

On March 30, 2005, SARAA notified the Cramers that it was taking the parking lot land through eminent domain. Cramer hired an attorney and is fighting the move in Dauphin County Court.

At the same time, Pennsylvania Atty. Gen. Tom Corbett began looking into the issue, saying it appeared that SARAA was violating state and federal antitrust laws. On Sept. 8, 2005, after a thorough examination, Corbett filed an antitrust lawsuit in federal court to stop SARAA from taking the land of Cramer Airport Parking.

The complaint states that the airport authority's action to acquire a competing business would create a monopoly and likely force customers to pay higher prices and receive fewer services by eliminating customer choice. The attorney general's office also said SARAA has no legitimate intentions for use of the piece of land.

Unfortunately, the federal case was dismissed by the District Court and has been appealed by the attorney general. Corbett also has filed a request to intervene in the Dauphin County Court eminent domain proceedings that Stan brought against SARAA.

The case has drawn regional and statewide attention. Stan has been interviewed by many reporters and was asked to speak at a Pennsylvania House committee hearing on eminent domain.



Cramer Airport Parking in Harrisburg, Penn.

National organizations, such as the property rights organization Castle Coalition, have used the Cramer Airport Parking case as an example of the unfair nature of eminent domain.

Currently, Stan Cramer and his family are waiting for the courts to rule and hoping to retain their business.

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# IPI Discusses New Strategic Plan At Convention Held in May in Las Vegas

**T**he International Parking Institute broke records with its Conference and Exposition held in May in Las Vegas. Over 1,000 people passed through the exhibit hall during the three day event. Members also got a first peek at the organization's new strategic plan and direction.

"We knew it was going to be good, based on the pre registration. The on site sales were great. We are very pleased for our membership and for the exhibitors," said Kim Jackson, Executive Director of the IPI.

Dorothy LM Harris, Chair of the organization, added her comments: "There is always a concern when having a show in Las Vegas. The temptation of avail oneself of the activities at hand often take folks away from the conference and exhibition. That didn't happen this year. Attendees were interested, focused, and involved. It was a great show."

Exhibitors were pleased with the turnout. "It was the best show in recent memory," said Ruth Beaman of Integrapark. "We have been working nonstop. Its just great."

Tom Wunk of Scheidt and Bachmann added is praise. "We always set up appointments far in advance for people to come and see our equipment. This year we were pleasantly surprised



Gil Gillespie and IPI Executive Director Kim Jackson.

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by the number of walk ins. The show was well worth our time and money."

Professor Don Shoup of UCLA was the keynote speaker on Monday, following a presentation by Linda Kauffman on the IPI's new strategic plan.

The plan, prepared by a group of committees over the past year and recommended to the board sets forth a broad group of changes for the organization, including an expanded board, major changes in membership categories, and changes in focus for the IPI.

The IPI will, according to the plan, be expanding its membership by increasing the benefits offered to members, including expanding the magazine, web site, training, and database/library functions. The plan's goal is to triple the organization's membership by 2011.

The 100 page document reviews a survey taken of the membership last year and uses its data to show how the committee came up with some recommendation. The far reaching challenge to the organization will be put in place over the next 18 months through an increase in professional staff and board/committee action.

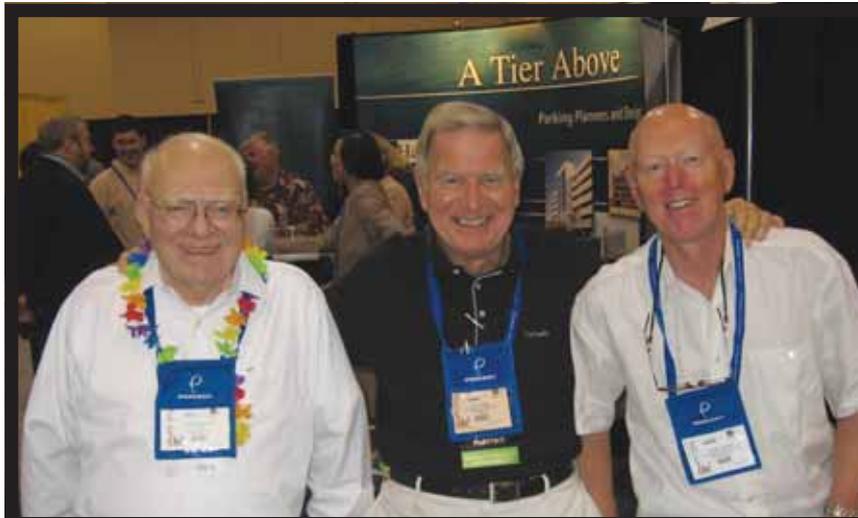
Kauffman told the assembly that the IPI was beginning a program of outreach to all members of the parking industry, regardless of their public or private status and that all IPI members, professional, consultant, or vendor, would be free to hold all offices in the organization.

The plan is far reaching and when instituted by the board will cause major changes in the direction of the IPI and its relationship with the broader parking community. In general, the plan seeks to cause the institute to have a more egalitarian approach to membership and its governing body.

**PT**

Circle #34 on Reader Service Card

# IPI Rolls the Dice in Vegas



IPI Founder Jim Hunnicutt on right, along with Carl Walker and Greg Firstad.



Larry Berman demos Tire Lock's new product.



Craig Bagdon shows his product in Ticket Trak Booth.



# Cell Phones Replace Conventional Entry Tickets ... and More

**A**ccess, according to observers of the latest technological trends, is becoming ubiquitous. Driven by consumer demand for greater mobility and convenience, the idea is to make access to a wealth of services and functions available from virtually anywhere, anytime. “Near-field communication” (NFC) provides a sound technological basis to making it all possible.

When embedded in mobile devices such as cellular phones, NFC opens up a wealth of applications, from information access to payment and, of course, ticketing – all available conveniently through a single device. This technology’s uses also will include things such as integrated cashless payment, pre-booking services and information exchange for a variety of purposes.

A pilot installation, which has been established in cooperation with a customer, is already up and running in the Netherlands.

## NFC Technology: The Basics

NFC is a standards-based, short-range wireless connectivity technology. It comes in the form of a chip that can be embedded in electronic devices for contactless interaction. The technology operates typically over a distance of a few centimeters, making it ideal for applications requiring physical proximity between the device (or its owner) and the corre-

## NFC-enabled cell phones can be used as short-term tickets.

sponding reading device. Apart from ticketing, this is important, for example, in secure payment transactions, as it gives the user the assurance of being in control of the transaction.

The basic configuration of an NFC application always requires two elements: an NFC-enabled portable device (usually a mobile phone or PDA) that holds the required permit, ticket, etc., in electronic form; and a reader (e.g., an access, payment or booking terminal with built-in NFC support) capable of communicating with the NFC device using standardized protocols.

One important advantage of NFC over other mobile phone functions is that it remains unaffected when the phone’s battery goes flat. The NFC chip in this case simply reverts to the functionality of a passive RFID data carrier: i.e., one that does not actively transmit information but, is instead activated and powered by the induction field of the reader/scanner. This way, NFC tickets, for example, are retained and can be used even when the mobile’s battery runs down.

So far, two general-use parking cases have been implemented: the first allows NFC-enabled phones to be used as short-term tickets; the second involves the use of NFC phones for long-term contract parking permits.

In either case, the NFC-enabled mobile phone takes over the role previously played by conventional tickets or plastic cards. As they arrive, patrons hold their mobile toward the terminal at the

entrance gate, instead of taking a ticket. This causes the device to be registered, along with other relevant details such as the time and location of entry.

Payment for short-term stays can be made either at a pay-on-foot station or directly at the gate when leaving. Holding the device toward the scanning point brings up the amount due on the screen; the fee can be paid by any of the supported methods (e.g., cash, credit or customer card, etc.). Contract parkers can skip this step, as they can have the fee billed to their account. At the exit gate, the mobile phone can again be used to open the gate and leave.

In effect, the NFC-enabled mobile in this scenario takes over the function of the usual paper-based (e.g., barcode or mag stripe) ticket, introducing what may become known as “paperless parking.”

Continued on Page 18





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## Cell Phones Replace Conventional Entry Tickets ... and More

from Page 16

### NFC Ticketing: Both Security and Convenience

With NFC embedded in mobile phones, it also is possible to use their telecommunication capabilities and provider services for ticketing and related purposes.

For example, once tickets are stored on an NFC-enabled mobile phone, they can be transferred to other mobiles. NFC provides the necessary data protection, offering full smartcard security and compliance with ISO standards for proximity cards.

There are many other practical advantages as well. For example, NFC can be calibrated to use the mobile's keypad and display for interactive purposes (e.g., entering a PIN code, confirming a purchase or viewing information).

The future of NFC is closely linked to the future of its carrier devices, particularly those with telecommunication capabilities, which will provide controlled access to services and functions on a large scale. NFC will act as a "hub" technology, closing the gap between the pre-booking of services or permissions on the one hand and their actual – contactless – use and payment on the other.

Adding payment functionality will turn the NFC-enabled device into a credit card with even greater advantages (a mobile phone is quicker and more reliably at hand than a credit card or electronic purse, for example). This means that from pre-booking to use to payment, all aspects of the parking (or other service) transaction will be consolidated in a single, personal device for easy contactless use.

Another future NFC application is travel ticketing for all sorts of public (or private) transport. Air tickets, for example, can easily be packaged with parking, valet services, etc. over NFC.

Shops also will be able to use NFC ticketing for validating their customers' parking with a simple swipe of their NFC-enabled device across the NFC point at the checkout. The same applies for crediting bonus points to shoppers' customer accounts.

Gradually, NFC support will be extended to more areas of (conditional) access. Possible applications include things such as "smart posters": i.e., billboards with integrated NFC chips providing information and direct sale of tickets via NFC-enabled mobile devices. All it takes is walking up to a poster advertising an event (possibly packaged with parking) and holding one's NFC mobile over the scanning point. This brings up a purchase offer on the display, which needs only to be confirmed to allocate the desired number of tickets directly to the mobile phone – no waiting, no fuss.

If the ticket offer includes parking, the required permit is transferred to the NFC mobile as well, ready for use; of course, this also allows for dispensing customer discounts, information, access privileges and many other benefits.

Thanks to Skidata for its input on this article. Editor

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# 70 Million to Attend Expo in China; Is This a Parking Problem or What?

**C**hina will be hosting 70 million people at its World Expo in Shanghai in 2010. The problem: The Chinese are attempting to leapfrog from a rural society to an urban one in a very few years. Issues that took decades to create in the West are occurring overnight in China. The World Expo (along with the 2008 Olympics) is exacerbating the situation.

To attempt to resolve parking and other issues created by the World Expo, the Chinese are staging a number of trade exhibitions to attract technology solutions. The idea is to draw businesses, such as those in parking, that will be able to assist the country in solving these issues. Interparking 2006 this fall in Shanghai specifically covers parking.

In China, the parking industry has been growing quickly due to the increase in the number of cars there, especially in the big cities of Shanghai, Beijing and Guangzhou.

The Shanghai Municipal Government has launched a plan to further develop an intelligent parking system, so as to enable the area to support new urban development, particularly for car park solutions during the six-month-long 2010 World Expo – a huge challenge for



the parking capacity of the international metropolis.

Interparking 2006, set for Oct. 8-10 at the Shanghai International Exhibition Centre, will be a great platform for foreign enterprises to build brand awareness and business connections in China, event organizers say. It also presents, they say, a great

## The Chinese are staging a number of trade exhibitions to attract technology solutions – Parking is one!

opportunity for such companies to expand parking management and products in the China market and to get involved in parking projects related to World Expo construction.

Dedicated to the parking industry, Interparking 2006 was organized by the CHMIA Working Committee for Parking Equipment, the Shanghai Service Trade Association of Parking (SSTSP) and the Shanghai International Exhibition Company (SIEC).

CHMIA and SSTSP are considered the most authoritative parking associations in China. SIEC, one of the three largest professional exhibition companies in China, also is a subsidiary of the Shanghai World Expo Group, which heads the construction and operation of World Expo 2010.

For more information on Interparking 2006, contact Dawn Newman at [dnewman@bricepac.com](mailto:dnewman@bricepac.com).

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# Mass General Extends Parking Security

**M**assachusetts General Hospital, located in Boston, operates four parking garages from within its main campus to accommodate the traffic that comes standard with more than a million ambulatory and emergency visitors each year.

When officials within the hospital's Police and Security Department decided it was time to extend the security operation's reach over the parking facilities, they chose to install versatile emergency phone units and integrated them with closed-circuit surveillance equipment to gain full audio and visual capability from within their security command center.

The hospital is the largest in New England. Managing its campuses and the four parking facilities requires a security force of about 150 licensed officers patrolling the parking garages 24/7 by a combination of motor vehicle, foot and bike patrols.

The department also has a division consisting of a dozen personnel that are responsible for all of the technology it uses, including emergency phone systems.

Robert Leahy, Systems and Technology Manager within the hospital's Police and Security Department, stated: "We began installing emergency phones back in 1999. We installed a number of them in the front garages here at the hospital and expanded to the garage that we occupy in the Charlestown Navy Yard. Most recently, we did our final installation here at another garage we built on the main campus."

Overall, about 55 emergency phone systems have been installed throughout the four facilities. One is a 9.5-foot-tall emergency tower at the entrance of one of the garages, and the others are units wall-mounted throughout the decks of the garages. The systems are designed to immediately connect distress users, with the touch of a button, to the hospital's security force while automatically transmitting their location to the dispatcher. When activated, a constantly lighted blue light/strobe mounted on top of the unit immediately starts flashing, alerting officials and others to the area in which assistance is needed.

According to Leahy, the systems were necessary to extend the department's communication between the parking facilities and its security operation. "Not everyone carries cellphones, and there's not always a phone present," said Leahy, "but with the phones integrated with the CCTV system, they are able to communicate, to observe and to see what's going on in the event that someone needs assistance."

To Leahy, the emergency phones provide critical support to the security force. "They allow us to respond if [an officer] doesn't happen to be in the garage at a particular time. ... We have it set up in such a way that, if an emergency is activated, the camera will zoom in on the call box itself, and we'll be able to manipulate the camera to see what's going on. Once activated, we maintain constant communication with the person requesting the assistance, whatever that may be, and we're able to respond and to give that assurance that somebody is present, somebody is there, since the communication goes both ways."

Fortunately, there have not been any serious incidents where the emergency phones were activated. They are primarily used by people who forget where they're parked. "There's a lot more on their minds when they come to a hospital setting than parking on this particular level in this particular garage," Leahy said. "The boxes are labeled 'press for assistance,' and we're able to give them the assistance they need."

For the future, the hospital is looking to expand its emergency communication capabilities into its numerous offsite parking lots, where issues of obtaining power and communication lines prevented installations in the past. Leahy said the hospital's Police and Security Department was considering solar-powered emergency towers and cellular interface to overcome those obstacles.

**The Emergency Phone equipment at Mass General was provided by Talk-a-Phone.**



Robert Leahy, Systems and Technology Manager within the Massachusetts General Hospital Police and Security Department

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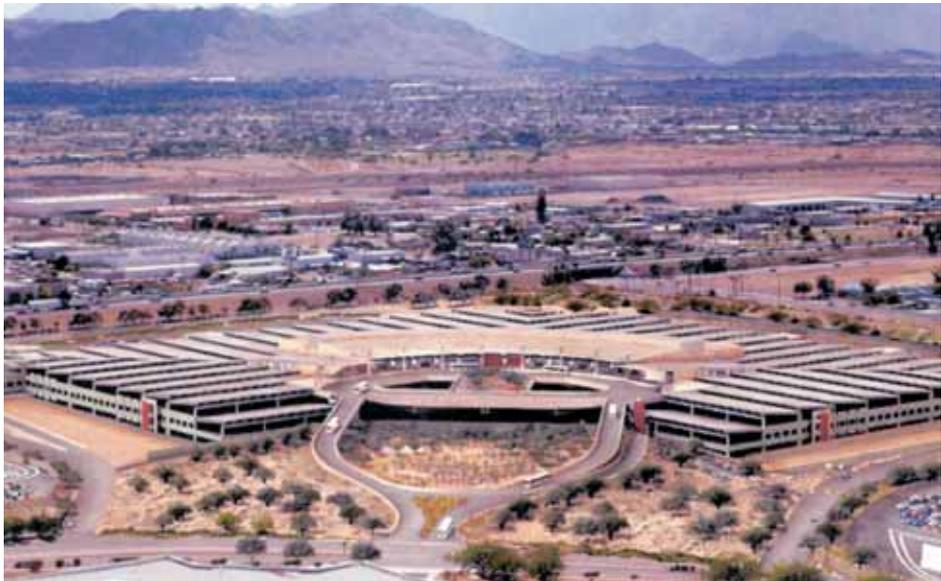
# Building Technique

BY KIMBERLY KAYLER

**P**ost-tensioning – an “active” reinforcement technique designed to counteract tensile stresses and deflections from external loads – is gaining momentum in the concrete industry as a long-term, cost-effective alternative to steel reinforcement.

Nowhere is the shift in preference more apparent than in parking garage construction. Millions of square feet of cast-in-place, post-tensioned parking structures are built in North America every year.

An independent survey of parking garage construction in the United States for the year 2000 showed that cast-in-place, post-tensioned systems were selected most often as a structural alternative to steel. The survey also revealed that such



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# e Gains Momentum

structures had a significant lead in market share in terms of both number of structures built and volume (number of spaces).

Post-tensioning in parking garage construction may take one of two forms. Unbonded tendons, composed of monostrands covered with a grease coating and enclosed in high-density plastic extruded sheathing, do not form a bond along their length in the concrete. Bonded tendons, on the other hand, are composed of multiple post-tensioning strands surrounded by grout to form a continuous bond along their length with the surrounding concrete slab, beam or girder. Typically, bonded systems are preferable in parking garage construction, as their design allows for a reduction in mild steel, greater flexibility for future structural upgrades and an overall savings for the life of the structure.

A number of the post-tensioned parking garages built today are constructed as free-standing structures. Others are constructed as part of hotels, condominiums, apartment and office buildings, and other facilities. The use of post-tensioning in parking structures offers several advantages, including initial and life-cycle cost savings, low maintenance costs, enhanced crack control, water-tight construction, smooth riding surfaces, reduced structural depth, longer spans, deflection and vibration control, fire and seismic resistance, and structural integrity.

## Commercial Confidence in Post-Tensioning

McKinney Place is a 13 1/2-story, 1,214-space parking structure in downtown Houston. The floor structural system consists of one-way post-tensioned slabs and beams. The use of post-tensioning allowed for the long spans required of this parking structure design. It also facilitated the use of a popular garage beam forming system. The project site covered half a city block, but was constrained by an existing building and three streets.

Initially, there were discussions about designing McKinney Place as a precast parking structure. However, once the owner was presented with the

advantages of cast-in-place, post-tensioned structures, he agreed that this design was the best way to proceed. All of the post-tensioning was fully encapsulated from end to end. This provided the owner with a durable structure that was flexible enough to accommodate future tenant

needs. The lateral load-resisting system uses frames in one direction and the ramps in the other, and the frames and ramps were designed accordingly.

Yet another post-tensioning example is the San Mateo, Calif, Main Street Park-

Continued on Page 26

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## Building Technique Gains Momentum

from Page 25

ing Structure, which is located downtown next to a commuter railroad right-of-way. The 159,000-square-foot garage included construction of a 380-space, five-story (one below-grade) parking structure, plus improvements to a pedestrian area between the garage and the Century Theatres Complex. The project posed several challenges. The site is in the heart of the city's historic downtown, and the parking structure was conceived to accommodate the growing demand for the revitalized downtown business sector and the multiplex theater. The final construction cost of the garage came in at just over \$12.2 million, which included street improvements and landscaping, demonstrating the cost-effectiveness of post-tensioned garages.

### High-Flying Successes

Elsewhere, Baltimore Washington International Airport (BWI) serves as a powerful economic engine for the region. By the late 1990s, this rapid increase in service led to concerns about parking availability at BWI. Subsequently, a five-year improvement plan to upgrade the airport's functionality was announced. It included provisions for a state-of-the-art parking garage, which would consolidate the airport's eight rental car companies into one central location.

The facility, which offers customers one-stop rental car shopping, holds 8,300 spaces and frees up more than 1,000 prime parking spaces in BWI's terminal parking garage. More than 73,000 cubic yards of cast-in-place concrete were used to construct the foundations and superstructure during the two-year, fast-track construction cycle.

In Phoenix, the Consolidated Rental Car Center at Sky Harbor International Airport, designed to service a 40,000-car rental fleet, is a 2.5-million-square-foot structure – earning the designation as Arizona's largest building. Its position under the flight paths of one of the nation's busiest airports imposed height restrictions

on the project. At the same time, designers needed to make room for 5,600 covered parking spaces and nine freestanding rental car service centers.

Post-tensioning also proved to be the solution at the Humphrey Terminal in Minneapolis. With double-digit increases in air travel demand, the Metropolitan Airports

Commission (MAC) embarked on the construction of a new terminal at the Minneapolis-St. Paul International Airport as one of the cornerstones of a multibillion-dollar expansion program. The airport needed to provide a parking and multi-modal transportation facility with 400 spaces of valet parking; 700 short-term parking spaces; 9,200 general or long-term parking spaces; 1,900 spaces for employee parking; a transit center serving shuttles, taxis and buses; and a light-rail transit station to provide intermodal passenger and employee transfers.

**Millions of square feet of cast-in-place, post-tensioned parking structures are built in North America every year.**

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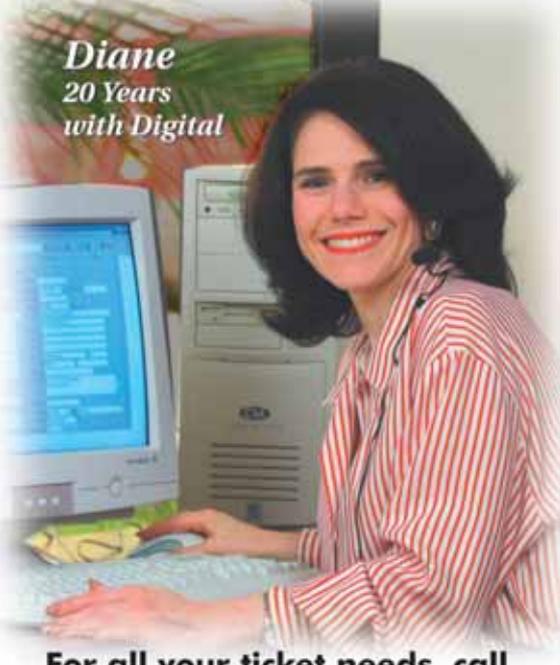
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