

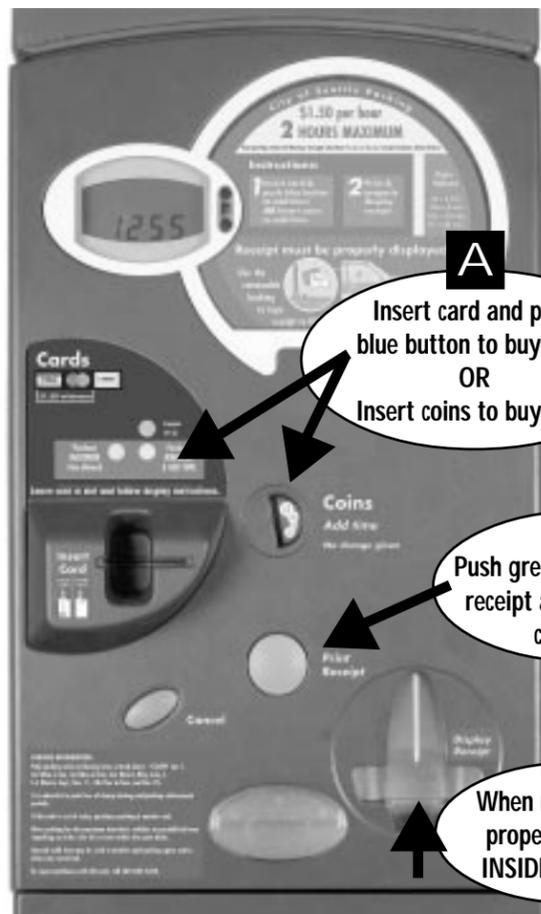
How to Use Pay Stations

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



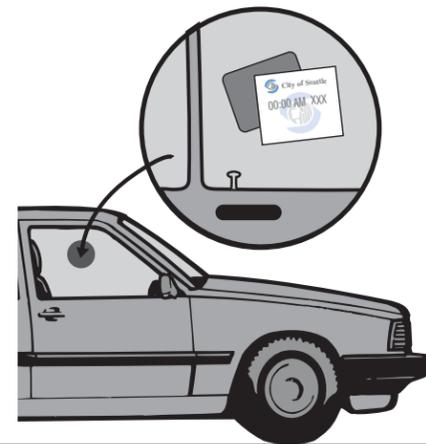
A Insert card and push blue button to buy time OR Insert coins to buy time

B Push green button to print receipt and then remove credit card

C When receipt prints, properly display it INSIDE car window

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 curbside window. For angled parking, use the side window on the driver's side. Be sure that the expiration time is facing out!



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 proposed for the University District

In summer 2005, the City of Seattle Department of Transportation (SDOT) will be converting the single-space meters in the University District to parking pay stations to improve customer parking convenience, predictability and reliability. SDOT also proposes to add parking pay stations in the commercial areas along Roosevelt Avenue Northeast, Northeast 47th Street, University Way Northeast, 11th Avenue Northeast, Northeast Boat Street, and Northeast Northlake Way.

These U-District efforts are part of the City's three-year plan to replace the aging single-space parking meters and bring improved parking turnover to business districts now managed with time-limit signs. Since early 2004, more than 600 pay stations have been installed in Pioneer Square, Downtown Seattle, Capitol Hill, Pike/Pine, First Hill, Belltown and Chandler's Cove. SDOT will install an additional 525 pay stations in 2005.

What is a pay station?

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

What are the benefits of paid parking?

- Pay stations and parking meters increase parking turnover dramatically over time-limit signs, increasing the ability of visitors to find a parking space.
- Pay stations and meters are easier to enforce than time-limit signs. Their presence makes it harder for students, employees and commuters to use customer parking spaces for all-day parking
- Parking revenue is used city-wide for transportation improvements, police and life safety, economic development, and other essential government services.

What characteristics determine when paid parking would benefit a business district?

- Businesses and services needing good turnover in parking for customer access
- A relatively dense business base
- Heavily used, existing time-limited parking
- Limited or costly off-street parking
- Adequate curb and sidewalk infrastructure
- Little likelihood of customers choosing neighborhood parking over paid parking
- Community support

What is the parking meter rate?

- Pay stations are installed at the rate of \$1.50 per hour.
- In 2004, the parking rate was increased from \$1 to \$1.50 per hour. This was the first increase in on-street parking rates in ten years and is consistent with inflation over that time.



Why expand paid parking in the U-District?

The U-District business district currently has a mix of parking meters, time-limit signs and unrestricted parking adjacent to retail and commercial development. SDOT is committed to actively managing public right-of-way to support the City's transportation, economic development and land use goals. Paid parking increases vehicle turnover in neighborhood business districts to improve customer access.

Meter conversion

The conversion from single-space meters to pay stations is almost seamless, with limited loss of parking during installation time. SDOT will be able to change 15-minute, 30-minute and 1-hour meters to either 30-minute or 2-hour pay stations, providing more appropriate lengths of time for U-District business customers, while still discouraging parking by students and employees. We will work with the U-District Chamber of Commerce about what time limits are most desirable from the business community standpoint.

New pay station areas

SDOT is proposing to expand parking pay stations to the following commercial corridors. Please see map on next page.

- University Way NE from Northeast 50th Street to Ravenna Blvd. Meters currently stop at NE 50th Street.
- Roosevelt Way NE from Ravenna Blvd. to NE Campus Parkway
- NE 47th Street from Roosevelt Way NE to 12th Avenue NE
- NE 11th Ave from NE 47th to NE 50th Streets, on the west side only.
- NE Boat Street near the University Bridge
- NE Northlake Way between 8th Avenue NE to Pasadena Place NE. Also along Pasadena Place NE, 7th Ave NE and 8th Ave NE

What other changes might occur?

The pay station installation process is a great opportunity to make on-street parking easier for all users and to minimize walking distances to pay stations by redesigning and standardizing on-street parking. Working with input from the business community, SDOT will look to make the following changes:

- At least 3 to 4 paid spaces (30-minute and 2-hour) are grouped together to be served by a pay station
- Relocate, remove or consolidate load zones to the ends of the block to improve access by vehicles and delivery trucks

- Depending upon the adjacent land use (e.g., apartment building or church), some mid-block load zones remain unchanged
- Retain bus zones, no parking zones and peak parking restrictions
- Ease the transition for customers with "Meter Greeters" to help first-time users of the pay stations

Some businesses may be affected by the City's decision to institute standardized block layouts. If you have questions about parking adjacent to your building, please contact SDOT staff.

The new parking pay stations offer improvements for U-District customers and businesses alike:

- Pay stations work better than 1- and 2-hour signs to provide short-term parking. In a recent Pike/Pine study, SDOT found that parking meters worked well to keep vehicle parking times under 2-hours, while the 1- and 2-hour signs had extensive overtime parking.
- Pay stations enhance the streetscape and contribute to bringing back "the Ave."
- Pay stations provide customer convenience with the credit cards. To date, over half of the pay stations transactions have occurred by credit or debit card. Customers appreciate the convenience of payment options. We expect that merchants also appreciate the convenience of less people asking for meter change.

SDOT's decision-making process

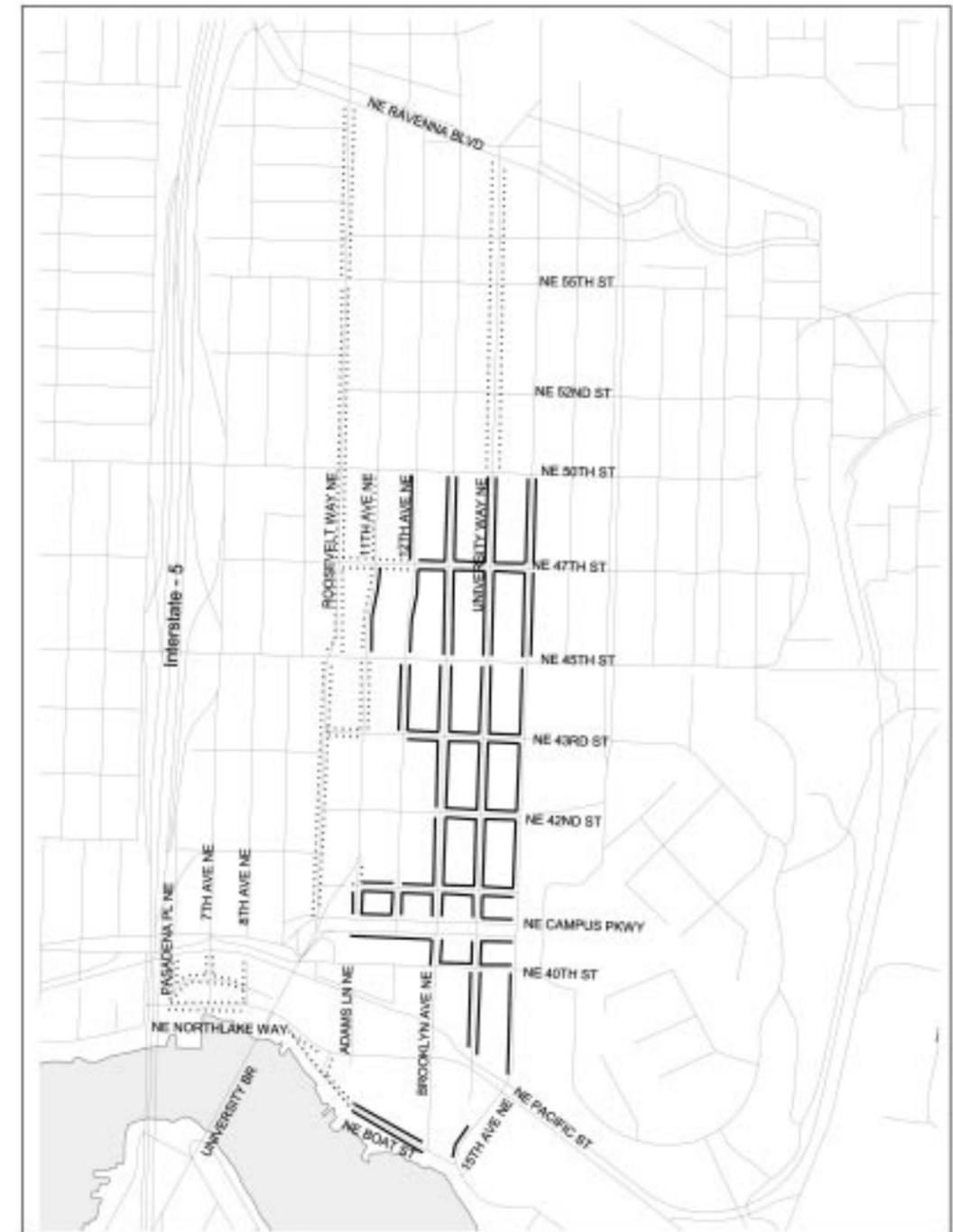
SDOT plans to start converting parking meters to pay stations at the end of June so that installation can finish by September in time for the start of the UW Fall Quarter. For the new paid parking areas, SDOT will gather community input in May and June by attending business and community meetings. SDOT has hired transportation planning consultants to collect on-street parking data to better inform decisions of where to add pay stations in order to improve parking turnover.



Meter greeter helping a customer use a pay station.

If the SDOT Traffic Engineer determines that paid parking should be installed in the areas under study, those pay stations will be installed after the meter conversions.

On-Street Customer Parking for University District Businesses Proposed Meter Conversion and Areas of Consideration for New Pay Station Installation



Seattle Department of Transportation

Legend

- Existing Meters to be Converted to Pay Stations
- Proposed Areas for New Pay Stations

May 4, 2005

NOTE: This map indicates only existing parking meters and areas where SDOT is considering adding new paid parking. The map does not show bus stops, driveways, no parking areas, load zones, disabled zones, 3-minute load zones, or other signs. Only loading zones might change to improve block standardization.

We want to hear your comments, especially about the proposed areas. Please contact Mary Catherine Snyder, with the Seattle Department of Transportation at 206-684-8110 or marycatherine.snyder@seattle.gov

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