**Toledo City Hall**
**Council Chambers**
**206 N Main St. Toledo OR**
**February 11, 2026**
**6:00 pm**

# AGENDA

## CITY OF TOLEDO
## CITY COUNCIL AND PLANNING COMMISSION

## JOINT WORKSESSION AND PARKS MASTER PLAN OPEN HOUSE

**The Planning Commission/City Council will hold an in-person meeting in City Hall Council Chambers.** Participants can also attend the meeting through the Zoom video meeting platform. Email planning@cityoftoledo.org or call 541-336-2247 ext. 2130 to receive the meeting login information. Participants can also visit www.cityoftoledo.org/meetings for meeting details.

## WORKSESSION

1) CALL TO ORDER AND ROLL CALL

2) DISCUSSION ITEMS:
   a. Traffic Calming Presentation
   b. Parks Presentation

3) ADJOURNMENT

**Toledo City Hall**
**Council Chambers**
**206 N Main St. Toledo OR**
**February 11, 2026**
**7:00 pm – 8:00 pm**

## PARKS MASTER PLAN OPEN HOUSE

1. OPEN HOUSE: Parks Master Plan Project
   a. Information and Community Response
      i. Opportunity to provide input and ask Staff questions
   b. Next Steps

* Comments submitted in advance are preferable. Comments may be submitted by phone at 541-336-2247 extension 2130 or by email to planning@cityoftoledo.org. The meeting is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodation for persons with disabilities should be made at least 48 hours in advance of the meeting by calling the Toledo Planning Department at 541-336-2247.

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# Toledo Traffic Calming– Code Update

**Justin Peterson**
*Contract Planner*
jpeterson@ocwcog.org

# Agenda

1 Background

2 What is traffic calming?

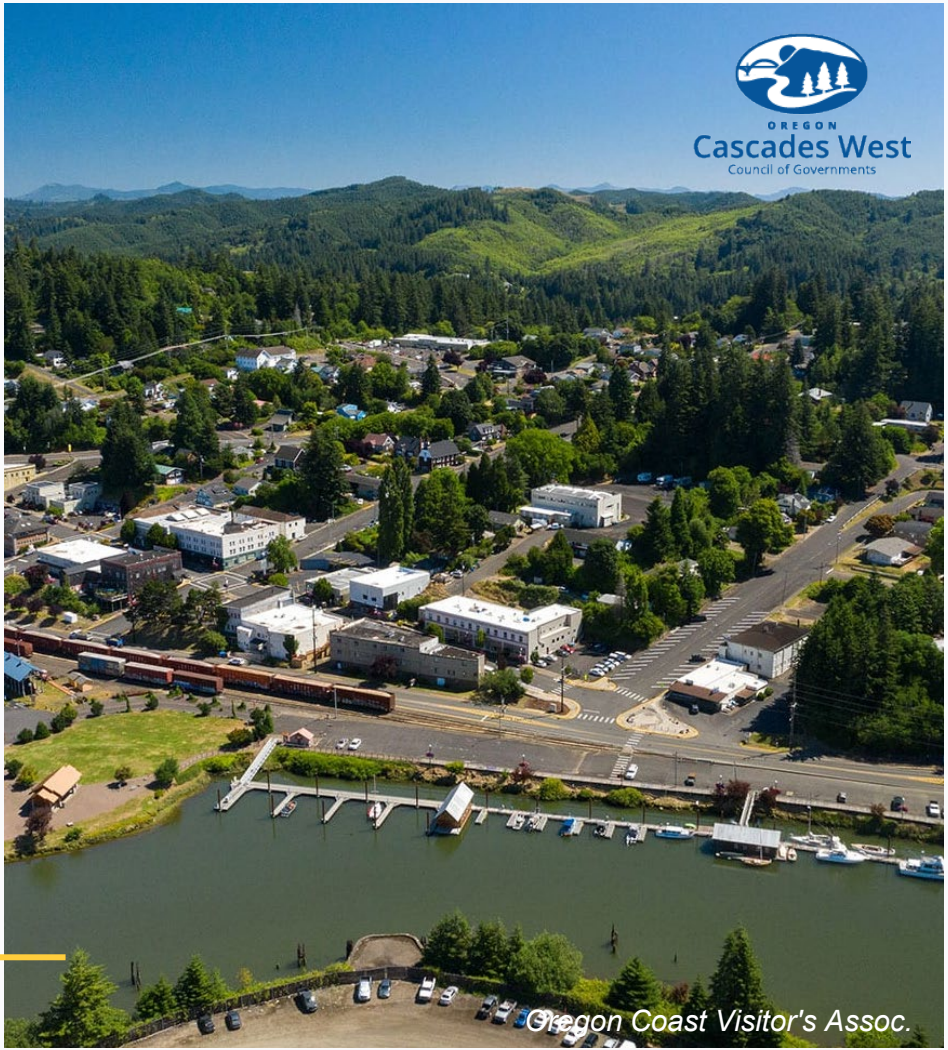
3 Proposed Code

4 Next Steps

5 Questions

# Background

Interim City Manager David Clyne after direction from City Council asked staff to work on a Traffic Calming Ordinance with the Planning Commission. Planning Commission worked on the Ordinance at several meetings in 2025.



Oregon Coast Visitor's Assoc.

# What is Traffic Calming?

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**Traffic calming measures include the use of devices and techniques that reduce traffic volume and speed in neighborhoods while maintaining maximum mobility and access.**

**The proposed Code addresses "Quick Build" measures that can be deployed at relatively low cost.**

**Other measures might be installed through a more detailed, evaluative process.**

## Examples

- Hi-visibility crosswalks
- Curb extensions
- Crossing Islands
- Traffic circles
- Chicanes
- Diverters
- Turn-calming at intersections
- Speed humps
- Speed cushions

# Proposed Code

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**The proposed ordinance establishes a new Chapter in Title 10 of the Toledo Municipal Code. The Code:**

- **establishes new policies for the City regarding traffic calming.**
- **specifies the types of approved traffic calming measures (TCMs)**
- **spells out the criteria for approving traffic calming measures**
- **establishes the procedures for requesting TCMs be installed**
- **provides for evaluation and modification of TCMs**
- **has an appeal process for decisions to install or remove TCMs**

# High Visibility Painted Crosswalks

pedbikeimages.com

- use bold white lines to clearly define pedestrian crossing areas at intersections
- are visible from up to twice the distance of traditional transverse marking
- improving driver awareness of crossing pedestrians

# Curb extensions

pedbikeimages.com

- extend the sidewalk or curb line into the parking lane
- reduce pedestrian crossing distances
- encourages slower vehicle speeds and increases driver attentiveness
- improve pedestrian visibility and reduce exposure time to traffic

# Pedestrian Crossing Islands

pedbikeimages.com

dedicated spaces in the center of roadways that allow people to navigate one direction of traffic at a time

# Mini-roundabouts

pedbikeimages.com

a slightly raised central island that vehicles travel around at reduced speeds

drivers must slow down, yield, and navigate around the center

eliminates dangerous turning collisions by reducing conflict points

# Chicanes

create an “S” shaped path of travel

naturally reduce vehicle speeds

maintain emergency vehicle access

create opportunities for landscaping or stormwater management features

# Diverters

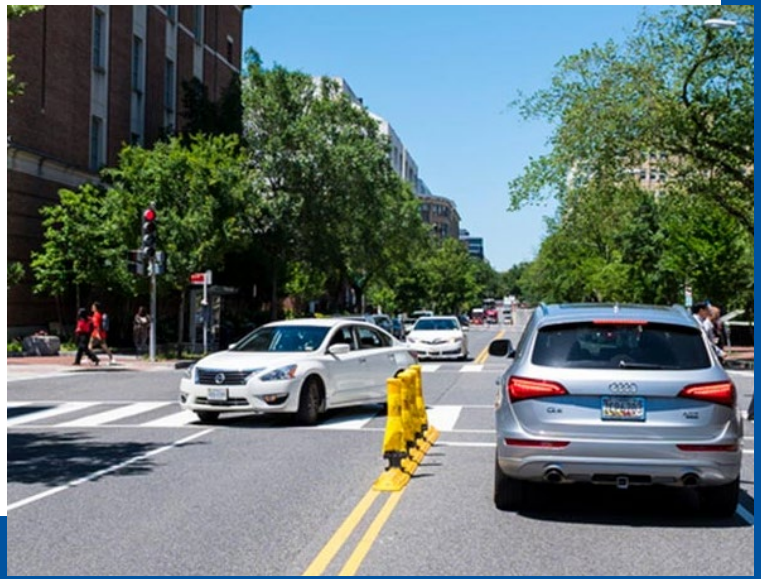

pedbikeimages.com

physical barriers installed at intersections that prevent certain vehicular movements

reduce traffic volumes creating calmer neighborhood environments with fewer conflicts

preserve a connected network for people walking and biking

# Turn-Calming



reduce vehicle turning speeds

improve visibility of people crossing the street

create turning paths that discourage corner-cutting and encourage safer speeds at crosswalks

# Speed Humps


pedbikeimages.com

reduce vehicle speeds by providing a vertical lift area along the course of travel

# Speed Cushions

pedbikeimages.com

provide wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds

typically used on key emergency response routes

allow unimpeded passage by emergency vehicles

# Proposed Code

## Further Provisions

- TCMs may be funded by those proposing their installation
- Six months after installation, Public Works shall evaluate effectiveness
- Planning Commission decision may be appealed to City Council

# Proposed Code

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## Procedure for approval

- request made to Public Works Dept
- PW staff conducts preliminary assessment of eligibility; determines boundary of area to be impacted
- applicant circulates petition, gathering signatures of 51% residents in area or 10 residents within the boundary area
- PW staff conducts traffic study, solicits comments from other agencies
- PW staff completes preliminary design
- Planning Commission holds public hearing; determines whether criteria are met

# Next Steps

Oregon Cascades West Council of Governments

**Public Outreach**

**Public Hearing**

**Adoption by City Council**

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# Questions?

# Connect

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## *We're here to serve you!*

Our team is always here to answer questions about who we are, how to get help, how to get involved, and what's going on in the community. Connect with us in any of the ways below!


jpeterson@ocwcog.org

www.ocwcog.org

www.facebook.com/OCWCOG

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# Thank You

Questions?

*Promoting a thriving region.*

## Chapter 10.30 TRAFFIC CALMING

Sections:



### 10.30.010 Title.

This chapter shall be known as the “neighborhood traffic calming procedure” for the City of Toledo.

### 10.30.020 Purpose.

The purpose of traffic calming is to outline the policy and procedures for guiding the process of evaluating the feasibility of installing traffic calming measures on city streets through the use of devices and techniques that reduce traffic volume and speed in neighborhoods while maintaining maximum mobility and access. Traffic calming attempts to make drivers aware of the fact that they are sharing the space of a street with other users. The traffic calming ordinance provides a procedure to consider, evaluate, implement, and remove traffic calming measures on streets in the City of Toledo.

### 10.30.030 Policy.

(1) To enhance the quality of life and the safety of the city’s residents, the City of Toledo is establishing this traffic calming policy. It is the policy of the City of Toledo that motor vehicles traveling in excess of posted speed limits present a threat to public safety and should be first addressed using the least intrusive methods available that will be effective for a given situation. Enforcement is the preferred method of abatement. Where the necessary level of enforcement is unattainable, engineered measures may be considered. The goals of this program are to:

   (a) Reduce traffic speed to a safe and appropriate limit.

   (b) Encourage community participation.

   (c) Encourage and enhance vehicle, pedestrian, and bicycle systems.

(d) Limit traffic calming to local residential streets (Traffic calming on Collectors may be considered through a Transportation System Plan (TSP) or Capital Improvement Plan (CIP) process outside this Ordinance).

(e) Ensure emergency vehicle access.

(f) Use effective, efficient, economical, and environmentally sound traffic calming solutions.

(g) Obtain multidiscipline input from engineers, planners, police, and fire.

**10.30.040 Definitions.**

(1) The following words, terms, and phrases, as used in this chapter, shall have the meanings respectively ascribed to them in this section, unless the context clearly indicates otherwise:

(a) "85th percentile speed" means the speed, in miles per hour, at or below which 85 percent of the drivers travel on a road segment. Motorists traveling above the 85th percentile speed are considered to be exceeding the safe and reasonable speed for road and traffic conditions.

(b) "Average daily traffic" ("ADT") means the volume of traffic passing a point or segment of a road in both directions, during a period of time, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year.

(c) "Collector" is the street functional classification for streets which provide access and mobility within neighborhoods, and commercial and industrial areas. Collectors gather traffic from local streets and serve as connectors to arterial streets. Collector streets include Business Loop 20, Arcadia Drive, Skyline Road, Sturdevant Road, East Slope Road, Butler Bridge Road, and Yaquina Bay Road.

(d) "Local" is the street functional classification for streets which provide access to residential and other properties within neighborhoods and are not considered thoroughfares or serve major traffic generators.

(e) "Principal arterial" is the street functional classification for streets which carry the highest volumes of through traffic, provide mobility within the community, and provide continuity for intercity traffic through the urban area. US 20 is the only principal arterial in Toledo.

(f) "Quick-build project" is a traffic calming measure that can be implemented in a short period of time using temporary or removable materials that can be adjusted based on performance, that maintains basic roadway operations while improving safety and delivers safety improvements quickly while longer-term durable solutions are studied, designed and implemented.

(g) "Residents" are defined as the person or person(s) living at a residence. This includes owners or renters. Each residence may have only one signer on a petition. For example, if 10 dwelling units are in the boundary area, six (6) residents will need to sign the petition.

(h) “Speed hump” means a rounded raised area built across a road as a traffic calming measure intended to slow traffic speeds on low volume, low speed roads.

(i) “Street functional classification” is a street’s operational and design characteristics such as pavement width, right-of-way requirements, driveway access spacing requirements, and appropriate type of pedestrian and bicycle facilities. Functional classification of streets is determined by the City of Toledo Transportation System Plan.

(j) “Traffic calming” is the deliberate slowing of traffic on a street by installing speed humps or other obstructions referred to as “traffic calming devices.”

(k) “Traffic calming device” means an element of a traffic calming plan selected from among those devices authorized herein for use within the city.

(l) “Traffic calming study” means an appraisal of traffic conditions in the development of a plan for installing one or more traffic calming devices on a city street.

**10.30.050 Traffic Calming Measures**

(1) Traffic calming measures may only be applied on a street that is classified as a local street in the current City of Toledo Transportation System Plan. Traffic calming measures shall not be considered for use on collector, principal arterial, or commercial streets because of their potentially severe safety consequences on traffic, emergency services, and other service delivery activities. Traffic calming on Collectors may be considered through a Transportation System Plan (TSP) or Capital Improvement Plan (CIP) process outside this Ordinance

(2) Traffic Investigation. Upon a request for the installation of a traffic calming measure, the Public Works Department shall carry out a traffic investigation upon the street segment for which the request has been received. The investigation shall result in a speed distribution study and calculation of the average daily traffic for the street segment. To be approved, the traffic investigation must show the following factors have been met.

(a) The 85th percentile speed must be at least five miles per hour over the posted speed limit or

(b) More than 50 percent of the vehicles traveling on the street must be traveling at or above the posted speed limit or

(c) The city has evidence of dangerous traffic behavior (e.g. accidents, speeding tickets documentation, or other satisfactory evidence) and

(d) Street must have a posted speed limit of 30 miles per hour or less and

(e) The average daily traffic (ADT) volume must be at least 100 vehicles per day and a maximum of 2,500 vehicles per day and

(f) The street grade must be less than eight percent and

(g) The street must have no more than one travel lane in each direction.

(3) The City of Toledo has approved of the following traffic calming measures as quick build projects.

(a) High visibility painted crosswalks. High visibility crosswalks use bold white lines to clearly define pedestrian crossing areas at intersections and midblock locations. High visibility designs use enhanced marking patterns—including continental, zebra, and ladder designs—that are visible from up to twice the distance of traditional transverse markings, providing greater contrast and improving driver awareness of crossing pedestrians. High visibility crosswalks create a safer environment by increasing driver yielding behavior, and establishing clear right-of-way for vulnerable road users.

(b) Painted curb and/or vertically delineated extensions. Curb extensions, also known as bulb-outs or neckdowns, extend the sidewalk or curb line into the parking lane to reduce pedestrian crossing distances. This treatment encourages slower vehicle speeds and increases driver attentiveness by narrowing the roadway. Curb extensions create a safer environment for pedestrians by providing a larger buffer between the sidewalk and vehicles, improving visibility and reducing exposure time to traffic.

(c) Pedestrian crossing islands. Pedestrian crossing islands, also known as refuge islands, median refuges, or pedestrian safety islands, are dedicated spaces in the center of roadways that allow people to navigate one direction of traffic at a time.

(d) Traffic circles. Paint and post traffic circles replace typical intersections with a central island that vehicles travel around at reduced speeds. Circular intersections have a few variations for different contexts; full roundabouts have multiple lanes and splitter islands, mini-roundabouts feature a slightly raised center island, and neighborhood traffic circles are simpler with just a small central island. Drivers must slow down, yield, and navigate around the center – eliminating dangerous turning collisions by reducing conflict points. The allowed traffic calming option is a mini-roundabout not a full roundabout.

(e) Chicanes. Chicanes are a traffic calming measures that create an “S” shaped path of travel along the street by alternating curb extensions or lane shifts. They typically include offset curb extensions, islands, or parking that require drivers to navigate a curved path of 45-degree bends. This design naturally reduces vehicle speeds without requiring vertical deflection elements, while maintaining emergency vehicle access and creating opportunities for landscaping or stormwater management features.

(f) Diverters. Diverters are physical barriers installed at intersections that prevent certain vehicular movements while maintaining bicycle and pedestrian access. They typically consist of diagonal islands and partial closures, strategically placed to redirect through traffic to designated corridors. Diverters significantly reduce traffic volumes creating calmer neighborhood environments with fewer conflicts, while preserving a connected network for people walking and biking.

(g) Turn-calming at intersections. Turn-calming treatments reduce vehicle turning speeds and improve visibility of people crossing the street. They create turning paths that discourage corner-cutting and encourage safer speeds at crosswalks.

(h) Speed humps. Speed humps reduce vehicle speeds by providing a vertical lift area along the course of travel.

(i) Speed cushions. Similar to speed humps, speed cushions provide wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with a longitudinal gap provided to allow wide wheelbase vehicles to avoid going over the hump.

**10.30.060 Criteria for placement of traffic calming devices.**

(1) For the purposes of the traffic calming program, a traffic calming measure may be warranted if the following conditions are met:

(a) The traffic calming device will not result in the need for widening other roadways, for additional storm drain measures, cause delays in emergency response time, or cause drivers to seek other routes to bypass the traffic calming measure as determined by the public works department.

(b) Street must have adequate sight distances to safely accommodate the speed hump as determined by the public works department.

(c) The street must be at least 500 feet in length, uninterrupted by stop signs, yield signs, or signal controls.

(d) The traffic calming device shall not be installed on sharp curves or curves exceeding a horizonal curve radius of 300 feet.

(e) The traffic calming device will not be installed closer than 200 feet from an unsignalized intersection and 250 feet from a signalized intersection. Note that some traffic calming devices are meant to be installed at intersections and are except from this subsection.

(f) The traffic calming device shall not impede access to driveways.

(g) The traffic calming device shall not be installed on cul-de-sacs or no-outlet streets less than 500 feet in length.

(h) The traffic calming device shall not impede access to a fire hydrant.

(i) The traffic calming device shall not cover, adversely impact access to, or the function of manholes, catch basins, water valves, or street monumentation.

(j) Traffic calming devices must conform to Americans with Disabilities Act (ADA) standards where required.

**10.30.070 Traffic calming request procedures.**

(1) A person(s) interested in pursuing the installation of a traffic calming device on a street shall submit a traffic calming request to the public works department with the appropriate fees. Fees associated with all traffic calming requests shall be set by resolution of the city council. The Public Works Director may initiate the installation of a traffic calming device.

(2) Public works staff will make a preliminary assessment to determine if the requested location is on an eligible road. If the location is on an eligible road, public works staff will determine an appropriate boundary area to circulate a neighborhood traffic calming support petition.

The boundary area will be determined based upon the density of the lots and the roadway use.

(3) Applicant shall circulate a neighborhood traffic calming support petition in the area determined by the public works department and shall provide documented evidence of community support for the installation of traffic calming devices. Petition must document a minimum of 51 percent of the residents or 10 residents within the boundary area in support of the installation of traffic calming measures.

(4) After the applicant provides required community support for traffic calming measures as required, public works staff shall conduct a traffic study to determine if the street meets the requirements for traffic calming based on the criteria set forth in TMC 10.30.060. Speed study shall be conducted for a minimum of 14 days.

(5) If the street meets all criteria for traffic calming, additional approval of the following agencies in support of the traffic calming measure is required, including the public works department, planning department, police department, and fire department.

(6) After the community engagement process has been completed, residential approval thresholds are met, and traffic calming funds have been received by the city, the public works shall complete a full engineering study of the site and develop a preliminary design proposal for the requested traffic calming device.

(7) A public hearing shall be held by the Planning Commission prior to installation of the traffic calming device to present the preliminary design to interested residents. Notice of the public hearing shall be mailed to residents of the same petition area described in 10.30.070(2), posted on the City's website, and posted at City Hall. Following the public hearing, the Planning Commission shall make findings of fact and determine whether the criteria of Section 10.30.060 have or will be met.

**10.30.080 Funding for traffic calming measures.**

(1) A street which qualifies for traffic calming may be funded by the city, when such funds become available, by an individual, or by a group of individuals.

(2) The individual or group of individuals funding a traffic calming device must enter into a memorandum of understanding (MOU) with the City of Toledo, wherein they agree to pay for all costs associated with the installation of the traffic calming device on the street, including design, permits, construction, inspection, and administrative fees.

(3) After an MOU is executed, payment shall be made to the City of Toledo.

(4) Payment for speed humps does not relieve applicant from the requirement of obtaining community support in favor of the installation of traffic calming measures as required by Section 10.30.070(3), or from any other criterion set forth in this chapter.

**10.30.090 Installation of traffic calming devices.**

(1) The installation of traffic calming devices shall be scheduled by the public works department upon approval by the city council and receipt of funds for the work.

(2) Completion of the installation of traffic calming devices shall be subject to work crew schedules, purchasing constraints, and appropriate weather conditions.

(3) Installation shall be done in compliance with the Toledo Public Works Manual and/or the Institute of Transportation Engineers (ITE) Manual.

**10.30.100 Evaluation, modification, and removal.**

(1) Public Works staff shall evaluate traffic calming measures six months after installation to evaluate for effectiveness. Traffic data shall be collected and compared to the previously collected "before" data. The comparison will evaluate the measures to determine if corrective measures or other actions are needed.

(2) With the approval of planning commission, traffic calming devices may be removed or altered at any time for the following reasons:

(a) Emergency response is significantly impacted.

(b) Traffic count for the street exceeds 2,500 vehicles per day.

(c) The city's Public Works Director determines that it is in the best interest of public safety.

(3) Residents within the traffic calming area may request removal of the traffic calming device only after the measures have been in place for two years by submitting a petition to the city. The petition shall request removal of the traffic calming device, acknowledge that the residents shall pay for the removal, and include the signatures of at least 51 percent of the residents within the calming area. Upon receipt of the petition, the city will assess the property owners within the traffic calming area for the costs and then remove the traffic calming device.

**10.30.110 Appeal of Planning Commission Decision.**

(1) Any person who participated in the public hearing before the Planning Commission may appeal the Planning Commission's decision regarding installation or removal of a traffic calming device to the City Council by filing a written request within 14 days of the Planning Commission's decision.

(2) A written request for an appeal shall be submitted to the City Manager by paper or electronic mail. Upon receipt of appeal, the City Manager shall schedule a public hearing no later than 30 days following receipt of the request.

(3) Notice of the City Council public hearing shall be provided in the same manner as in Section 10.30.070(7).

(4) Following the public hearing, the City Council shall make findings of fact and determine whether the criteria of Section 10.30.060 or 10.30.100(2), as appropriate, have or will be met.

# CITY OF TOLEDO
# PARKS AND RECREATION MASTER PLAN
# SURVEY REPORT


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TOLEDO
WELCOMES YOU

# INTRODUCTION

- The purpose of this survey was to gather resident feedback on Parks & Recreation needs to inform future planning.
- Survey results are intended to support the City's Parks & Recreation Master Plan & reflect community priorities.

# SURVEY METHOD

- The survey was available online through Microsoft Forms, with the survey link shared on the City's website, social media platforms, and printed outreach materials.

- Paper copies of the survey were also made available at City Hall and the Public Library.

**199 Online Responses**

**7 Hard Copy Responses**

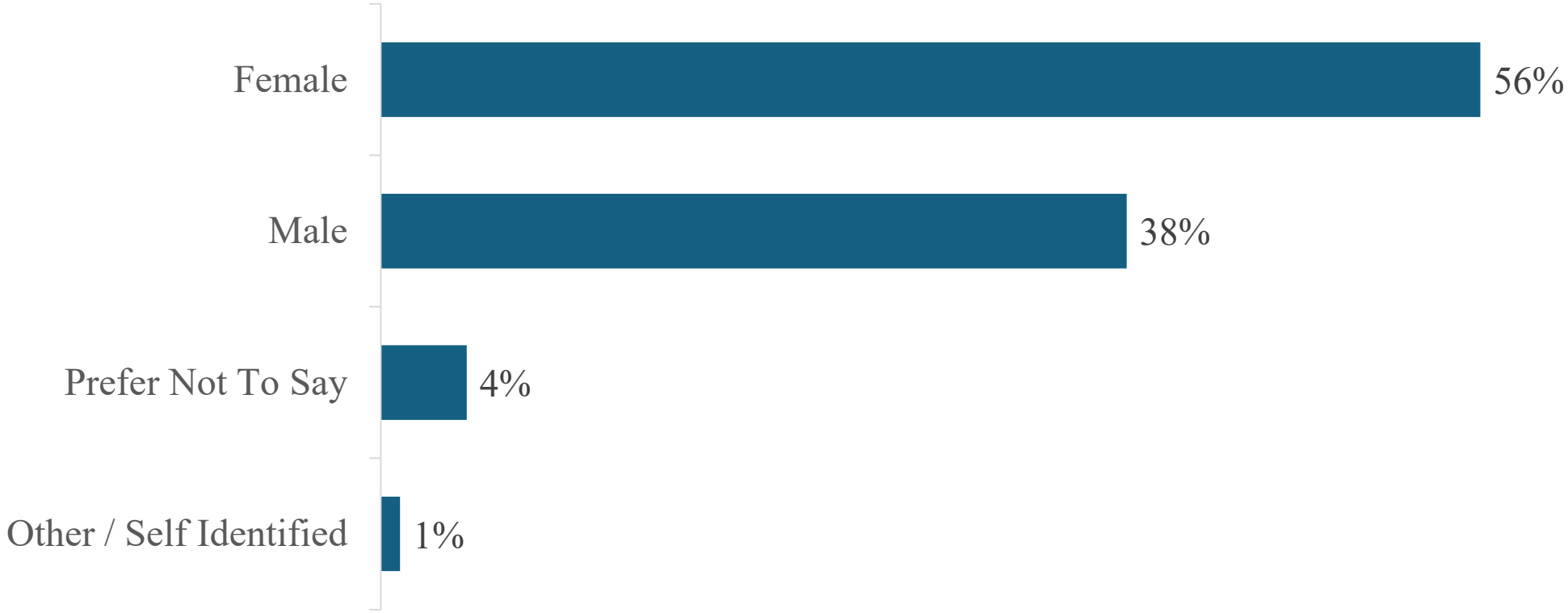
**206**

Total Surveys Completed

# DEMOGRAPHICS – SURVEY RESPONDENTS

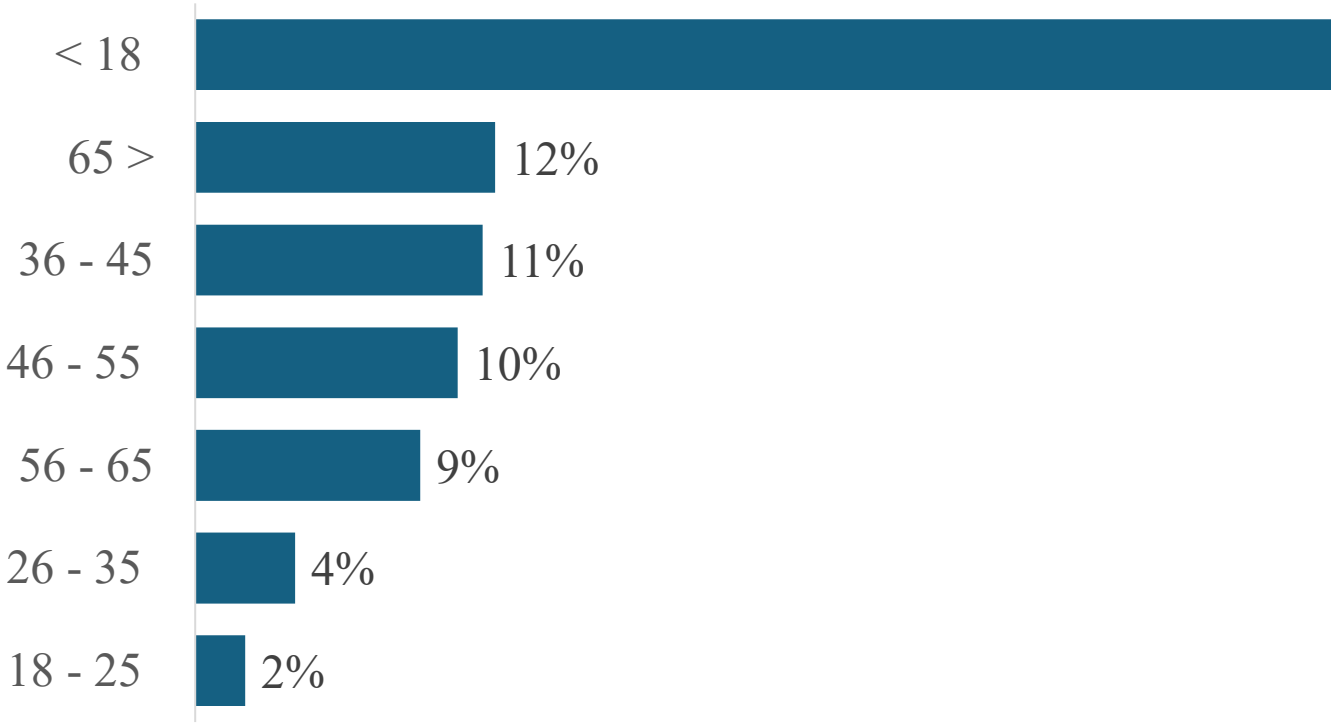
# Gender

Please indicate the gender with which you identify:



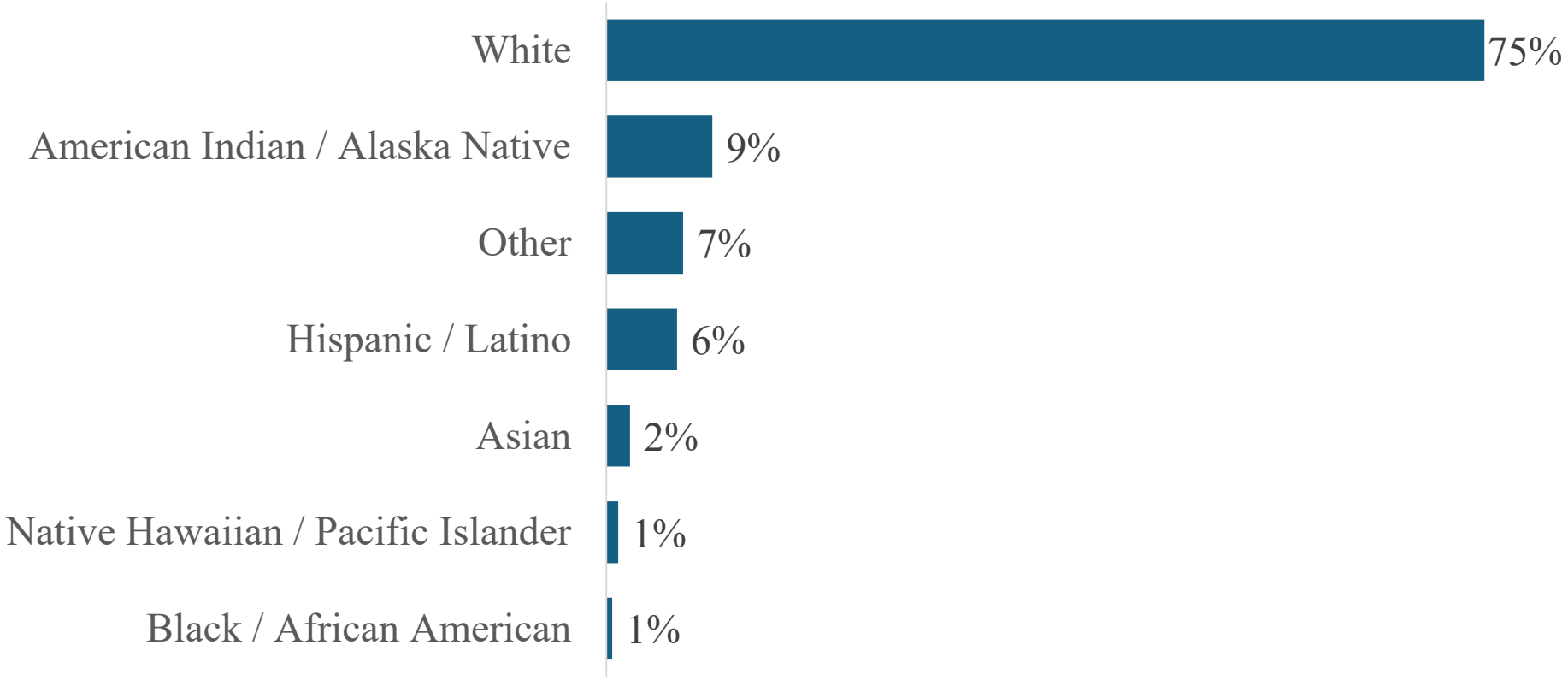
# Age

How old are you?



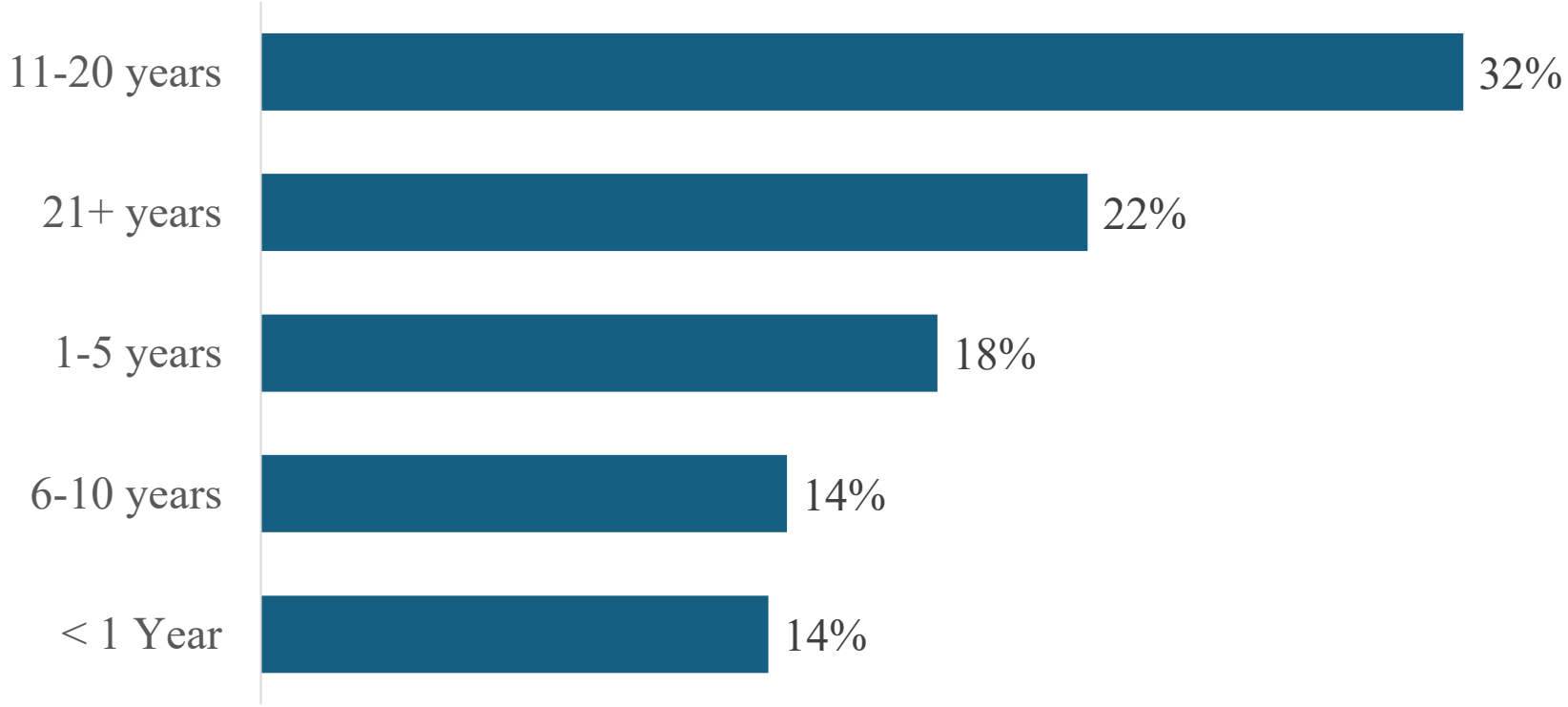
# Ethnicity & Race

What is your race or ethnicity?



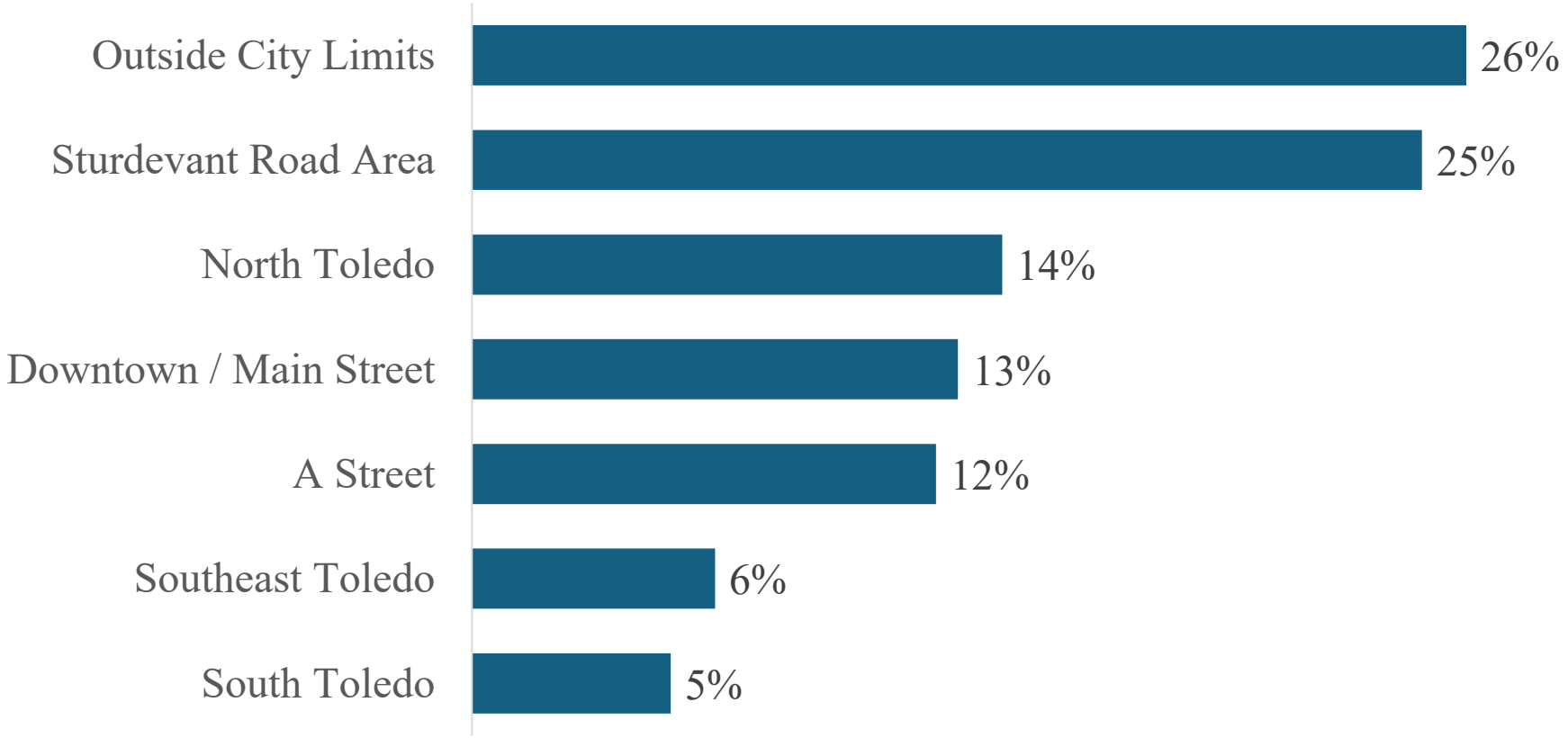
# Length of  Time in Toledo

Respondents represent a mix of newer and long-term residents, with an estimated average length of residence of approximately 12.2 years.



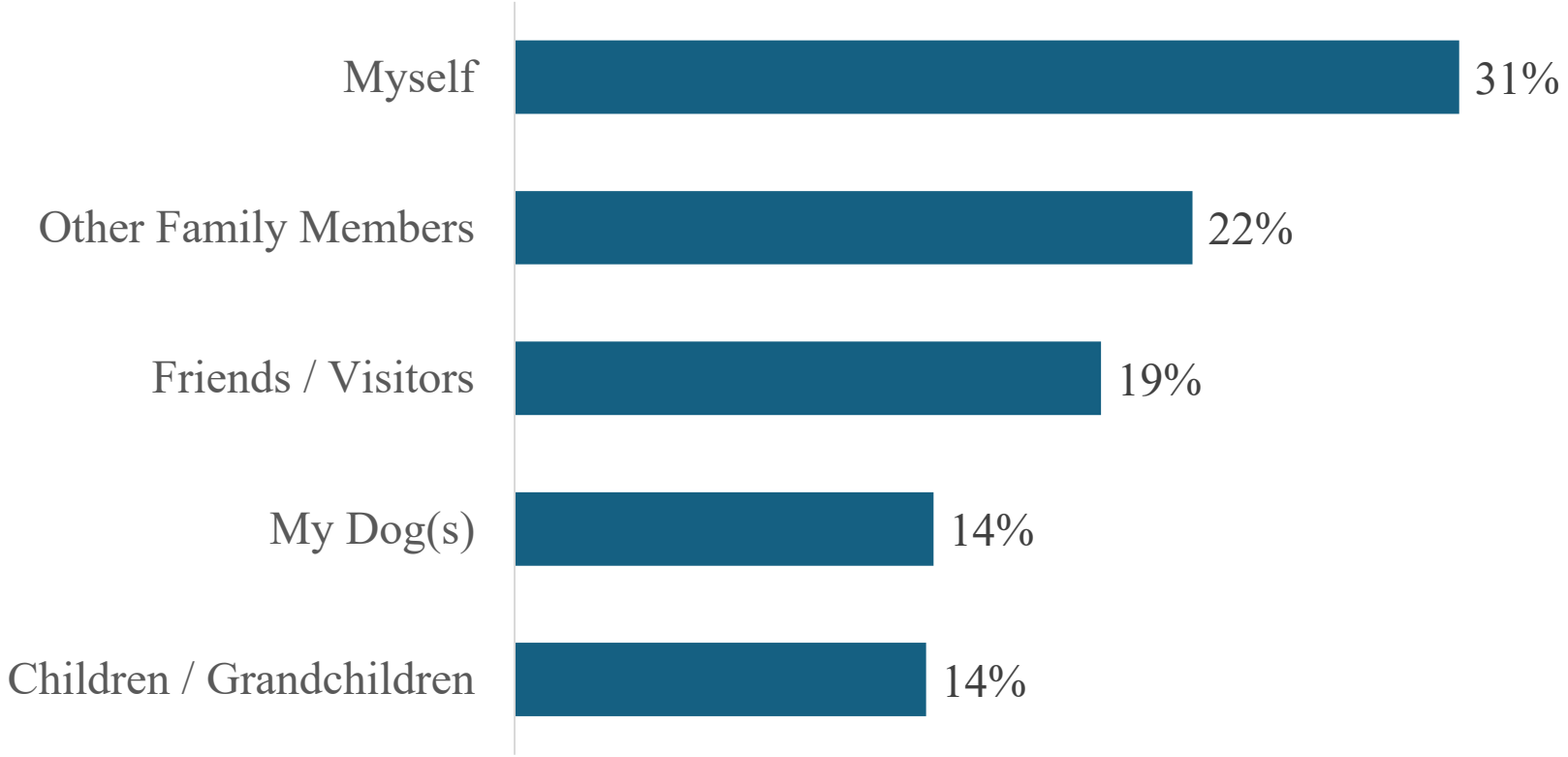
# Location in Toledo

Responses were received from all areas of Toledo, with a slightly higher share of respondents living outside city limits and in the Sturdevant Road area.



# Household Usage

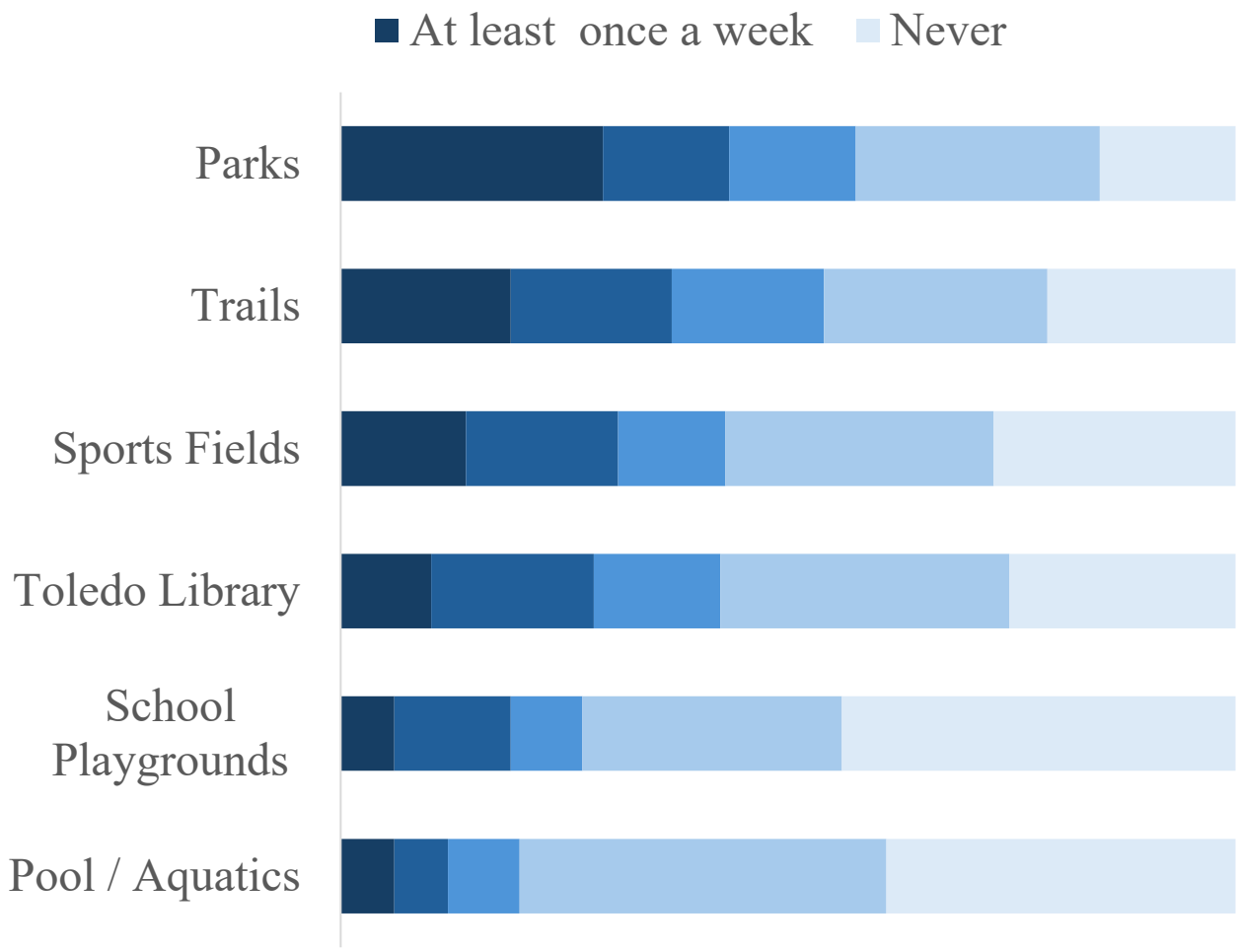
Parks are most used by respondents themselves, with additional use by other household members and visitors.



# CURRENT USAGE

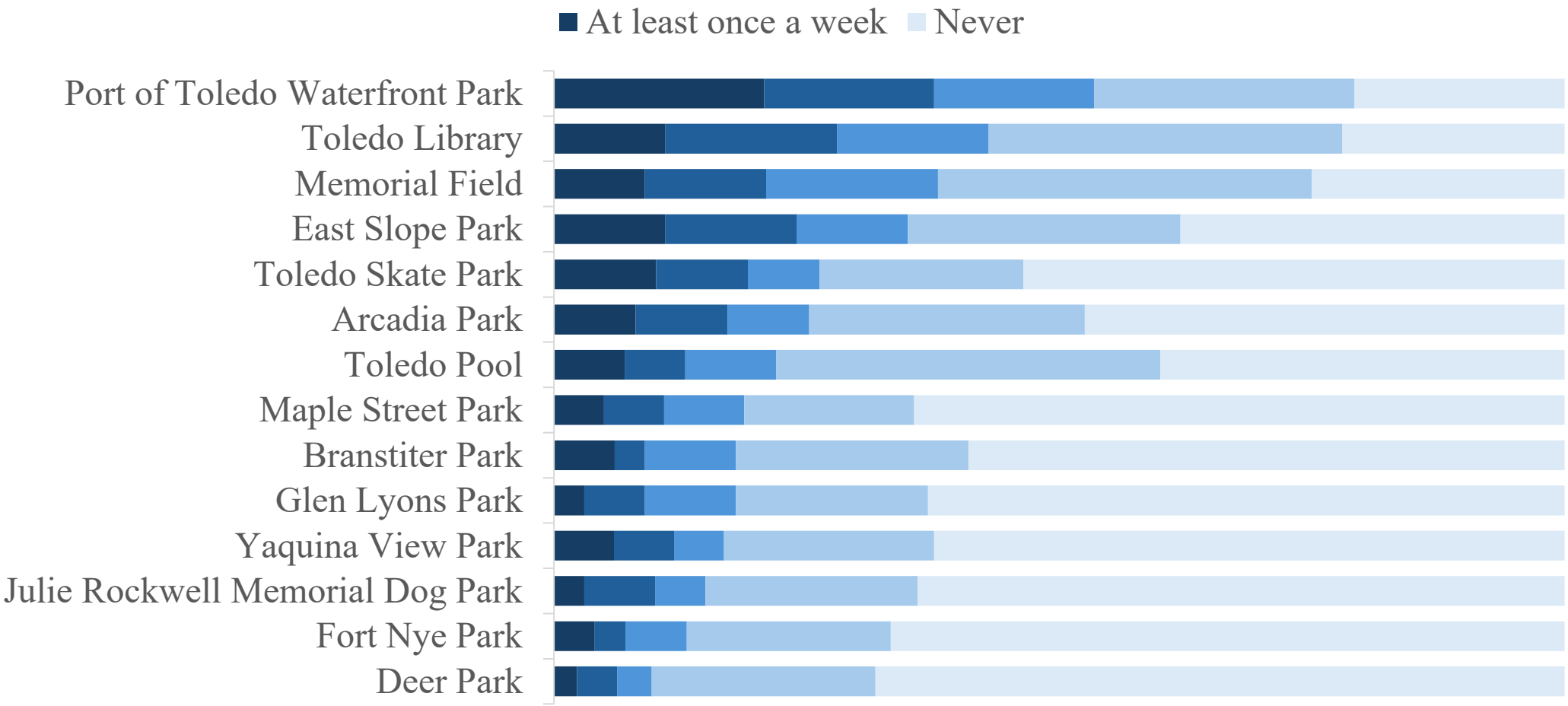
# Frequency of Use

- Parks and trails are the most frequently used facilities, with many respondents reporting use at least monthly.
- Sports fields and the Toledo Library see moderate use, while pools/aquatics and school playgrounds are used less frequently.
- A notable share of respondents report infrequent or no use of certain facilities, suggesting opportunities to improve access, awareness, or programming.



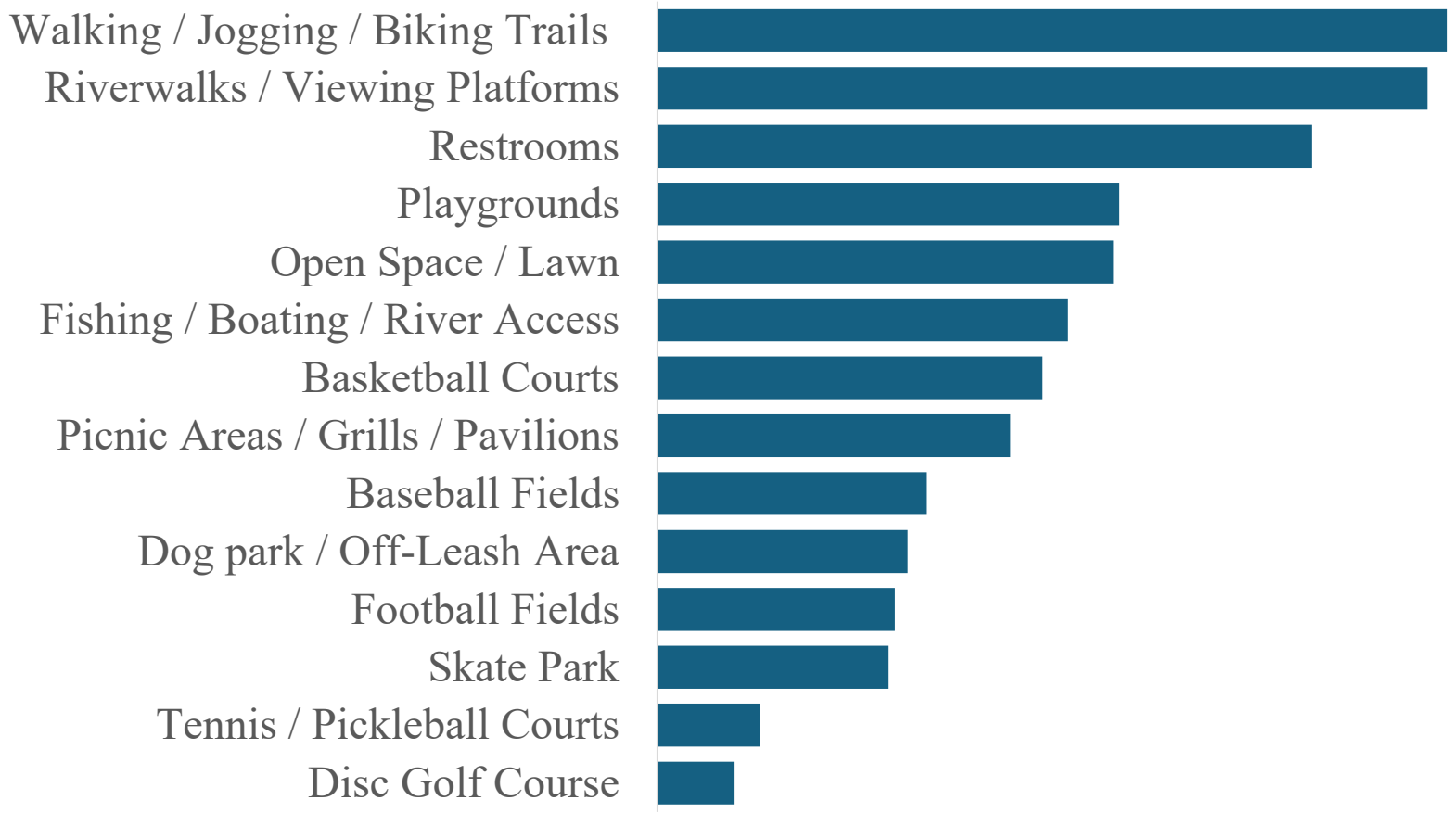
# Frequency of Use by Park

Usage varies across individual parks, with the Port of Toledo Waterfront Park and Toledo Library showing higher levels of regular use compared to neighborhood parks, where infrequent or no use is more common.



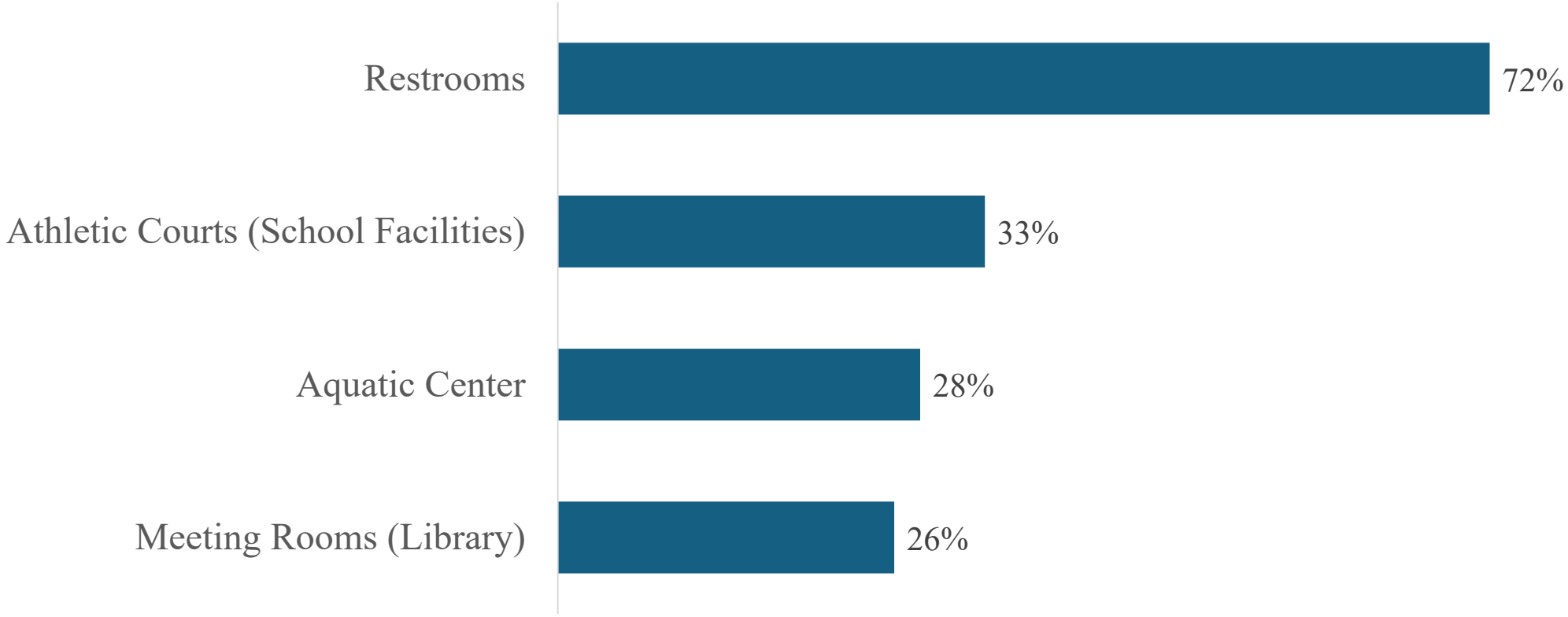
# Amenity Use - Outdoor

Walking and biking trails, riverwalks/viewing platforms, and restrooms are the most used outdoor amenities among respondents.



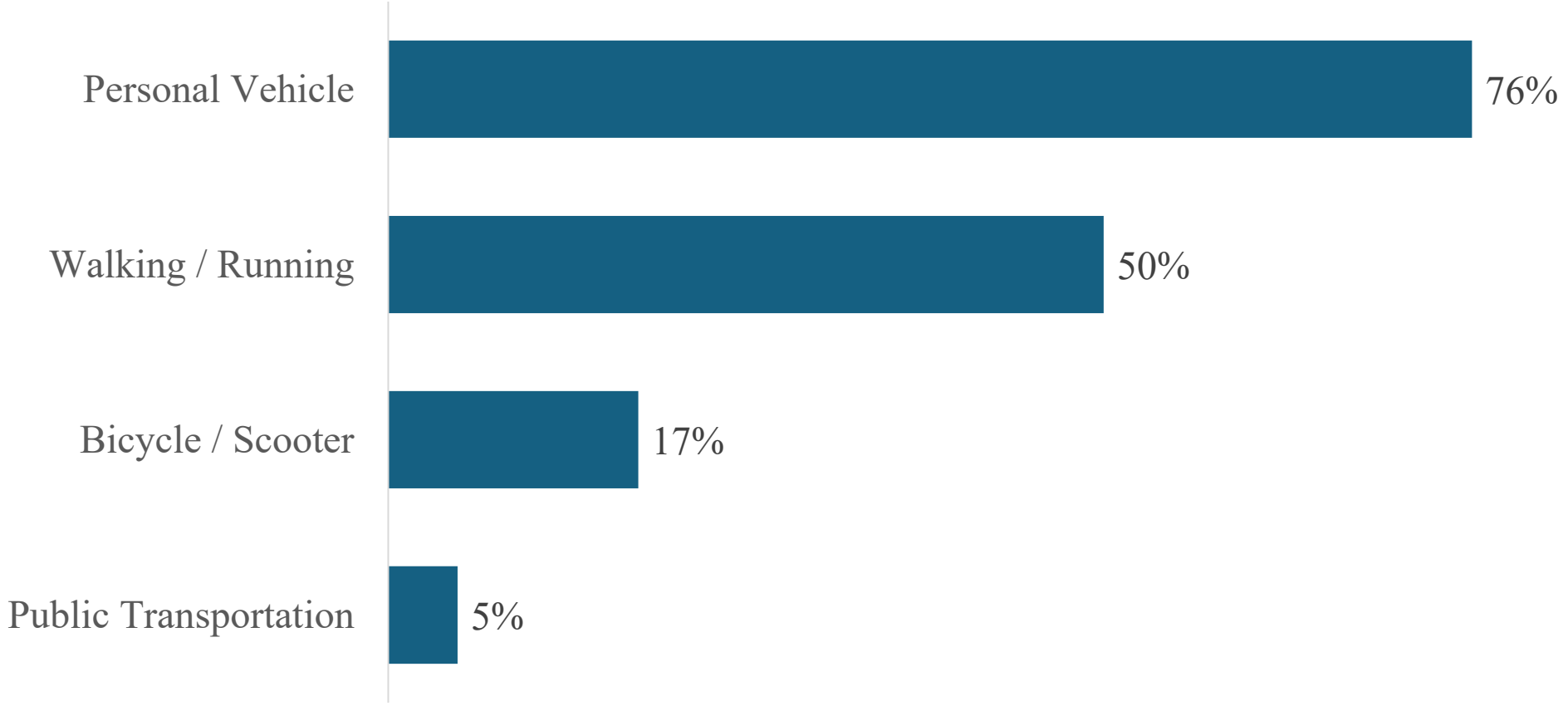
# Amenity Use - Indoor

Indoor amenities are used by fewer respondents overall, with restrooms being the most used indoor facility.
Other indoor amenities, such as athletic courts, aquatic facilities, and meeting rooms, are used by a much smaller share of respondents.



# Transportation

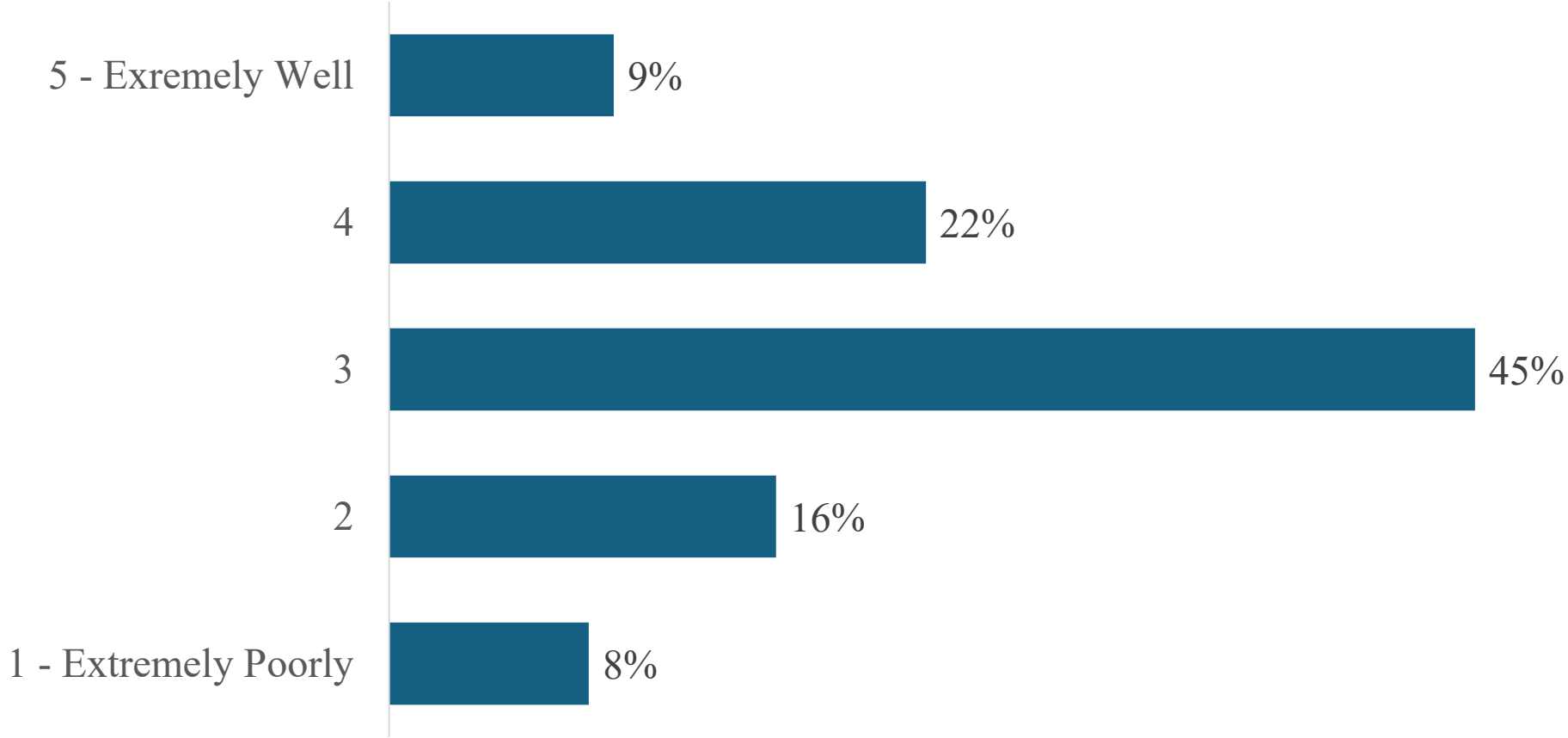
Travel to parks is primarily vehicle-based, with walking and biking serving as important secondary modes for many respondents.



# CURRENT CONDITIONS

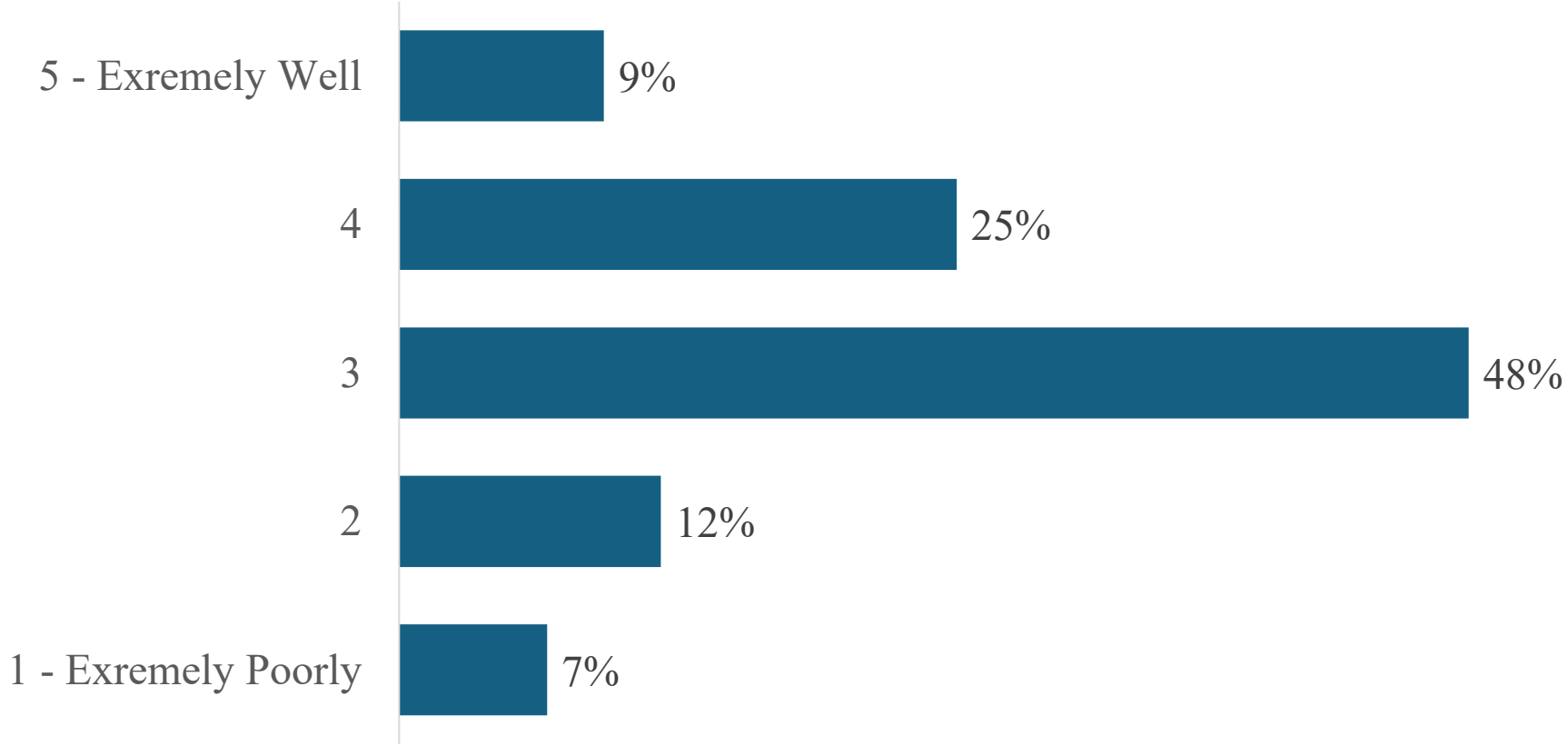
# Overall Satisfaction

Satisfaction with Toledo's parks and recreation offerings is generally moderate, with most responses clustered around the middle of the five-point scale and an average rating of 3.1.



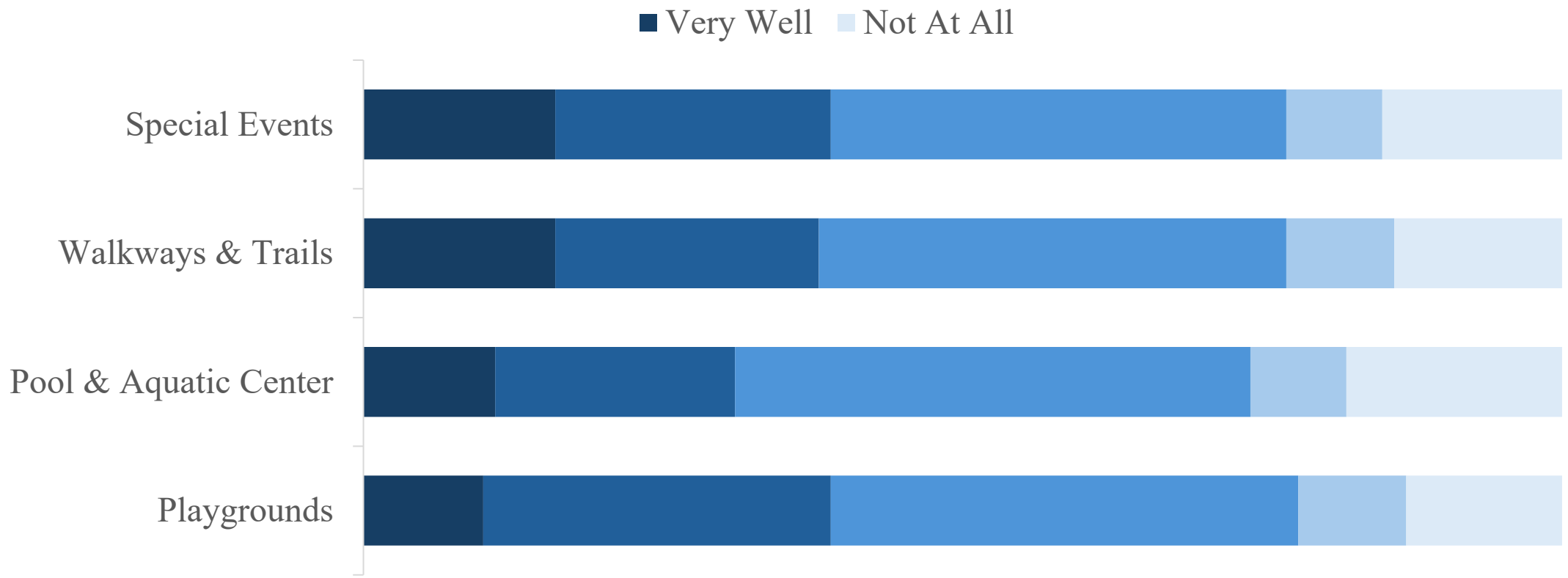
# Physical Condition

Ratings indicate moderate perception of amenity conditions, with an average score of 3.1 suggesting generally acceptable conditions.



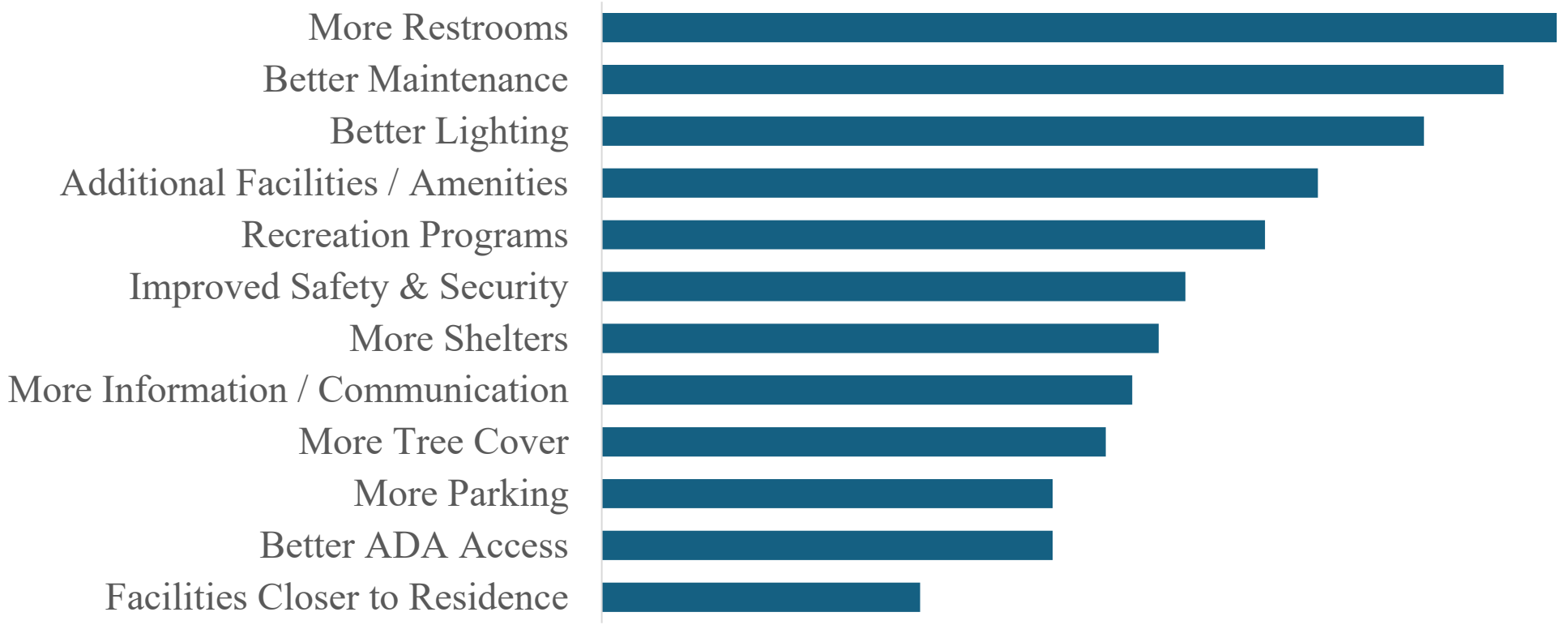
# Meeting Community Needs

Most respondents selected neutral ratings across services, suggesting needs are generally met. Special Events and Walkways & Trails perform strongest relative to other offerings.



# Changes That Would Increase Usage

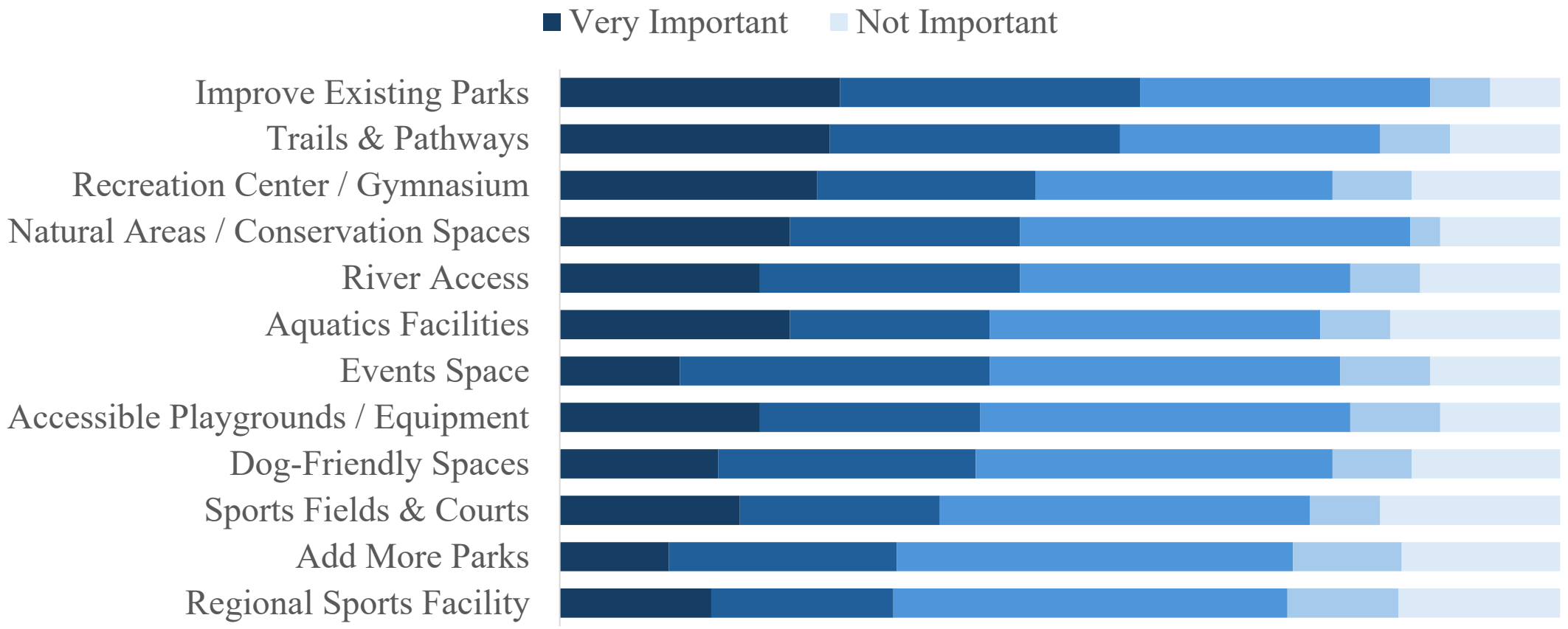
More restrooms, better maintenance, and lighting are the most cited changes that would increase usage. There is also emphasis on additional facilities and recreation programs.



# FUTURE NEEDS

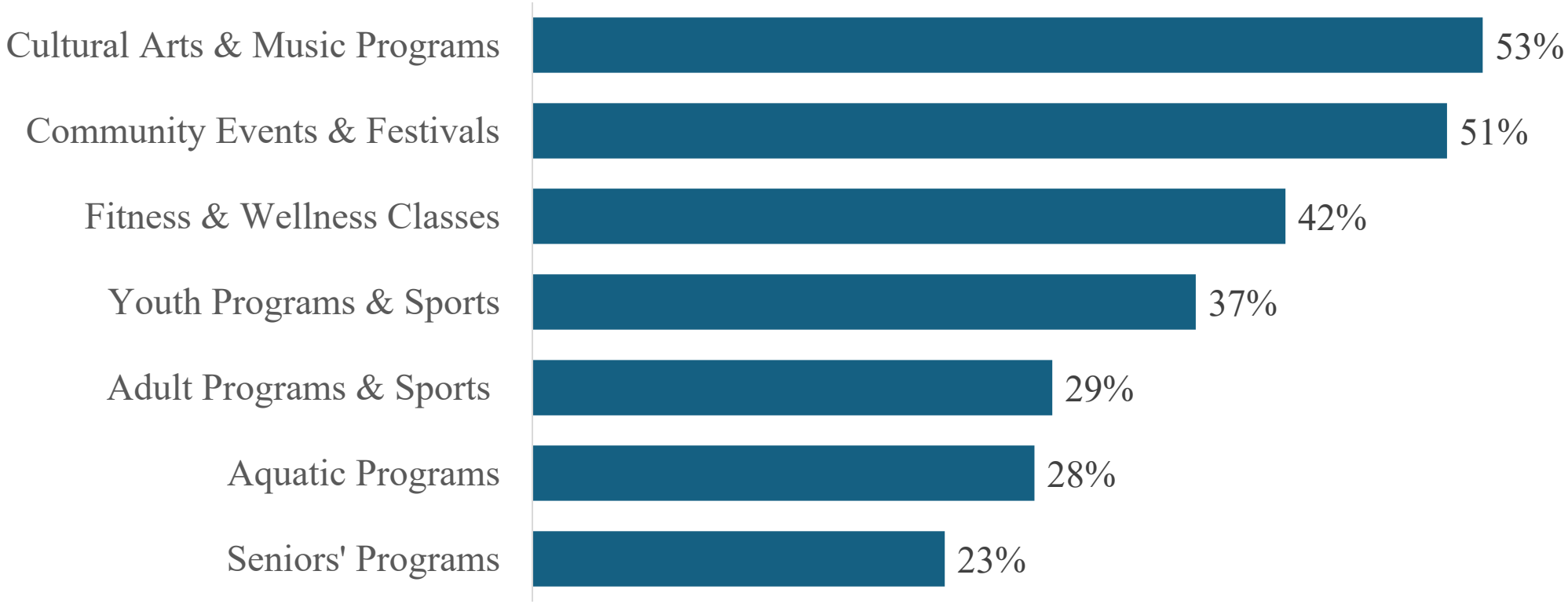
# Facilities

Respondents expressed the strongest interest in improvements to existing parks, trails and pathways, and a recreation center.



# Programs & Services

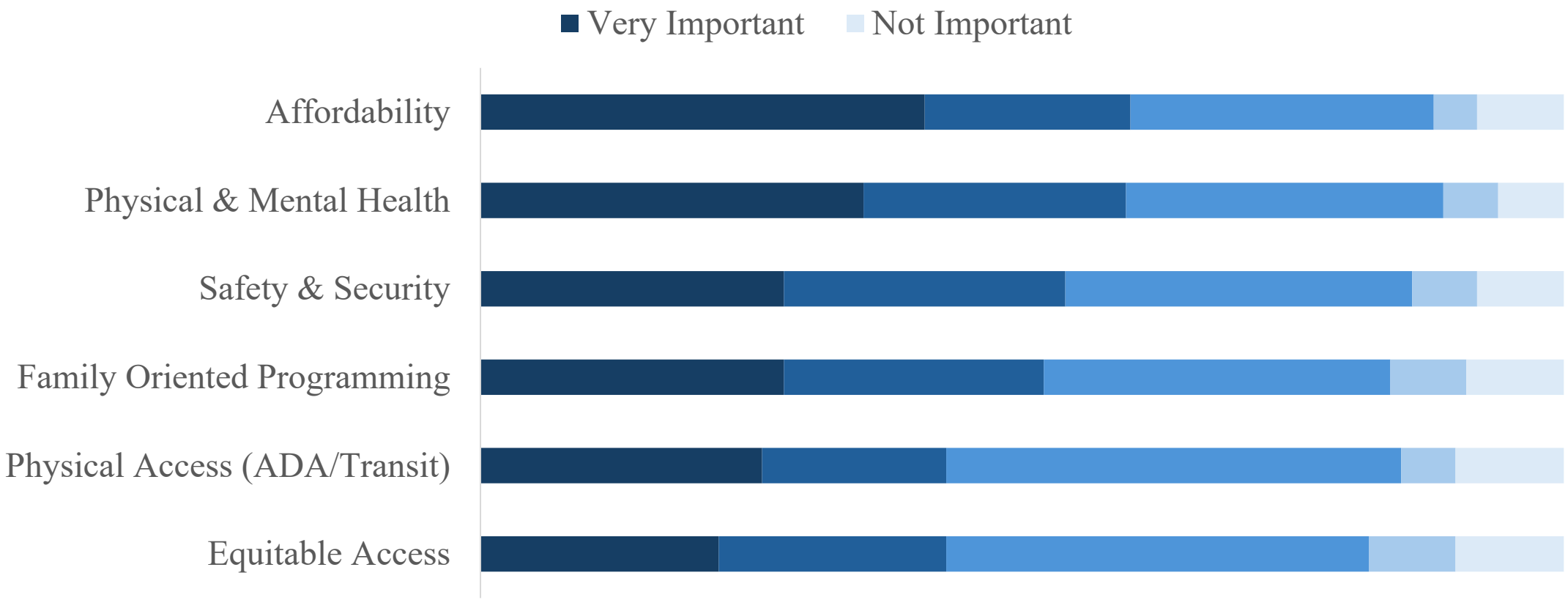
Respondents showed the greatest interest in cultural arts, music, and community events, with moderate interest in fitness and youth programs.



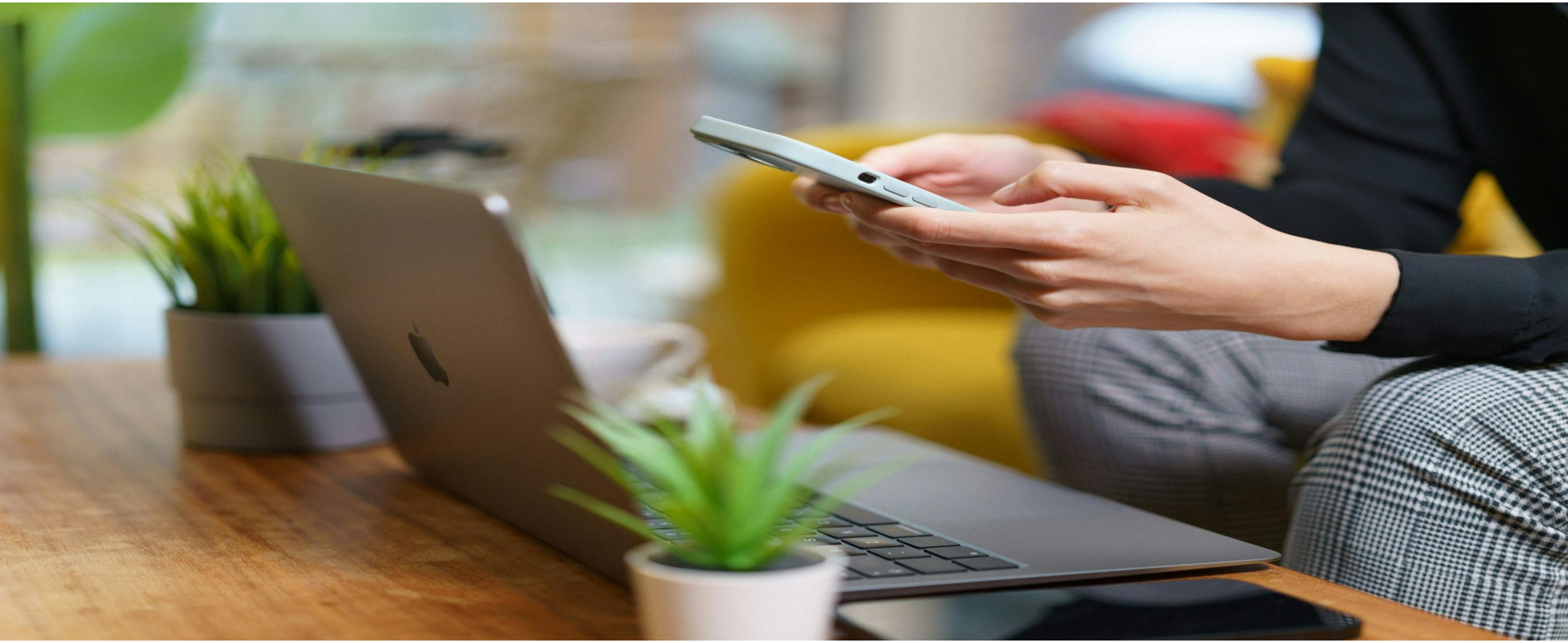
# EQUITY

# Equity Considerations

Respondents place broad importance on equity-related improvements, particularly affordability, health, and safety.

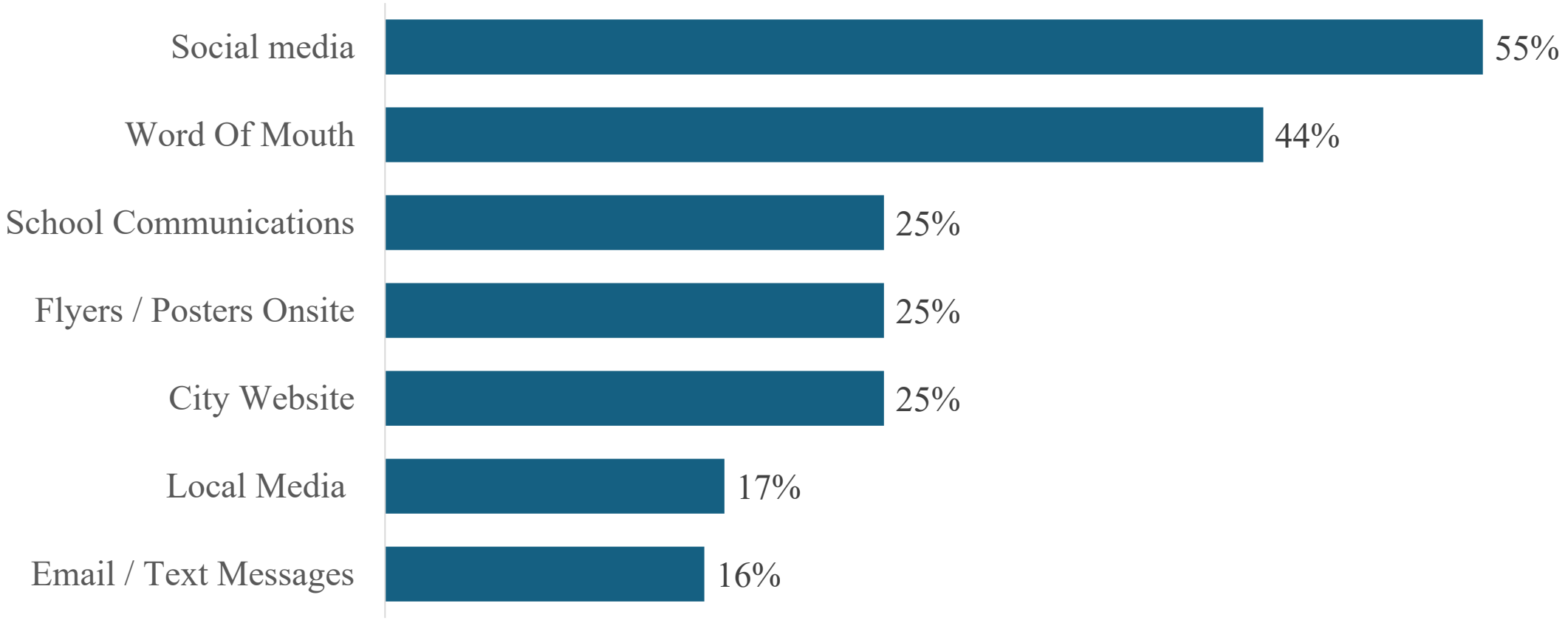


# COMMUNICATION



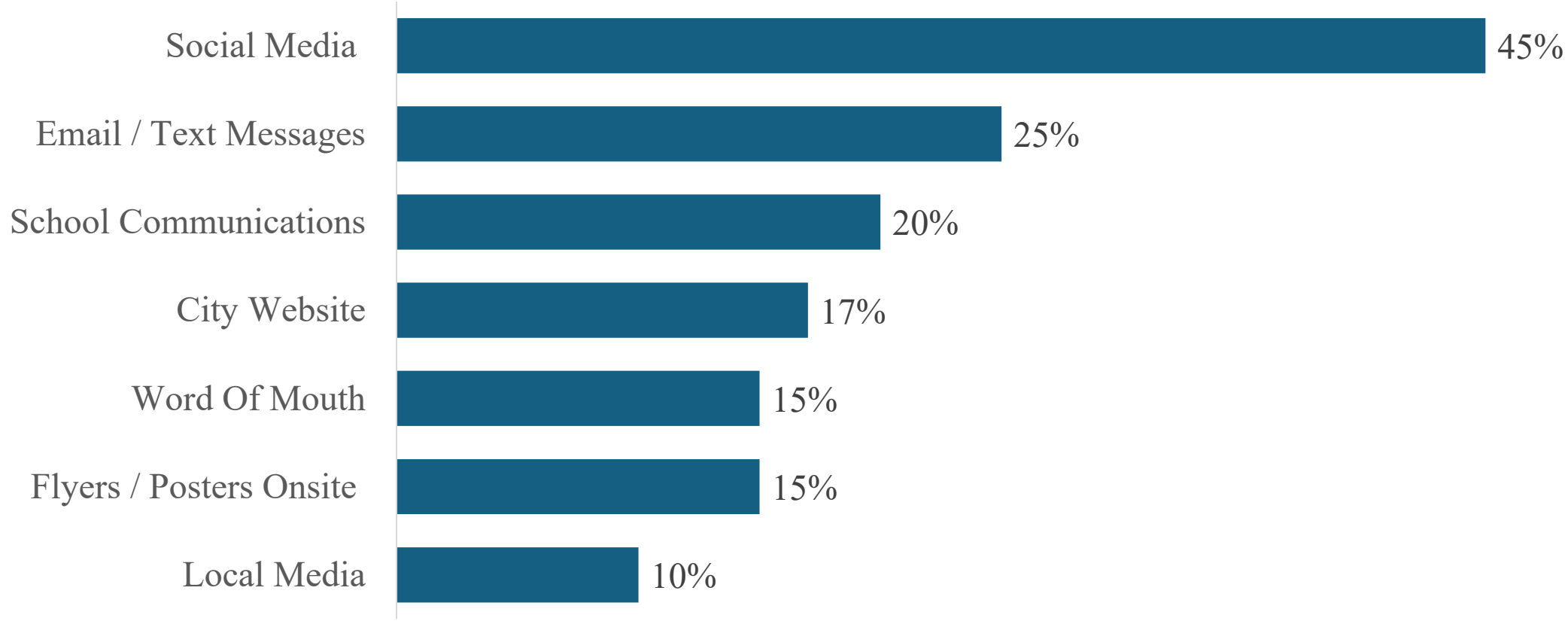
# Current Channels

Residents most often learn about parks and recreation programs through social media and word of mouth.



# Preferred Channels

Social media and email/text messages are the most preferred communication channels among respondents



# SUMMARY OF KEY FINDINGS

# KEY FINDINGS

**Overall, respondents are satisfied with Toledo parks facilities and programs.**
Respondents rated their overall satisfaction with the system 3.1 on a 5-point scale, where 3 represents an average rating.

**The physical condition of facilities is also rated favorably by many respondents.**
Respondents rated facility conditions as average, with an overall score of 3.1, on a scale of 1-5 indicating functional conditions.

**Parks and Trails are the most frequently used facilities in Toledo.**
A substantial share of respondents report using parks and trails at least monthly. Sports fields and the Toledo Library experience moderate use, while school playgrounds and pool/aquatic facilities are used less frequently.

# KEY FINDINGS

**Outdoor amenities are used far more frequently than indoor facilities.** Aside from restrooms, which are widely utilized, school-based athletic courts, the aquatic center, and library meeting rooms are used by a much smaller share of respondents.

**Better maintenance, more restrooms & lighting would increase usage according to 90% of respondents.** Other commonly noted factors include expanding recreation programs and improving safety and security.

**For access, personal vehicles are the dominant mode of transportation (76%).** Walking or running is also common(50%). Bicycling and scootering are used by a smaller share of respondents (17%), while public transportation plays a very limited role, cited by just 5% of respondents.

# KEY FINDINGS

**Top resident priorities for the future focus on improving existing parks, expanding trails, and developing a recreation center.** Respondents also expressed strong interest in expanding natural areas, improving river access, and enhancing aquatic facilities.

**Affordability, health, and safety emerge as the top equity priorities among respondents**. Residents also place strong importance on family-oriented programming and ensuring accessibility for people with disabilities.

**Respondents prefer digital communication, with social media and email/text messages ranking highest**. However, despite only 15% preferring word of mouth, 44% currently rely on it to stay informed.

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# Introduction

## Overview and Purpose

The City of Toledo Parks and Recreation Master Plan provides a long-range framework for the planning, development, and maintenance of the City's parks, trails, recreation facilities, and related programs. The Plan establishes a shared direction for how these public assets should serve residents and visitors over the coming years, while remaining flexible enough to respond to changing needs, funding conditions, and community priorities.

Toledo is currently balancing growth, reinvestment, and stewardship of existing assets. Parks and recreation facilities play a central role in community health, neighborhood identity, and quality of life. They also support economic activity, tourism, and partnerships with schools, special districts, and regional providers. This Plan is intended to guide decisions about capital improvements, ongoing maintenance, and future acquisitions, while also providing a clear basis for grant applications and coordination with other adopted City plans.

The Parks and Recreation Master Plan is used as a policy and implementation tool. It informs the City's capital improvement planning, supports day-to-day operational decisions, and helps prioritize investments over time. The Plan also serves as a reference for City Council, advisory bodies, staff, and community partners when evaluating opportunities, responding to funding programs, or considering changes to the park system. While the Plan looks ahead, it places strong emphasis on maintaining and improving existing parks and facilities to ensure they remain safe, functional, and welcoming.

## Community Context

Toledo is a small coastal-region community with a strong connection to its natural setting and working waterfront. Located inland from the Pacific Ocean and surrounded by forested hills and waterways, the City's character is shaped by its riverfront, industrial history, and close relationship to the surrounding Coast Range and coastal communities. Parks and open spaces provide important places for everyday recreation, community gatherings, and access to natural areas.

The community serves both year-round residents and visitors who come to enjoy the region's scenery, events, and outdoor opportunities. Seasonal activity and tourism influence how parks and trails are used and maintained, particularly in areas near the waterfront and downtown. As Toledo continues to evolve, access to parks and recreation remains an important consideration for residents of all ages and abilities.

***Specific details about Toledo's demographic composition, park acreage, and facilities will be documented with tables and graphics in the final plan: (This is a place holder)*

## Planning Process

The Parks and Recreation Master Plan was developed through a structured planning process that combined technical review with community input. The process began with a review of existing plans, policies, and background information, followed by an inventory and general assessment of parks, trails, and recreation facilities. This work helped identify current conditions, gaps in service, and opportunities for improvement.

Community engagement was a central part of the planning process. The City conducted a public survey to gather input on park use, needs, and priorities. The survey was administered online and was also made available in printed form at City Hall and the Toledo Public Library. Survey findings were used alongside site observations and staff input to identify common themes, priorities, and concerns.

*Table showing process and a survey report shall be included in the final plan**

## Plan Organization

The Parks and Recreation Master Plan is organized to move from context to action. While each section can be read on its own, the document is intended to be used as a complete and integrated guide. The Plan is generally organized as follows:

- **Existing Conditions and Inventory:** An overview of Toledo's current parks, trails, and recreation facilities, including their distribution and general condition.
- **Community Needs and Priorities:** A summary of input from community engagement and identification of key needs and gaps in the system.
- **Vision and Goals:** A statement of the long-term direction for parks and recreation in Toledo, supported by clear goals.
- **System Recommendations:** Specific recommendations for improvements, additions, and policy direction across the park system.
- **Implementation and Funding:** A practical framework for phasing, partnerships, cost considerations, and potential funding strategies.

This structure is intended to support both strategic planning and day-to-day decision-making.