

How to Use Pay Stations

1 Look for these signs on blocks with pay stations

Wherever a City block has one or more pay stations, signs at each end of the block direct users to "Pay to Park" with an arrow pointing towards the pay station. Above each pay station another sign points to the machine and directs users to "Pay Here to Park."

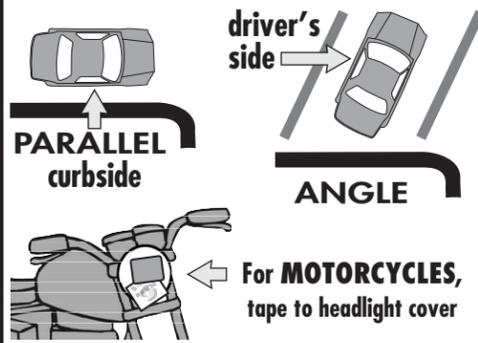


2 Use the pay station to purchase parking

3 Display the receipt properly

The pay station will print a receipt that has a removable backing. Peel off the back and use it to tape the receipt to the inside of the front seat's side window nearest the curb.

For angled parking, use the side window next the driver's seat.



4 Take unexpired time with you to another parking space

Until the time on the receipt expires, park at any other parking meter or pay station space in Seattle!

Regardless of expiration time, time limits and all other parking regulations still apply.



Parking Pay Stations:

New parking technology arrives in Roosevelt in February 2006

Starting the week of March 6, 2006, the Seattle Department of Transportation (SDOT) will convert the single-space meters in the Roosevelt business district to parking pay stations to improve customer parking convenience, predictability and reliability. The paid on-street parking in Roosevelt promotes more parking turnover and space availability for daytime business customers and helps prevent all-day parking by employees, students and commuters.

Since early 2004, over 1,000 pay stations have been installed in Pioneer Square, Downtown Seattle, Capitol Hill, Pike/Pine, First Hill, Belltown, Chandler's Cove, the Ballard Locks, the University District, and Downtown Ballard. In 2006, pay stations will be installed in the Chinatown/International District, Uptown, Roosevelt, Green Lake and other areas.

What is a pay station?

- Automated kiosk replacing multiple parking meters on a block
- Accepts coins as well as credit and debit cards
- Provides customer receipts
- Communicates in English, Chinese and Spanish

What are the benefits of pay stations?

- Improved customer payment convenience
- Ability to use unexpired time at another metered or pay station space
- Better predictability for drivers with standardized parking layout and simple signage
- Greater reliability – less out-of-service time, better parking data
- Increased parking turnover



What changes come with pay stations?

- Fewer people seeking change for bills, as the need to carry lots of coins disappears
- More parking turnover means more customers
- Enhanced streetscape and more sidewalk space
- Loading zones and short-term parking spaces are occasionally removed or relocated to the ends of the block
- Seamless conversion with limited loss of parking during installation
- Meter greeters ease transition for customers in the weeks after installation
- New bike racks installed to replace lost "informal" parking at meters

What about the parking rate increase?

- Pay stations are installed at the rate of \$1.50 per hour
- In 2004, the parking rate was increased from \$1.00 to \$1.50 per hour in most neighborhoods and from \$0.60 to \$1.00 in north end neighborhoods, including Roosevelt
- By the end of 2006, all paid parking spaces will have an hourly rate of \$1.50



Seattle Department of Transportation
January 16, 2005

For more information about paystations in Roosevelt:

Visit <http://www.seattle.gov/transportation/parking/paystation.htm>

Contact Randy Wiger at 206.684.8186 or randy.wiger@seattle.gov

What to Expect With Pay Stations in Roosevelt

When will pay stations come to Roosevelt?

Installation of pay stations will start the week of March 6 and last for approximately two weeks. The week after installation, each pay station will be brought into service and "meter greeters" in red hats and red vests will be offering assistance to customers and visitors using the new pay stations.

What other changes can be expected?

To make on-street parking easier for all users and to minimize walking distances to pay stations, the installation process is a great opportunity to redesign and standardize parking layouts along most blocks.

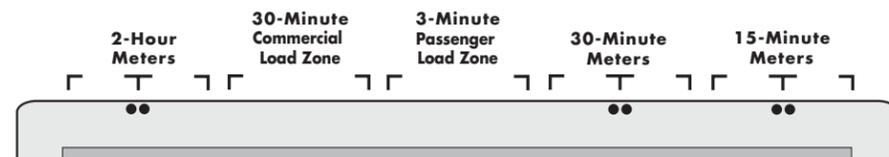
What is a standardized block face?

On a standardized block face:

- At least 3 to 4 paid spaces (30-minute and 2-hour) are grouped together to be regulated by a pay station
- Most 15- and 30-minute meters are converted to 30-minute pay station spaces
- Each 30-minute space is marked with signs
- Load zones are moved to block ends to improve access by vehicles and delivery trucks
- Depending upon the adjacent land use (e.g., apartment building), some mid-block load zones remain unchanged
- Peak period restrictions, bus zones and no-parking zones remain the same

This example shows a typical Seattle block before and after a standardized layout was applied and a pay station installed.

Before Block Standardization



After Block Standardization



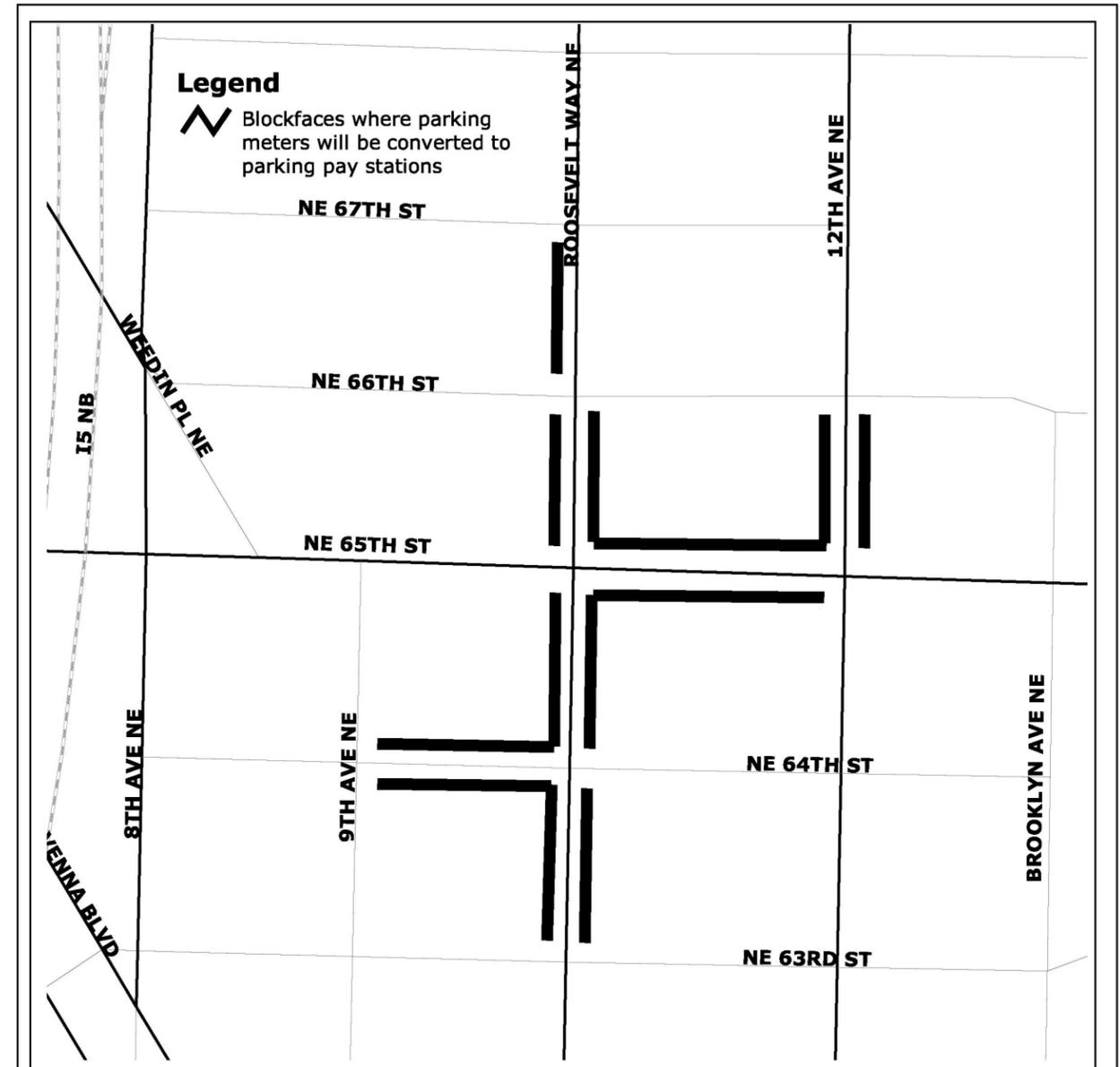
How can a business get a pay station if on-street parking is currently time-limited or unrestricted?

- Paid parking can benefit a business district by improving parking turnover, so that the next customer or visitor has an easier time finding a convenient parking spot
- If you think that paid on-street parking would benefit your business or block, please contact Randy Wiger at 206.684.8186 or randy.wiger@seattle.gov

What characteristics determine where paid parking would be of benefit to a business district?

- Businesses or services needing good turnover in parking
- A relatively dense business base
- Heavily used, existing time-limited parking
- Limited or costly off-street parking
- Areas with curbs and sidewalks
- Little likelihood of customers choosing neighborhood parking over metered parking
- Community support

On-Street Customer Parking for Roosevelt



Seattle Department of Transportation

NOTE: This map shows only areas where SDOT will convert parking meters to pay stations. The map does not show existing bus stops, driveways, 'no parking' areas, commercial vehicle load zones, 3-minute load zones, or other signs. These other designations will typically remain unchanged with pay station installation. In some cases load zones may be moved to achieve block standardization.



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