

How to Use Pay Stations

1 Look for these signs on blocks with pay stations

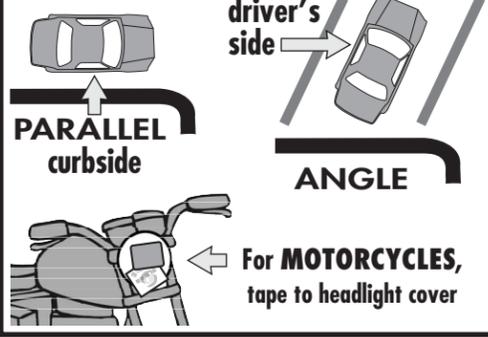
Wherever a City block has one or more pay stations, signs at each end of the block direct users to "Pay to Park" with an arrow pointing towards the pay station. Above each pay station another sign points to the machine and directs users to "Pay Here to Park."



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.



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 Uptown

In spring 2006, the City of Seattle Department of Transportation (SDOT) will convert the single-space meters in Uptown to parking pay stations to improve customer parking convenience, predictability and reliability. In addition, SDOT is studying whether and where to add on-street paid parking and is seeking feedback on this proposal from the Uptown businesses, property owners, and residents like you. Please review the proposal on the inside of this brochure. Comments can be shared with Mary Catherine Snyder at 206.684.8110 or marycatherine.snyder@seattle.gov.

Installing parking pay stations are integral to the City's plan to replace aging single-space meters and bring improved short-term parking availability and better parking turnover to business districts now managed with time-limit signs. Since early 2004, more than 1,000 pay stations have been installed in Downtown Seattle, Capitol Hill, Belltown, U-District, Ballard, and other business districts.

What are the benefits of paid parking?

- Pay stations offer improved customer payment convenience with credit and debit card payment options
- Paid parking increases parking turnover dramatically over time-limit signs, thereby increasing the ability of customers to find parking
- Pay stations are easier to enforce than time-limit signs. Their presence makes it harder for commuters to use customer parking areas for all-day use
- Parking revenues are used city-wide for transportation improvements, police and life safety, economic development, and other essential government services



What is the parking meter rate?

- Pay stations are installed at a rate of \$1.50 per hour
- Coins are accepted for any amount; there is a minimum charge of \$1.50 to pay by credit/debit cards
- In 2004, the parking meter rate was increased from \$1.00 to \$1.50 per hour in Downtown and from \$0.60 to \$1.00 in other neighborhoods, including Uptown. This was the first increase in on-street parking rates in ten years and is consistent with inflation over that time.

What other changes might occur?

- Pay station installation is a great opportunity to make on-street parking easier for all users by standardizing on-street parking. Working with input from the business community, SDOT will look to make the following changes:
- Group paid spaces together within close walking distance of a pay station
 - Consolidate or move passenger and truck load zones near to intersections or alleys to improve vehicle access (unless necessary for adjacent businesses and residential buildings)
 - Retain bus zones, no parking zones, and peak-parking restrictions



For more information about pay stations in Uptown: Contact Mary Catherine Snyder at 206.684.8110 or marycatherine.snyder@seattle.gov
 Visit <http://www.seattle.gov/transportation/parking/paystation.htm>

What to Expect With Pay Stations in Uptown

Parking meter conversion

All existing parking meters in Uptown will be converted to parking pay station spaces starting at the end of April, 2006. This conversion is almost seamless, with limited loss of parking during installation time. SDOT will change 15-, 30-minute and 1-hour meters to either 30-minute or 2-hour pay station spaces, providing more appropriate lengths of time for Uptown business customers. New bike racks will be installed to replace lost "informal" parking at meters. To request a bicycle rack, contact the SDOT bicycle program at 206.684.7583.

Why expand paid parking in Uptown?

SDOT is also considering whether and where to add paid parking where time-limit signs or unrestricted parking are next to retail, restaurant and other commercial development. Short-term customer parking is critical for maintaining the health of business districts like Uptown, as paid parking makes it easier for customers and visitors to find a parking space.

In recent parking studies of Pike/Pine and the U-District, SDOT found that paid parking worked well to keep vehicle parking times under the 2-hour limit, while the 1- and 2-hour signs were abused by vehicles parking overtime.

Uptown currently has a mix of meters, time-limit signs and unrestricted parking, serving retail stores, restaurants, office and mixed-use buildings, and residential buildings. Major on-street parking changes were last made in 2002, when City staff

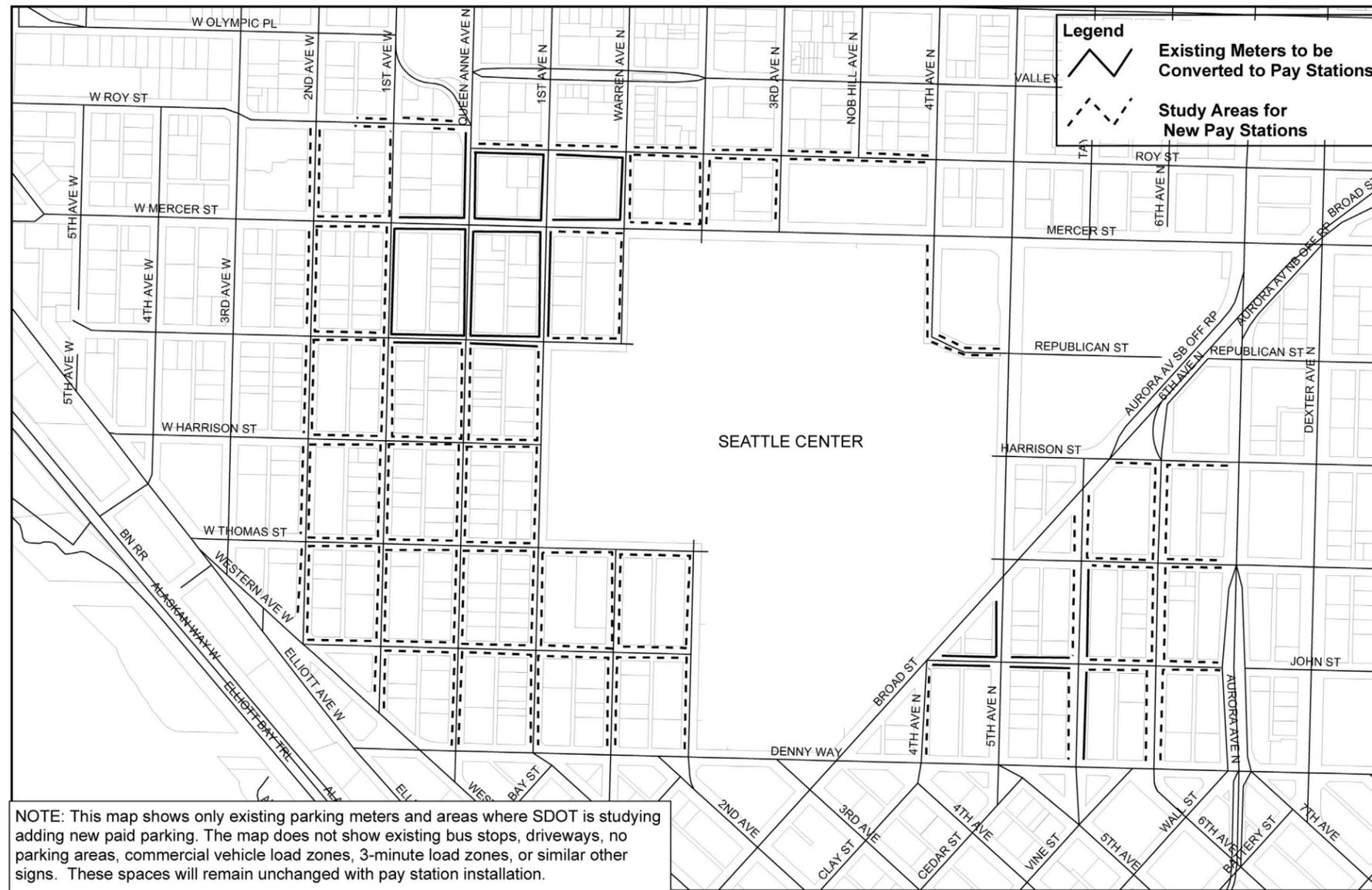
worked closely with the Chamber of Commerce to convert unused and overly lengthy no parking zones into about 50 new short-term parking spaces. Area parking and transportation access is often considerably affected by Seattle Center events.

Criteria and locations for new pay station candidate areas

When deciding whether to add new paid parking, SDOT considers the effectiveness of the current

parking signs and regulations, the need for additional short-term customer parking and access, and community support. In order to achieve City and neighborhood transportation and economic development goals, SDOT is studying the benefits of expanding paid parking adjacent to non-residential properties shown in this map.

On-Street Customer Parking for Uptown



Please contact SDOT's RPZ program for more information at 206-684-5092 or www.seattle.gov/transportation/parking/parkingrpz.htm

- Promote programs to help residents use transit for work, shopping and other trips more often. Please contact Randy Wiger with SDOT at (206) 684-8186 or randy.wiger@seattle.gov for more information.
- Phase-in paid parking on the western edges of the proposed study areas to allow residents time to adjust to new on-street parking conditions.

SDOT's decision-making process and your input

SDOT wants to hear from you about proposed changes to on-street parking. Please share your comments on this proposal by April 7, 2006 with Mary Catherine Snyder at SDOT at 206.684.8110 or marycatherine.snyder@seattle.gov.

SDOT is collecting on-street parking data in Uptown to better inform decisions of whether and where to add pay stations. This information will be available on the City's website at www.seattle.gov/transportation/parking/ in mid-March.

The City Traffic Engineer makes the decision about whether to install new paid parking and that decision is expected to be made in early April. Information will be mailed at that time with detailed information about where new paid parking is going to be installed, if anywhere, and the schedule for installation.

How can parking for residents be improved?

Throughout this analysis, SDOT will consider on-street parking used by residents. Because Uptown is a dense, mixed-use neighborhood, expanding paid parking might affect where residents currently are able to park all-day for free. Several options are available:

- Consider expanding the residential parking zone (RPZ) area for residents that live south the existing zone.

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