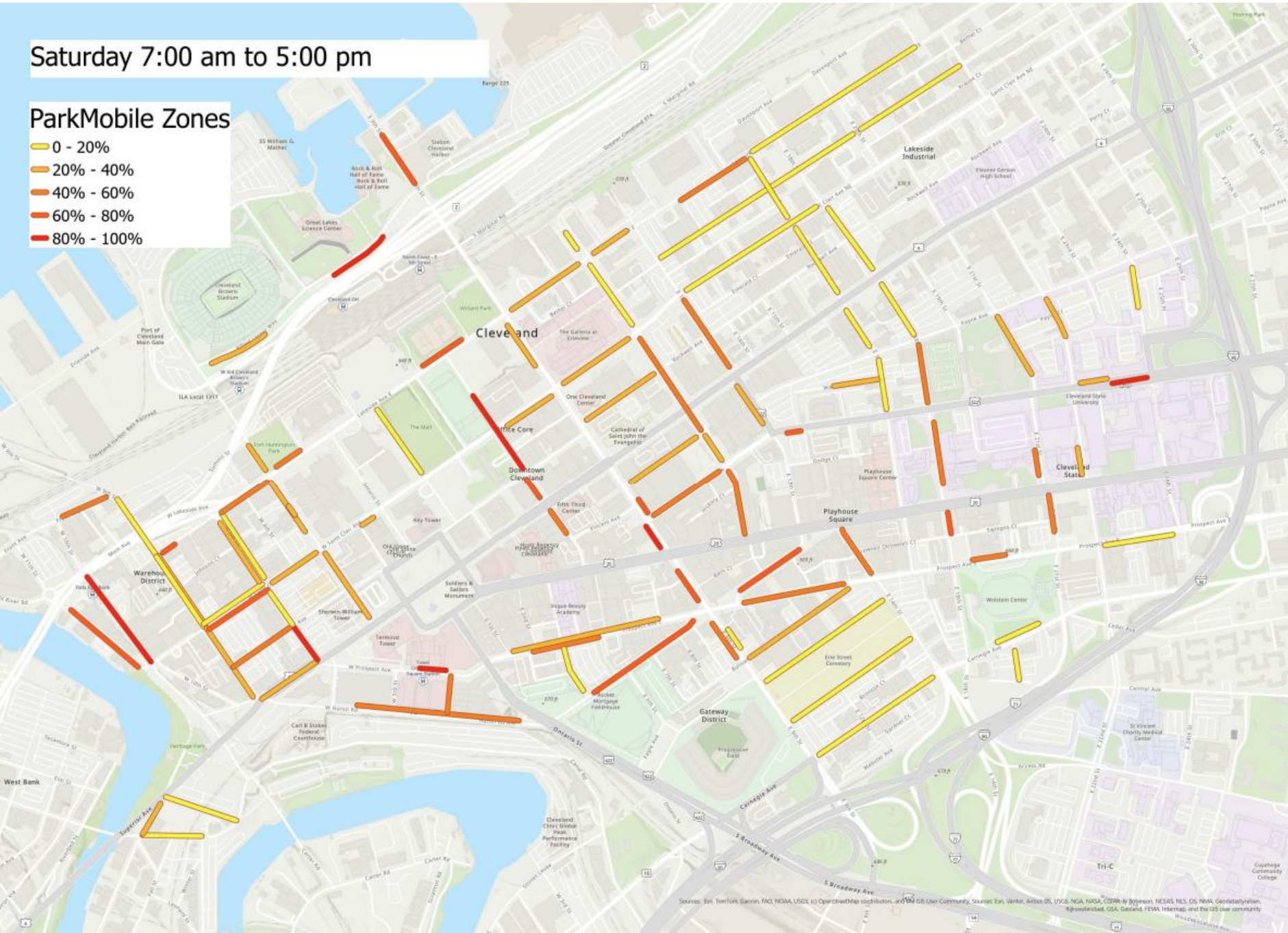
Mon-Fri Day Side

- Showing high demand around CBD and other use-driven areas
- Access, price and session time are key drivers
- Identifying opportunities for more dynamic zones as options for long-term parking

Saturday 7:00 am to 5:00 pm

ParkMobile Zones

- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



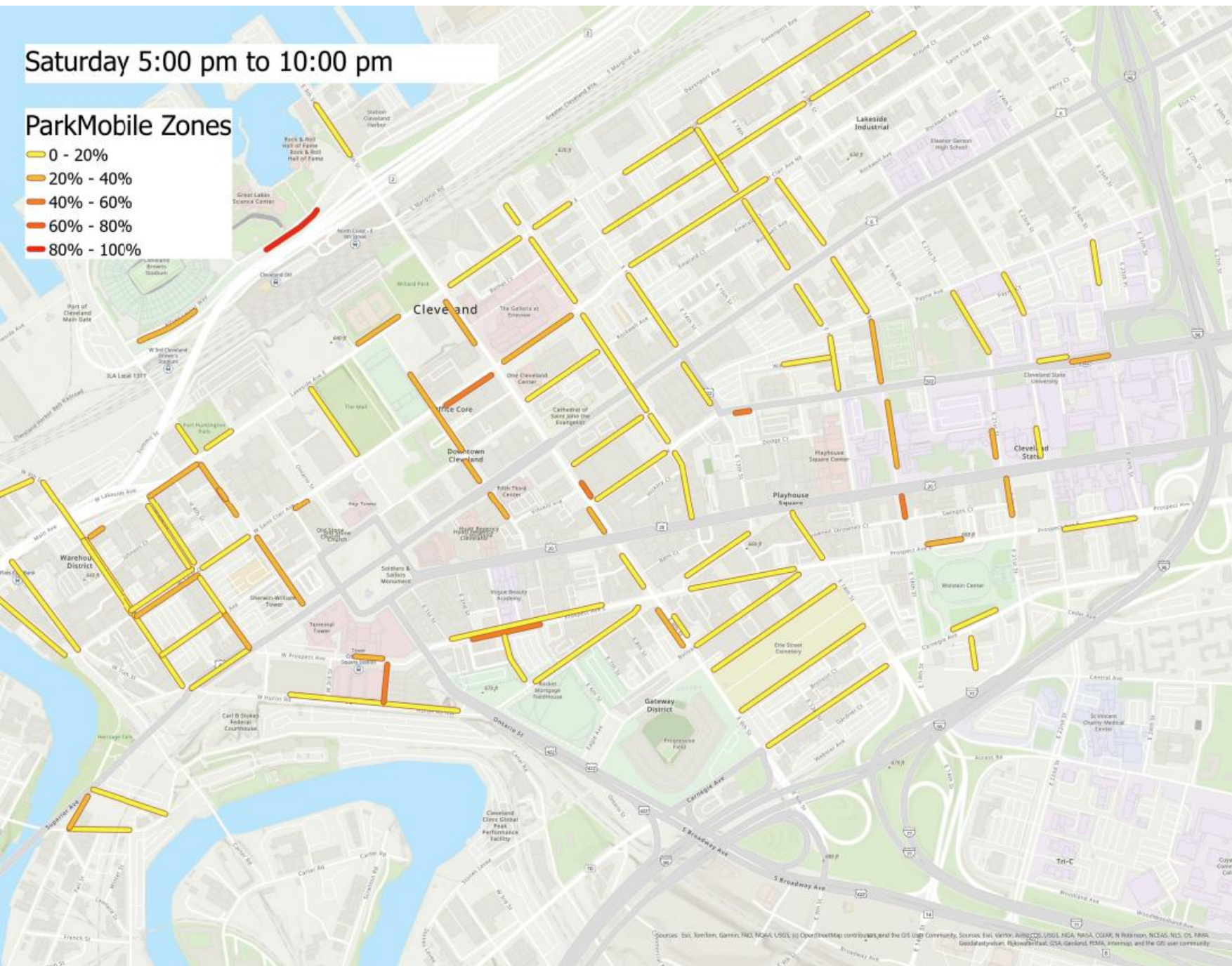
Occupancy Zone by Zone: Downtown Saturday Day Side

- Showing high demand around events / destination areas, hospitality zones
- Access, price and session time are key drivers
- Identifying opportunities for more dynamic zones as options for long-term parking

Saturday 5:00 pm to 10:00 pm

ParkMobile Zones

- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



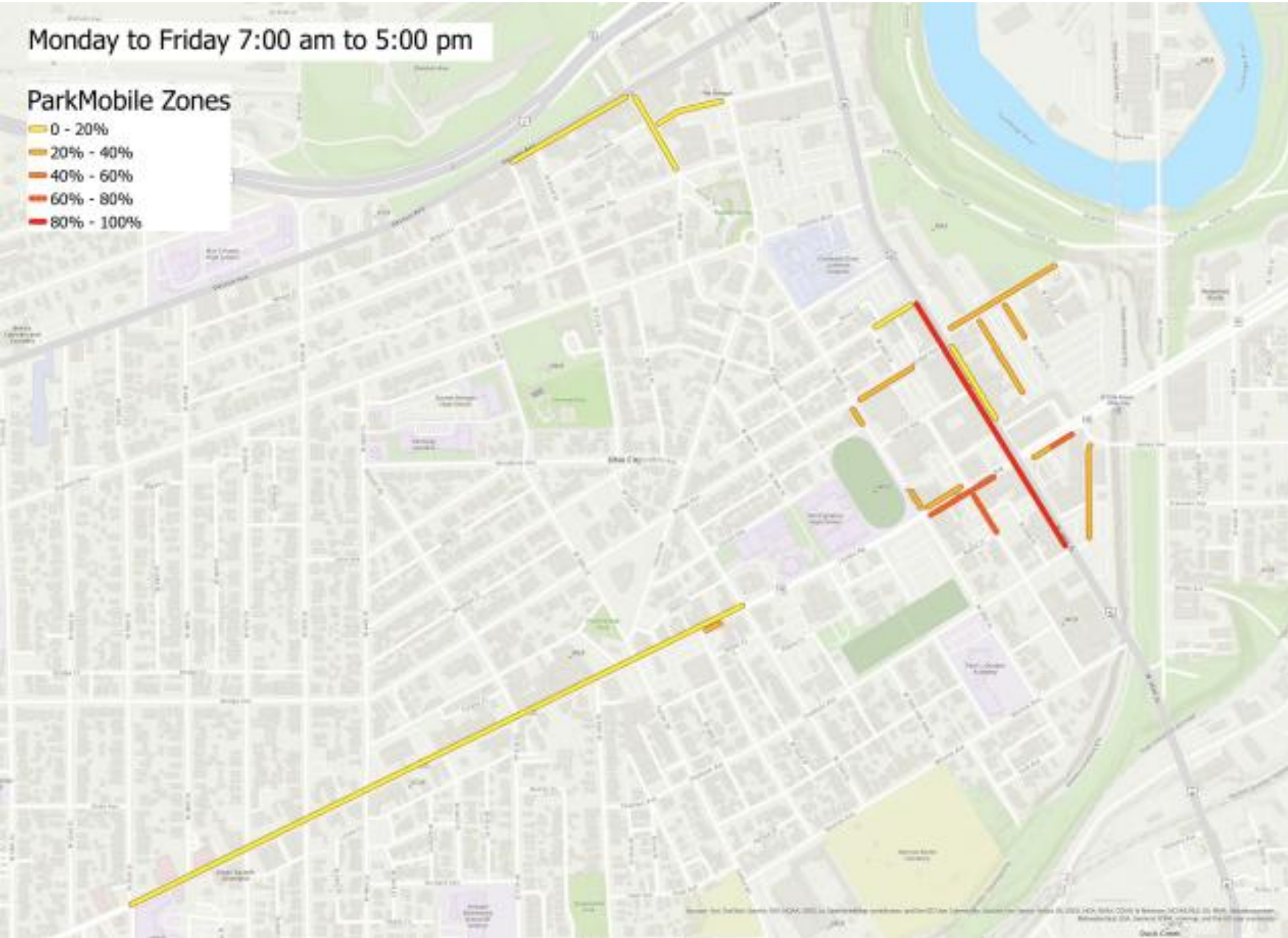
Occupancy Zone by Zone: Downtown Saturday Night Side

- Demand spread out across the entire area
- Significant access, and options available depending on user need
- Identifying opportunities for more dynamic zones as options for long-term parking

Monday to Friday 7:00 am to 5:00 pm

ParkMobile Zones

- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



Occupancy Zone by Zone: Ohio City

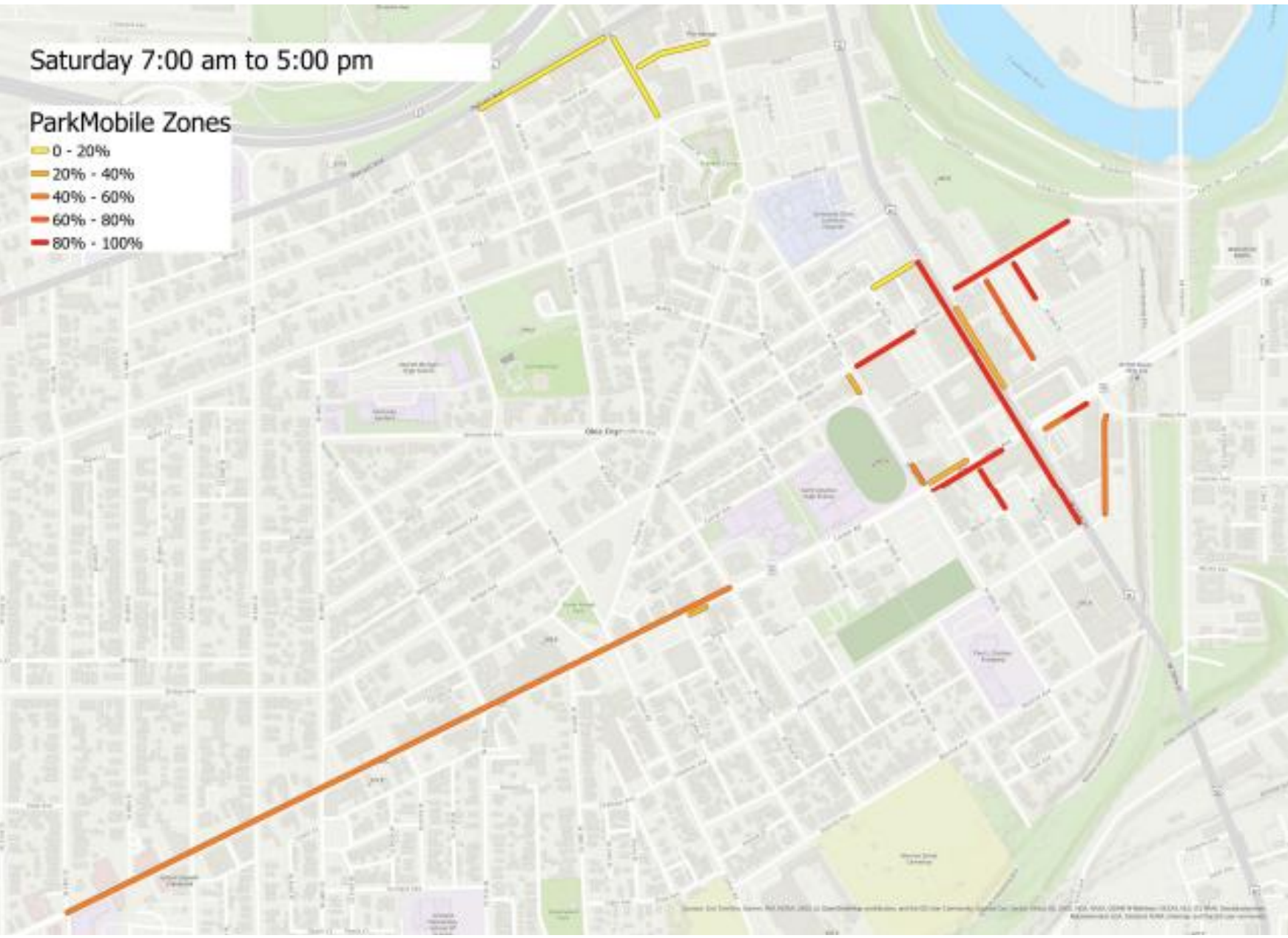
Mon-Fri Day Side

- High-demand in Market District
- Significant access, and options available, including unmetered parking

Saturday 7:00 am to 5:00 pm

ParkMobile Zones

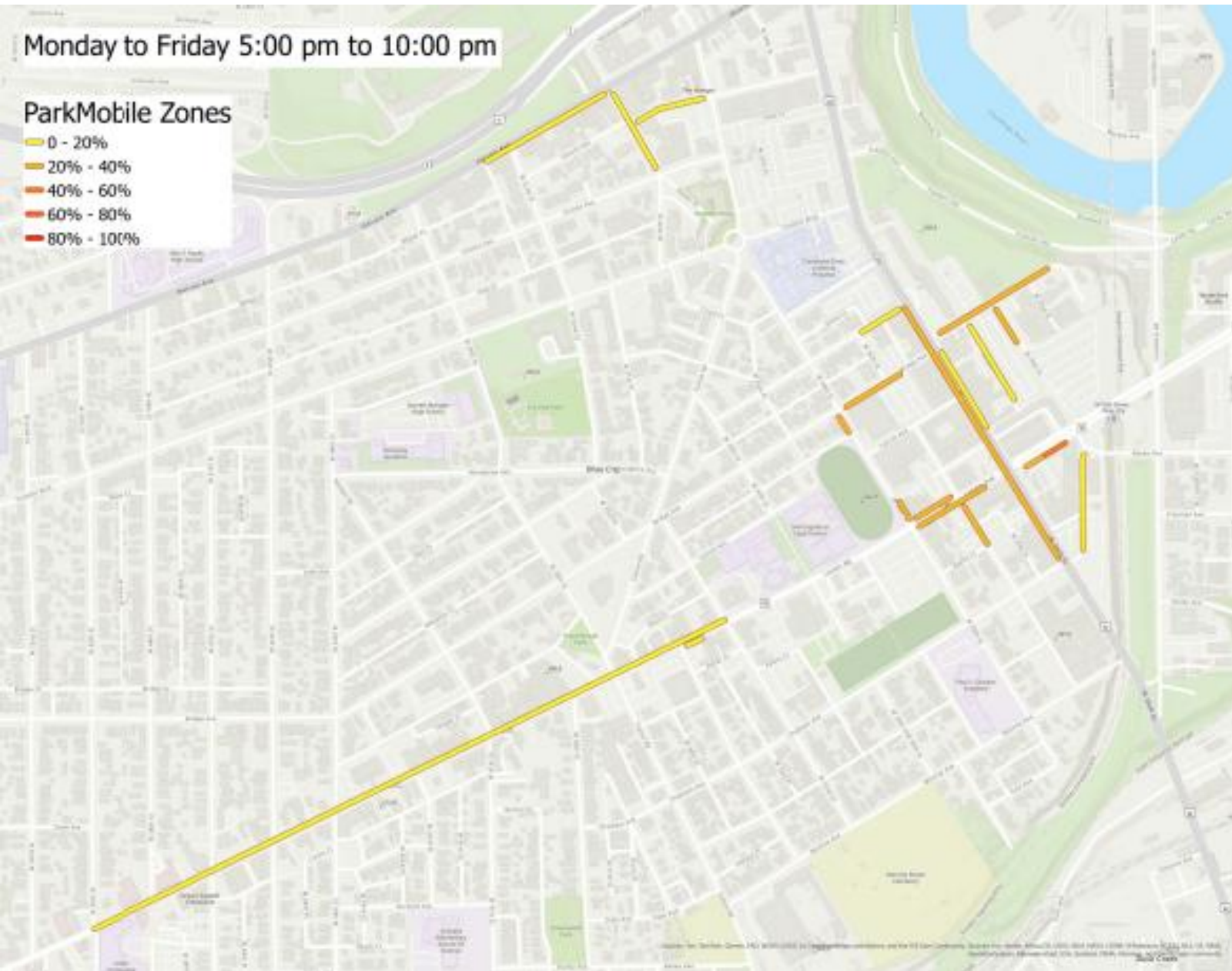
- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



Occupancy Zone by Zone: Ohio City

Saturday Day Side

- High-demand across the area
- Progressive pricing and enforcement creating greater access



Occupancy Zone by

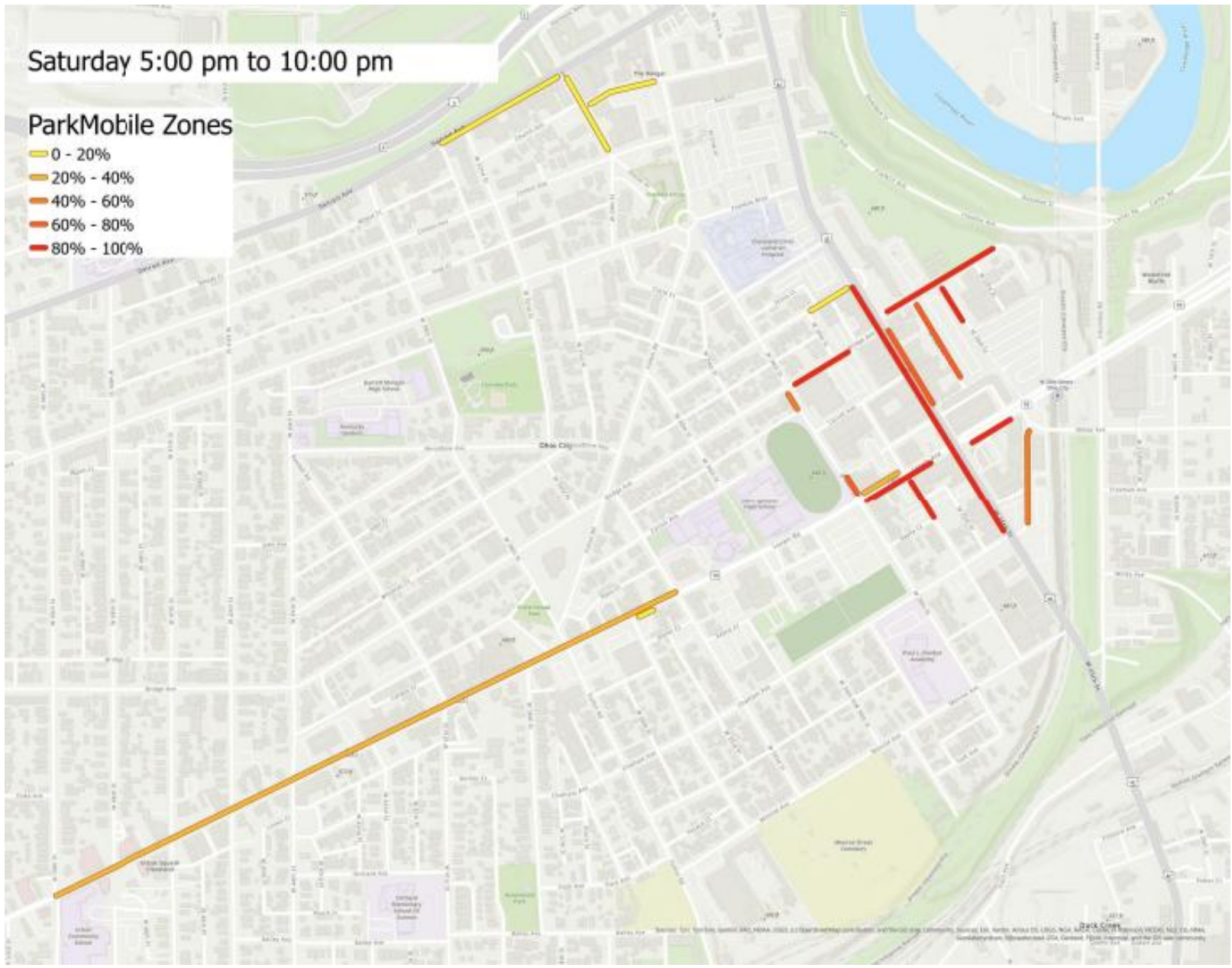
Zone: Ohio City
Mon-Fri Day Side

- Destination driven demand
- Expecting demand to increase due to seasonality
- Good access to key commercial corridors

Saturday 5:00 pm to 10:00 pm

ParkMobile Zones

- 0 - 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- 80% - 100%



Occupancy Zone by Zone: Ohio City Mon-Fri Day Side

- High-demand across the area
- Progressive pricing and enforcement creating greater access

Enhanced On-Street Paid Parking: More Changes & Enhancements Coming

The system was intentionally designed to continue to evolve, meeting changing or emerging needs at a hyper local level.

Demand data, user feedback, and local stakeholder engagement provide the right framework to continue optimizing the system. Issues raised have been addressed quickly and thoughtfully with practical solutions.





Recent & Proposed Data Driven Changes

- █ Removed Metered Parking
- █ Responsive Zones
- █ Progressive Rate

Special Event Signage



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

Thank You – Questions

