

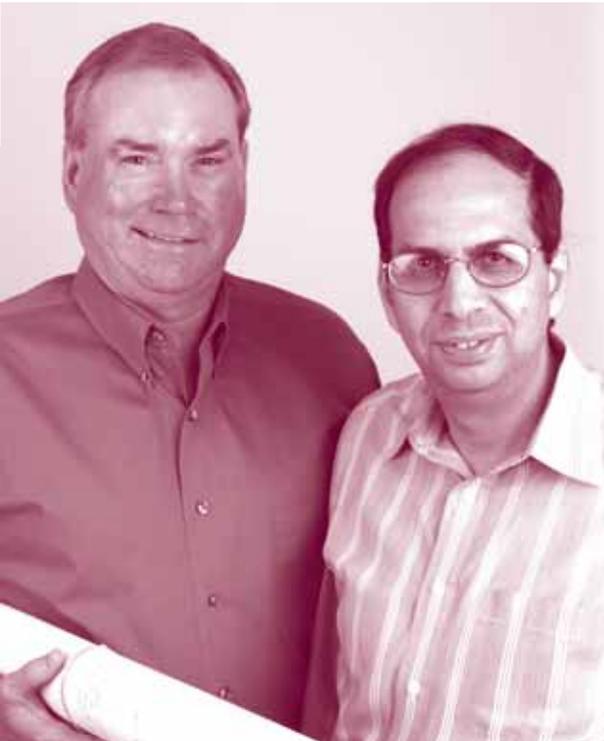
ON PARKING GARAGES

Hoshi & Don

STRENGTH I was always amazed by the strength of building materials and how they could resist stress. That's one thing that got me interested in engineering when I was growing up. I was around a lot of construction with my uncle who would buy properties for development of residential buildings. When I wasn't in school, I was helping him.

Hoshi Engineer, P.E., SE, Principal and Regional Chief Structural Engineer for Walker Parking Consultants' Engineering Resources Group in Denver. Hoshi oversees production of structural design, and is responsible for proactive structural design support, project planning, training of engineers and development of engineering design aids and standards.

Donald R. Monahan, P.E., Vice President, Walker Parking Consultants in Denver. With more than 26 years experience and 500+ multi-level parking structures to his credit, Don has chaired the Parking Consultants Council and currently sits on the Board of Directors for the National Parking Association.



PLANNING You always look out for the best interest of the client. That means not over-building unnecessary parking spaces. For instance, for a garage serving an office building, we tabulate peak occupancy rates through observations and surveys. Then we compare that to the square footage of the particular building to come up with the ratio of spaces per 1,000 square feet of flooring. But for a hospital, the parking ratio isn't based on square footage – it's based on the number of beds they have. Although outpatient parking – like an office – is linked to square footage to determine need.

PROCESS We find that designing a structure is as enjoyable as seeing the end results. But that depends on whom you talk to because it's different for everyone.

WEATHER A parking structure should not corrode or crack because both will cause expensive maintenance problems. Slab cracking is always an issue of concern. In Colorado, the snow and road salt tracked into garages by cars can cause considerable damage to concrete and steel. Water leaching through cracks in slabs can drip down on cars parked below. This salt-contaminated water can damage paint on cars.

DURABILITY Steel frames can be a very competitive system for parking garages. We just finished a steel parking structure for employee parking at the Northern Colorado Medical Center (NCMC). In the past, some owners didn't want steel because it was painted with a single-coat system and the eventual maintenance was not desirable – repainting would eventually be required. The advantage for steel now is that members can be galvanized at the end of the mill run or painted with a high-performance coating system. For the NCMC, the members were hot-dipped galvanized in an 80-foot cauldron. As a result, we were able to give the owner a steel parking structure that will effectively resist corrosion with a 125-year service life.

TIME We went through an exercise to evaluate various structural system costs for the NCMC parking structure. The study covered pre-cast concrete, cast-in-place post-tensioned concrete and a steel frame with a post-tensioned floor. All were roughly the same cost, but the steel-framed parking structure saved two months in construction time – we went from a 10-month schedule down to eight months – primarily due to the speed of erection even through the winter.

COST Using steel shortens construction time, which reduces overhead expense for the contractor. At the NCMC, the original scope of work was to design a 600-car parking structure, but after project estimates came in under budget, the owner decided to add another level to gain an additional 120 spaces.

EXPANSION A couple of years before we built the steel parking structure at the NCMC, Walker Parking Consultants did a feasibility study to determine their current and future needs based on planned growth. The old employee parking area was on grade and is now the site of the new medical towers currently under construction. A parking structure takes advantage of vertical space and allows for expansion on an already crowded campus.

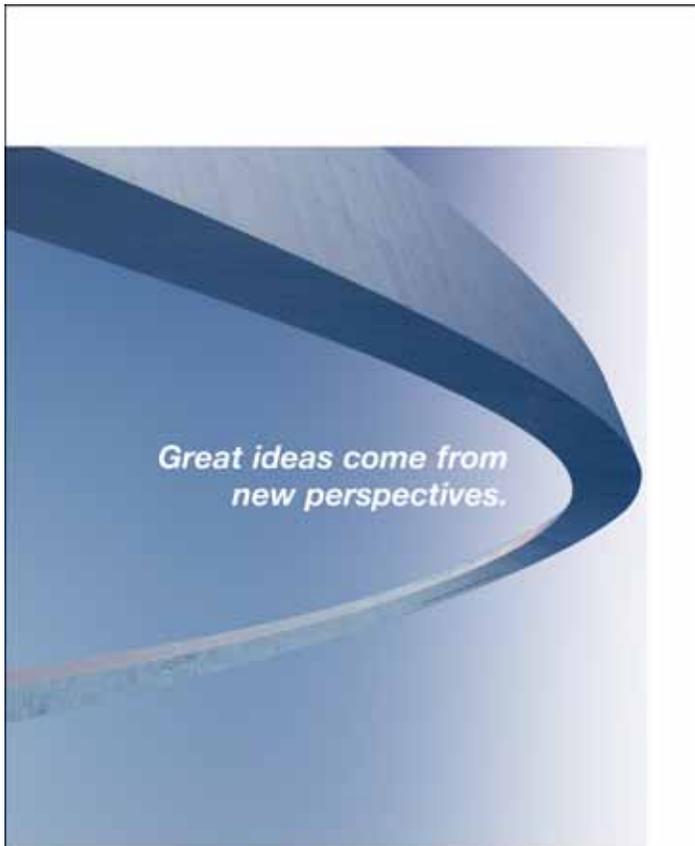
CAPACITY The owner received a variance change to the city ordinance that gave the NCMC site a setback requirement of 10 feet instead of the original 25 feet. City ordinances also set a height limitation of 30 feet. We maximized both limits and designed a structure that gave them 720 spaces. The relative shallowness of the steel beams allows us to have an open structure with adequate headroom.

STEEL The parking structure we built at NCMC is for the employees. Shifts start and end at different times throughout the day because hospitals are 24-hour facilities. Security was a major issue to address. With steel, the columns are smaller in size than concrete – and less obtrusive. You can see around the columns and be confident no one is hiding behind them. The shallow profile of the floor beams provides more openness, which makes the space much easier to illuminate – another security advantage. In this respect, steel provides a user-friendly design approach for parking structures.



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Cathodic Protection Stops Corrosion in Its Tracks

from Page 12

Engineering Associates (SEA) was hired to conduct an in-depth condition analysis at the garage, and in 1989, its engineers recommended using cathodic protection. While CP requires a more expensive initial outlay than other solutions, it also is more effective. It is recommended for buildings with a service life exceeding 10 to 20 years.

To understand the basis of CP, first it must be understood that the corrosion process that takes place in concrete is electrochemical in nature. Corrosion occurs between anodic and cathodic sites on steel rebar. According to Corrpro Companies, an Ohio company specializing in the process, four basic elements are required: an anode where corrosion occurs and current is emitted; a cathode site where no corrosion occurs and to which current flows; an electrolyte, which is a medium capable of conducting electric current by ionic current flow (i.e., soil, water or concrete); and a metallic path, a connection between the anode and cathode that allows current return and completes the circuit.

Corrosion of reinforcing steel rarely is a problem on structures that are built with good quality concrete with adequate depth of cover. However, it is well-documented that the introduction of chloride ions from de-icing salts can induce corrosion.

CP is implemented by introducing an anode field, such as catalyzed titanium anode mesh, and overlaying it across the concrete. Protection begins when a common AC electrical current is converted to a DC current at a rectifier, or transformer. The DC current feeds electricity to the field of anodes contiguous with the steel bars buried in the structural concrete. At some point, the bars connect to a wire that runs back to the rectifier, thus completing the circuit.

In effect, the CP process reverses the polarity of the galvanic process. According to the laws of physics, steel reinforcing bar cannot corrode when receiving current; it can corrode only while it is emitting electrons. By definition, if all the anode sites are forced to function as current-receiving cathodes, then the entire metallic structure would be a cathode and corrosion would be eliminated. Maintaining a constant current achieves this, and corrosion is ceased. And, finally, this solution is long-term: Anodes have a life in excess of 40 years in existing buildings and 100 years in new buildings.

CP was installed in two of the six levels of the Kansas City office garage in 1989 as part of the first phase designed by SEA engineers. Five subsequent surveys conducted every other year after that installation confirmed positive results: concrete delamination growth was completely checked.

Cost Analysis

While CP is more expensive initially, it pays for itself over time. In 1989, other techniques costing \$2 to \$5 per square foot for new construction and \$5 to \$10 per square foot for existing structures proved to perform only temporarily. Comparatively, for a relatively modest increase,

\$8 to \$12 per square foot at the time, CP completely solved the problem. Today, more cost-effective methods are used in new construction, but at about \$12 per square foot, CP remains ideal for rehab projects with a long future service life and moderate to severe corrosion exposure.

High Efficiency

Over the years, CP also has become more efficient. For example, advances in computer software permit further automation in monitoring systems. Meters record amps, volts and other data, and operators linked to the system by phone line can take remote readings, pinpoint operations and operate controls remotely. In the Kansas City garage case, when considering some 80 systems for technicians to monitor, remote operations expedite maintenance greatly. Continuous monitoring permits precise adjustments to be made in response to seasonal variances in temperature, saving property owners money.

Summary

The fourth and final phase of CP installation in the Kansas City office garage will be completed this spring. Efficiencies gained in protecting the integrity of the structure, as well as efficiencies gained in maintenance, more than add up to a positive long-term solution.

Kermit Bright, P.E., is President of SEA; Richard McGuire, P.E., is Senior Project Manager of SEA. Memberships include IPI, ICRI, SWRI and ACI. For more information, go to www.seassociates.com.

PT

INDUSTRY NOTES

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Dollar Rent A Car has added several SLF 200 low-floor buses to fleets across the country. Dollar in Los Angeles added five SLF 200 compressed natural gas (CNG) fueled buses. Las Vegas added two diesel buses, and Phoenix added one CNG SLF 200 bus. The SLF 200 buses, manufactured by **DaimlerChrysler Commercial Buses**, will be used to shuttle customers between the Dollar facility and the airport.

Nitterhouse Concrete Products has hired **Bret A. Kesselring** to provide additional outside precast sales coverage in the Washington, DC, Northern Virginia and West Virginia areas. Kesselring has an extensive background in the precast concrete construction industry, having worked the last four years as a regional sales manager for Marietta Structures in Ohio, Pennsylvania and West Virginia.

Nova Bus has been named Operational Excellence Team of the Year after receiving the Volvo Bus Executive Committee Award for Operational Excellence. "We are very proud of this award," said **Gilles Dion**, President and CEO of Nova Bus. "Volvo Bus is a large international conglomerate and being recognized among such a great group is an honor."

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Steel Garages Make Headway in the UK

By Mike Wilford

Until recently, steel-framed car parks have taken the back seat in car park design and were generally considered to be inferior to concrete. Bad press usually emanates from a lack of understanding of the requirements for a parking structure; in addition, the procurement routes do not lend themselves to good design.

We believe good design can be achieved using all materials. My first experience of steel was in 1986 with the design of two parking structures at the Metro Centre, Gateshead, which is a shopping mall in the north of England. The site has parking for 12,000 vehicles with more than 2,500 in the multistory structures. The main shopping center buildings were designed in steel for speed of erection, and the client's brief was extended to the parking structures. The first, for 1,000 cars, was completed in 48 weeks; the second structure was for 1,600 cars, and with the lessons learned from the first phase, was completed in 34 weeks.

I visited the site recently and can confirm that the structures are in excellent condition. Fortunately, the client who commissioned the car parks understood the basic rule that "the build cost is not the final cost" and that structures need to be maintained.

We also are involved in the appraisal and restoration of multistory car parks. I have personally inspected more than 200 structures, which generally have been in situ or pre-cast concrete, with only a handful of steel-frame structures. We are amazed at some of the operators' attitudes toward their asset with very little of the revenue generated being fed back into the structures. This results in a poor environment, which in turn deters people from using the facilities.

The largest single factor in the deterioration process is water ingress, followed by the deposition of de-icing salts. Many structures we inspect, although looking good superficially, have high levels of chlorides and, therefore, require some serious remediation. The repair of existing structures is an expensive business and has to utilize many of the building techniques we are trying to exclude from new structures. In the end, clients are left with a structure with a



Neil Tilly, (Left) Manager of building and Structures at Corus in the UK, shows Bill Pascoli of the American Institute of Steel Construction a new steel garage in Birmingham, England.

limited service life that requires maintenance throughout its life to keep it to a minimum standard.

When faced with decisions on choice of construction materials, clients are asking the question, "Why not steel?" With advances in paint and waterproofing systems, we are able to provide a well-designed steel structure, which, with appropriate maintenance, can last as long as a concrete structure.

In addition, architects are considering car parks more as buildings and designing them with more flair. We are able to utilize cellular beams to give a more open aspect to the interior, and rain-screen cladding systems can be used to improve the external appearance. Steel lends itself to supporting these systems. Lightweight brick-clad panels are also available, and can be easily supported on the steel frame.

We have a shortage of car park spaces in the UK at such key sites as hospitals and airports. This has created a market for a quick-fix solution, and has led to the launch of some quick erect/demountable structures that can be hired, rent-

Continued on Page 18

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Steel Garages Make Headway in the UK

from Page 16

ed or bought. This type of structure has undoubted benefits, but it also can bring a number of headaches for the owners/operators.

As a practice, we identified the rapid-erect market and have spent 12 months developing a number of products to suit different situations and requirements. When developing our systems, we adopted the approach of designing first a product and second the components needed to construct it -- not the approach of making the design fit the products available. This has allowed us to design a structure that fits together like a jigsaw with every piece complementing the others.

We are aware that in business you cannot stand still and you cannot just design the same thing year in year out. To stay ahead, you need to question your own design, understand your competition and not be frightened of change.

Car park design in the UK traditionally favored in situ concrete. Due to the tightening of health and safety requirements, there has been a move to reduce the time taken to construct a project. The benefits are more certainty on program and less man-hours, and therefore less chance of an accident.

As a practice, we were quick to latch on to these benefits and spent time developing a precast concrete car park



based around our patented VCM (Vertical Circulation Module) circulation system. Notwithstanding this, we always treat each design individually and provide a solution that meets the site's and client's requirements.

As we design new buildings and appraise and refurbish existing structures, valuable lessons are learned, which are hopefully incorporated into our new build designs. There is a place for steel and concrete car parks, and each site and client should be considered individually.

Hill Cannon has been involved in the parking industry since 1967. Over this period, the practice has steered a tight course with the simple philosophy that our clients should be provided with a design that fits the bill, not a bill that fits the design.

Mike Wilford is a Senior Consulting Engineer with Hill Cannon in the UK. He can be reached at mike.wilford@hillcannon.com.

PT

Pay & Display?

"But I don't have \$4.75 in coins!"

CreditCall Communications supplies a highly cost-effective credit and debit card online authorization service for parking meters, which is now in use on 1200 meters across nine American cities. The pioneers of secure card payment for parking, CreditCall can provide an answer for your on and off-street locations where more than just coin or bill payment is required.

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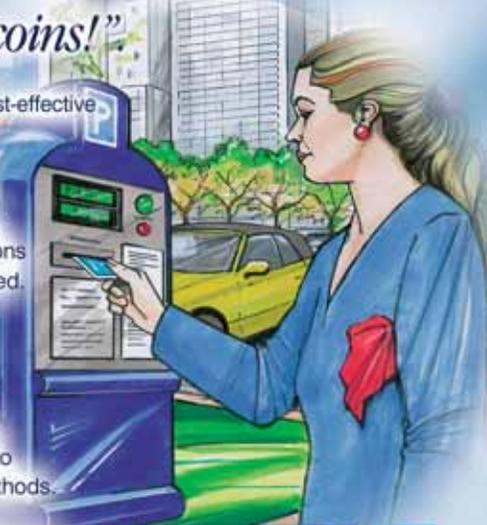
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Don't Expect an Invitation to Your Cousin's Graduation

Editor's Note: This article is in the form of a letter to the editor from George Levey, a former Parkeon employee and now president of Cale Parking Systems USA. It is in response to an article in PT April titled "We Say Car Park, They Say Parking Lot," which was written by Bob Barnes, VP in charge of France-based Parkeon for the UK and US, and taken with permission from the British Parking Association's Parking News magazine. Our comments on this topic are in "Point of View."

I am not going to quote Shakespeare or the playwright George Bernard Shaw, but I am going to quote and respond to the article "We Say Car Park-They Say Parking Lot."

The title of this article was very well selected, because the clear theme of the article was "they vs. we" -- "they" being all of us Americans and "we" being Bob Barnes and all his European associates.

This response is actually not a shot at Mr. Barnes. I know Bob, and I think he is a nice man, but his message is a clear indication of a man and a company doing business in a foreign country with little regard for the culture and no regard to hiding that fact.

I don't disagree with everything Mr. Barnes had to say. I do agree that multispace metering is a clear asset to any city that moves in that direction, in comparison to the old and outdated technology of single-space metering. I may even agree for the most part that "they" are conservative in nature, in comparison to our "cousins" in Europe. But since when does being conservative have to be so bad?

Yes, American cities want to run trials and, yes, they want to verify the investment is real. When my company is asked to participate in a trial, what gets communicated to me is that the city has begun to develop that first level of trust, and we now have the opportunity to "walk the talk." Yes, it is an investment, and it can take a lengthy period of time, but this is how things are in the US. Welcome to our marketplace; welcome to our country!

To insult the people that manage our parking systems, our cities' methods of doing business and our belief in the democratic process seems to be beyond the norm of common sense for a man and a company that wishes to sell its products and services here.

I have been associated with the parking industry for almost 10 years now, and have experienced many different city environments and city politics. Believe it or not, "they" are not all the same. It takes a company that is willing to understand the culture of the individual city and to develop a short- and long-term plan that will work for all interested parties. ... It goes well beyond landing the order as quickly as possible and moving on!

Mr. Barnes continues: "Our American cousins will get

into their cars just to cross the highway." Mr. Barnes, what are you saying -- that we Americans are all lazy? Granted we do utilize our cars quite a bit in this country. ... Hello, Bob, we are in the parking industry -- is this not a good thing? Are we to defend ourselves even on this fact?

With such a cavalier and thoughtless attitude toward your buying public, I have to wonder why, when they get across the highway to park their cars, would they be putting their American coins and currency in your Company's meter, Bob? Are you not happy "they" utilize their cars to the extent "they" do?

The ultimate and most insulting of all was the ending of the article, and quite an ending it was. The message was clear: "Americans have trade shows as an excuse to play golf." I again quote Mr. Barnes: "It is interesting to note that two of the national parking exhibitions have very limited opening hours. Held in resorts such as Fort Lauderdale and Miami Beach, the surrounding golf courses seem to play a large part in the way business is conducted."

Now, I have to say, Mr. Barnes himself has a golf handicap in the low teens, and this skill does not get developed overnight. Maybe the

challenge today is: Do I invest the time to help American cities develop the parking technology improvements that will help them grow, or do I keep the handicap in the teens?

Mr. Barnes, you clearly went to a different business school than I. On the one hand, you make such overwhelmingly insulting statements and on the other, you're requesting a city to partner with you.

By the way, even though you seem to think that selecting Fort Lauderdale and Miami Beach may not be in the best interests of all involved, both of those cities, I am sure, appreciate having these events. And maybe you don't realize this, but both those cities have Parkeon meters installed. Maybe that decision should also be challenged or rethought by those decision-makers; of course, we'll have to wait for them to finish the back nine.

Mr. Barnes, your American cousins are not happy, and as a result, when they finally reach that graduation day, after all those rounds of golf, the wasted time driving their cars across the highway and the wasted trials to verify that their investment is wise, if I was you, I would not be expecting an invitation to the graduation party. Pip pip and cheerio!

Respectfully and in defense of "The American Way,"

*George Levey,
President of Cale Parking Systems USA*

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Mr. Barnes, what are you saying -- that we Americans are all lazy?



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To ASP or N

To some of us in the technology field, ASP means Application Service Provider; to the parking industry ASP could mean "Affordable, Simple, Parking." Software application hosting is gaining wider acceptance in the business community, with companies' IT departments realizing the financial benefits of outsourcing and eliminating the ongoing system management hassles. (See box nearby.)

In today's parking industry, many organizations are facing the same financial and system management issues and are looking for outsourcing solutions to manage their parking financial and statistical data.

With this new off-street ASP solution, many cities and large property owners can now manage their own financial and statistical data without having to teach their IT teammates to be parking experts.

By leveraging the access and connectivity of the Internet, financial and administrative professionals can quickly access their hosted applications through the browser on their desktop or laptop with Internet connectivity.

Simultaneous user access to this operational data no longer requires the investment in expensive "client" software that is typically required in other legacy parking software systems. You can now deliver parking revenue and statistical data to the people who need it more cost-effectively than with previous server/client software systems.

Why would you want your host parking system PC located in the parking facility? You need all your financial data available to your financial professionals, not the garage manager.

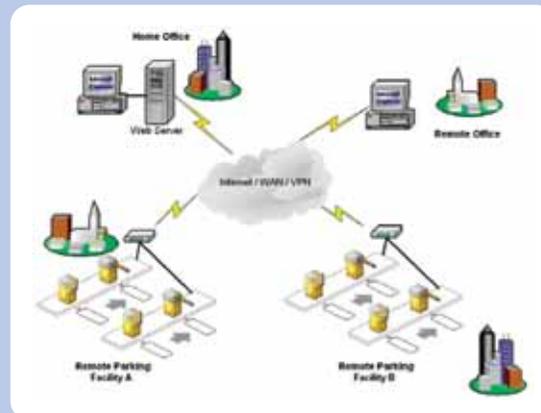
One other benefit with this technology that can be achieved by your typical parking customer is the scala-

What is ASP:

An Application Service Provider, or ASP, is a third-party entity that manages and distributes software-based services and solutions

to customers across a wide area network from a central data center.

In essence, ASPs are ways for companies to outsource some or almost all aspects of their information technology needs. They may be commercial ventures that cater to customers, or not-for-profit or government organizations, providing service and support to end users.



Lot to ASP?

By Michael J. Hanney

bility of the ASP solution. Too often in the past we attempted to take sophisticated parking software systems developed for a high-end facility and apply it to the "one in/one out" customer -- not a great idea for two reasons: cost and system sophistication.

A typical software solution in the parking industry will cost anywhere from \$25,000 to \$35,000, excluding the computer hardware to operate these sophisticated parking applications. Although you could attempt to solve the cost issue by significantly reducing the cost of this high-end software system, you could overwhelm the user with far more capabilities than they need, which results in a high level of user frustration.

Do you really need software that generates hundreds of reports, when all you want is four or five to manage your facility? The ASP solution being introduced to the off-street parking market does just that. It allows the end user to pick only the applications and reports they need to run their facility today, with options to "turn on" additional reports or software components as they need them in the future.

Additionally, they accomplish this without the upfront capital expenditure typically required for purchasing parking software systems, and they eliminate ongoing software upgrades, PC hardware obsolescences, data backups, and the technology learning curve required to maintain online parking software systems. Why spend \$25,000 on parking software that requires constant upgrades and newer, faster PC's, when you can pay \$400 per month and leave the computer system management hassles to someone else?

Let's review the benefits of the off-street ASP model:

1. No upfront capital expenditure for software technology.
2. Eliminates hardware/software obsolescence and performance.

3. Purchase only the components you need for your parking operations.

4. No need for system and database administration staff.

5. Eliminates ongoing operational training.

6. Operating system upgrade obsolescence.

7. Database administration and backups eliminated.

8. Eliminates the need and cost for housing server hardware.

9. Scalability of technology from "one in/one out" facilities to "enterprise-wide" multi-site operations.

10. Allows you to focus on your customer and operations, not the computer technology.

Here's a quick look at the typical cost savings of an ASP vs. purchasing licensed parking software:

ASP Pricing Model *

\$400 (per month) x 36 = \$14,400

Purchase Price Model *

\$25,000

$\$14,400 \div \$25,000 = 58\%$ of the initial purchase price of the licensed software.

Note: Models based on a typical one in/one out lane configuration controlling revenue, contract parker access and count using industry-averaged retail pricing.

To summarize, if you are considering the benefits of ASP technology in off-street parking applications, let me offer you a simple analogy: It's like taking a business trip and deciding to rent a car or take a taxicab. I take the taxicab, they do all the driving, they know where they're going, I can focus on the objective of my business trip -- my customers.

Michael J. Hanney is Vice President of Sales at ASE USA Inc.

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11,355 Attend Parkex and Traffex 2005 In UK

For the first time ever, Traffex, the international meeting place for all those involved in the design, management and maintenance of the world's traffic infrastructure, co-located with Parkex, the world's largest dedicated parking event. The combined event took place April 19-21 at the National Exhibition Centre in Birmingham, England.

The event was hailed a great success by organizers Brintex, with visitor figures up significantly over previous years. The attendance figure for the combined Traffex/Parkex

event was 11,355. The show was boosted by some 1,343 crossover visitors from EWx 2005 (External Works - The Exhibition), bringing the total figure to 12,698 visitors, an 8% increase over Traffex 2003.

Parkex 2005 attracted 2,507 visitors over the three days, a significant increase of 55% over the 1,617 visitors who attended Parkex 2004. International visitors made up 16% of all attendees.

Parkex saw the British Parking Association successfully launch its new, nationally accredited level 2 training quali-



fication for parking attendants. There was particular interest in some of the new parking technologies that were on display.

Exhibitors from the UK, Europe and USA were present at Traffex and Parkex 2005, and several passed on comments after the show:

Chris Nicklin, Traffic Management Products:

"We are in both parking and traffic, so it has been a great advantage for us this year putting Traffex and Parkex together, as we usually have to exhibit at two exhibitions. We have benefited from being able to show a range of products, and our customers have also found the co-location useful having our cross-over products on show."

Ian Parry, ATG Access:

"The exhibition has been very good, and everyone has been stopping at our stand to watch the video on display of a rising bollard that has been impact tested at 5 mph by a 7 ton truck. There have been crowds of people – as if they were watching a football match on TV. It's been great!"

Bill Laurie, Metric Parking:

"We have been very pleased with Traffex 2005. The attendance numbers at our stand have been very good all three days, especially for the first day, which took us a bit by surprise. I am very impressed by the organizing of the event."

Next year, Parkex 2006 will take place April 26-27 at Earls Court in London, and Traffex will return in 2007.

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Parking Security



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PT Sniffs Out Maintenance

My owner (the editor) asked me to sniff around a garage with my Saint Bernard brain focused on maintenance. Garage maintenance, that is.

Well, I have to say that my sensitive nose reacted strongly to what I found. My suggestion is that if you want to really check out your facility, put aside all the lists and use your God-given senses. Sure works for this old dog.

Sight: This is the big one. Take a look around, high and low. Look for broken and missing things, such as drain covers and broken concrete. Can you easily read the signs, or do they need cleaning? Lighting – are all the lights working or are some of the bulbs out?

What about the decks themselves? Is the concrete spalling? That's a fancy word for cracking and breaking up. The reinforcement bars get wet, then rust and expand. That causes the attached concrete to break up and drop off. This is a big problem. Blocks of masonry can fall on cars, or rebar can bend up and trip people and cut tires. Worse, severe spalling can affect the structural integrity of your garage and it can fall down.

Now, even at my advanced age, my eyes probably work

better than yours. Although I can see in only black and white, I can see into dark corners and stairwells. I look for trash. If there is trash, the likelihood of everything else being a problem -- including revenue control -- is great.

What about the walls? Do they need to be painted? Is graffiti creeping in?

Touch: Well, I'm down here where my hands and feet can feel everything, but you can get a sense of what is going on by simply reaching out with your feelings -- as Obi-Wan would say -- or at least realize just what is going on under your feet.

First, is the floor gritty? That means the dust and salt and sand brought in during the winter months (skip this one, Florida, Texas and California) are building up and need to be swept up. If not, they will get in the drains and clog them. Water will back up, and the spalling mentioned above will begin.

Second, go to the parking office and touch the wires attached to the coffeepot and space heater when they are all on. If the wires are warm, you have an electrical problem and potential fire hazard. I wouldn't rely on only my

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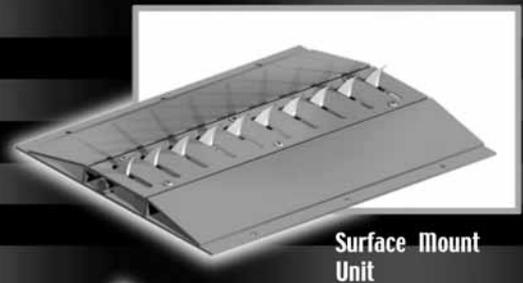
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