



PARKING METERS

Parking meters are generally provided within the parkway/furnishing zone of the street, but are discussed here in conjunction with curbside parking.

Meters are one means to manage parking utilization and ensure there is adequate availability of parking at any given point in time. Parking meters permit payment for the use of curbside space. Parking meters may control only one space or multiple spaces. Modern parking meters accept a range of payment methods, including coins, paper bills, and credit. Parking may also be paid for without the use of a meter by way of online or cellphone payment options. More advanced meters can communicate payment and occupancy status to a central control center enabling real time information-sharing and management.

Multi-space meters use a single payment kiosk to manage payment for a number of spaces on that block or in the area. They may use a unique identifier, such as a space number or the license plate of the vehicle, or may issue a ticket for display in the car window.

USE

- Metered parking is generally implemented in commercial or mixed-

use districts where there is significant competition for curbside space. Parking meters are generally unnecessary and potentially inappropriate in areas where parking demand is low.

- Metering should only be in effect during hours of demand where curbside occupancy routinely exceeds 85%.

DESIGN

- Multi-space meters typically govern 10 parking spaces per kiosk and may utilize “pay by space”, “pay and display,” or “pay by license plate” technologies. Multi-space meters should be conveniently located to access all the spots adjacent to the area.
- Smart single-space meters govern only a single space and are mounted with no more than two meters per post. Single space meters are placed immediately to the front or rear of the spot they are to serve.
- All parking meters must be accessible to persons with disabilities providing a smooth level pathway of at least 36” in width to access the meter. Meters should be installed with payment slot roughly 40” high (from the surface of the sidewalk) and viewer at roughly 42”.
- Smart meters should be configured to allow payment through credit cards or mobile devices. They should transmit information wirelessly to Parking Services

and facilitate real-time monitoring and maintenance.

- Meters should be located a minimum of 18" from the curb. A clear path should provide access to and from parked cars to the pedestrian clear zone.

SPECIAL CONSIDERATIONS

- If possible, meter rates should be adjusted appropriate to both time of day and location to respond to varying levels of demand.
- Signage should indicate the location of multi-space meters, days and hours of parking meter operation, and any limitations on parking duration.
- Smart meters allow drivers to pay using a variety of different payment methods, while maintaining parking revenues due to the more efficient utilization of parking spaces by customers. Smart meters should be solar-powered and should be located to receive adequate sunlight to ensure reliable operation.

OPERATIONS AND MAINTENANCE

- Parking meters and pathways leading to them should be generally kept clear of snow in the winter to facilitate their use.
- Parking meters require regular collection of cash payments and regular maintenance of parts and operations.

REFERENCES

- MDOT Pavement Marking Standards
 - PAVE-956-B Parking Area Pavement Markings http://mdotcf.state.mi.us/public/tands/Details_Web/mdot_pave-956-b.pdf
 - PAVE-957-A Back-In Angle Parking http://mdotcf.state.mi.us/public/tands/Details_Web/mdot_pave-957-a.pdf
- MDOT Pavement Marking Standards; PAVE-955-B On-Street Parking Zone Markings http://mdotcf.state.mi.us/public/tands/Details_Web/mdot_pave-955-b.pdf
- MDOT Standard Highway Signs; SHS-E01-REG "R" Regulatory Signs http://mdotcf.state.mi.us/public/tands/Details_Web/mdot_signs_e01_regulatory.pdf
- MDOT Traffic and Safety Notes
 - Notes Manual 705A Angled Parking http://mdotcf.state.mi.us/public/tands/Details_Web/mdot_note705a.pdf

