

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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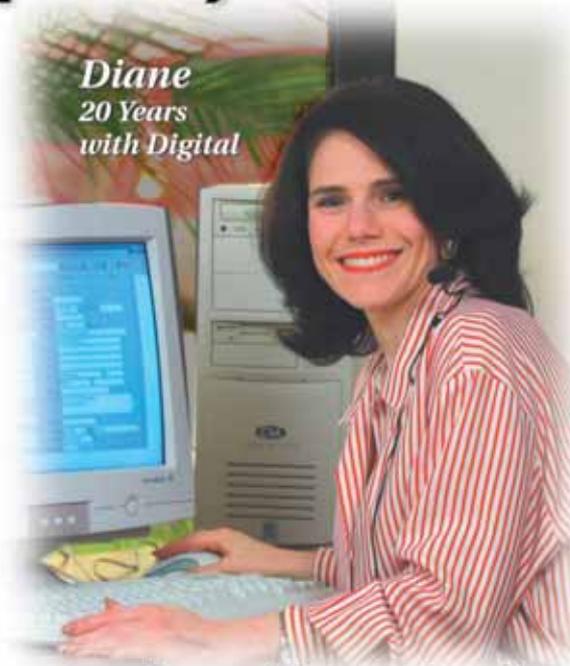
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The Future of Post-Tensioning

Innovative projects such as the above demonstrate that the possibilities for post-tensioning in parking garage structures are only beginning to be realized. As acceptance for post-tensioning continues to grow within this segment of the market, it will be important to stay on top of new trends, developments and guidelines for the technique. The Post-Tensioning Institute's Design, Construction and Maintenance of Cast-in-Place Post-Tensioned Concrete Parking Structures is an excellent source of information on the subject. Visit the Institute's Web site at www.post-tensioning.org.

Kimberly Kayler is president of Constructive Communication. She can be reached at kkayler@constructivecommunication.com.

PT

OK, What's an Additional 50 Cents a Gallon Costing You?

A comment from John Van Horn, Editor, Parking Today:

I'm going to be driving to Vegas in a couple of weeks. My Belchfire V12 gets 22 miles to the gallon. At an additional 50 cents a gallon, the 500 miles round-trip will cost me an additional, are you ready, \$11.36.

If I drive 2,000 miles a month, that means that that extra 50 cents a gallon costs an additional \$45 a month to drive my car. OK, it's not chump change, but it's not the end of the world, either. I find it difficult to see how that additional \$1.50 a day is going to make me change my mind about driving somewhere. (I should note that most people drive much fewer than 2,000 miles a month.)

OK, if you drive for a living, charge a bit more for your services. But if you are simply driving to and from work, are you really, really put out all that much?

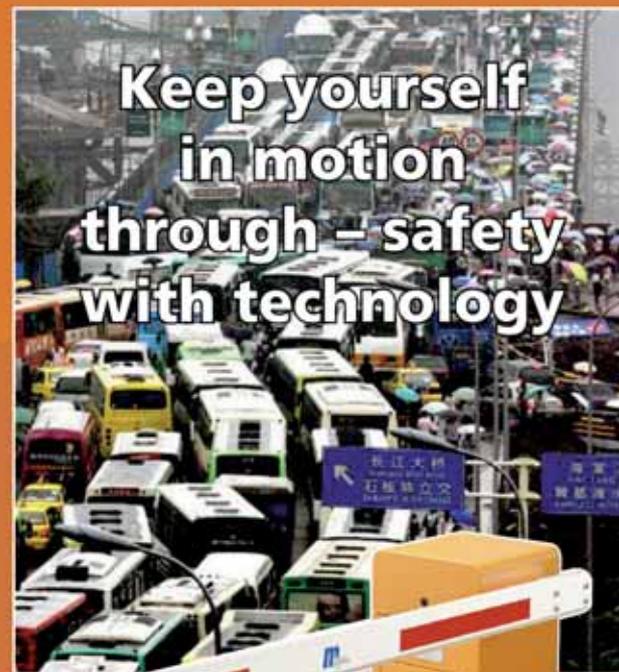
Other commodities are plunging downward. Flat-screen TVs, now the rage, are half the price they were two years ago. Cell phones are free, and if you buy the right contract, or use VOIP, your phone bill can be in the dirt, too.

So, let's see. You decide to buy a hybrid. It gets on average 40 miles per gallon. So, instead of costing \$73.86 to drive to Vegas in comfort, you can bounce over for \$33 less. Of course, you pay an additional, what, \$4,000 for the hybrid. It will take you almost three years to make up for the additional cost of the car. On those 2,000 miles a month, you will be saving about \$4 a day, less than the cost of a mochaccino latte.

Am I happy with high gasoline prices? Of course not. But let's keep it in perspective.

I think the big challenge is that gasoline is the only thing we buy that has the price in 1-foot-high letters on a sign at the entry to the store. Where most companies tout their low prices, gas companies tout their high prices.

Just my opinion.



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PIE '06: "Speed Networking"

Donald Shoup, Parking Expert, UCLA Professor, and darling of the mainstream media when it comes to parking, will be the keynote speaker for the Parking Industry Exhibition and Conference to be held August 23-25 in Chicago.

Shoup, whoses book, **The High Cost of Free Parking** is making waves in the planning and governing communities nationwide, will present his plan for renewing our central cities, restructuring our lifestyles, and cleaning our environment all by adjusting parking fees, removing parking restrictions caused by codes, and ensuring the money goes to the right place, which is not the city's general fund.

The annual event, sponsored by **Parking Today** magazine, encompasses over 30 seminars, talks, and presentations, dealing with all aspects of the parking business, from garage construction and design to operations, citation management, funding, and revenue control. An exhibition with over 100 companies providing products and services to the industry rounds out the event.

"We are expecting over 700 attendees at conference," notes Sandra Watson, conference coordinator. "The focus this year is networking. We actually have a session taken from speed dating where after an hour attendees will walk away with 30 contacts

they have met that can become resources for them when they return to their professional lives."

The Parking Industry Exhibition, or PIE, takes a different tack this year as it adds a second location where it will hold a smaller event simultaneously with the Chicago show. PIE II takes place in Los Angeles on the USC Campus and will be connected to the Illinois conference by closed circuit television.

"Two of the presentations in LA will be broadcast to Chicago and two Chicago seminars will be seen on TV in LA. This is a bit of an experiment for us, but if it succeeds we may expand our reach in future years to other cities. With time constraints and travel costs this enables more industry professionals to take advantage of what we have to offer."

Included in the conference will be an expanded "boot camp" where industry newbies with less than 5 years experience can get a basic knowledge of the parking business. Whether their current job takes them onstreet (parking meters) off street (garages) or parking administration, the six hour course over three days provides a basis for their careers.

With parking at airports being such a daily focus, a special day long seminar for airport parking managers will provide indepth information and discussions about rates, construction and design, and other major issues dealing with airport parking.

Those wishing more information on the event should log on to www.parkingtoday.com/pie.

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Register Now and Save!

Sign up for **PT Plus** and receive a 20% discount to the PIE Conference - your registration confirmation will automatically calculate your discount.

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Parking Industry Exhibition Conference – General Schedule

Wednesday, August 23

8:00 - 5:00	Registration		
9:00 - 11:00	The Senior Seminar: Where we go from here for Senior Managers	Airports Seminar 8:00 - 4:00	Boot Camp 1 The Profession
10:30	Working Together, Public and Private (Simulcast from PIE II in LA)		11:00 - Notes From Big Ben
1:00 - 2:00	Seminar 1 - ADA		Seminar 2 - On Street A Comparison of Technologies (Simulcast from Chicago to LA)
2:30	Seminar 3 - Hospital Parking		2:50 - Seminar 4 - Payment Options - Cash, Card, Cell, Whatever (Simulcast from Chicago to LA)
4:00 - 5:15	Plenary Session Don Shoup - Speaker, Author of "The High Cost of Free Parking". (Simulcast from PIE II to Chicago in real-time)		
5:30 - 7:30		Reception in Exhibit Hall Exhibits Open	

Thursday, August 24

7:00 - 5:00		Registration	
8:00 - 10:00	Technical Seminar On Street		Boot Camp 2 (7:30) Delivery of Services
9:45 - 11:00	Networking Session Get Connected in the Industry		Networking Session Get Connected in the Industry
11-12 Noon	Seminar 5 The Numbers	Exhibits Open 11:00 - 5:00	Seminar 6 - Funding Everything from Vehicles to Garages
3:30 - 4:30	Workshop A Setting up Parking Operations		Workshop B Personal Vetting and Retention
	Workshop C Maximizing Exhibiting Lighting	Lunch in Exhibit Hall Noon - 1:30	Workshop D Problem Customers and Customer Service

Friday, August 25 - Chicago Day at PIE

7:30 - Noon	Registration		
8:00 - 10:00	Technical Seminar Off Street		Boot Camp 3 (7:30) The Business
10:00 - 11:00	Seminar 7 Parking and Economic Development	Exhibits Open 9:00 - 2:00	Seminar 8 Double your Capacity with Technology
2:00			Lunch in Exhibit Hall Noon - 1:30

**Register on line at www.parkingtoday.com/pie
or see registration form on page 28**

Check www.parkingtoday.com/pie for updated seminar topics

Airports – Work With Off Ai

PT's Editor lets off some steam about airport parking

PT readers know that I'm one of the biggest supporters of off-airport parking operations. Not only do I think they are cheaper, and more convenient, but I just love the free market at work.

That having been said, I think that those operators do themselves a disservice not promoting their features and benefits to the airports themselves. It would seem that when there are parking issues at airports, they could easily be resolved by the private sector nearby. My guess is that around most air-

ports there are plenty of parking spaces open, convenient, inexpensive and ready for parkers.

Consider this:

What would happen at say LAX, if the 15,000 or so parking spaces provided by the private sector didn't exist? What about all the vans that carry people back and forth to those locations – who would provide them and who would pay for them? It would seem to me that the airport would have a problem that it wouldn't be able to solve.

The case could be made that airports shouldn't charge the off-airport companies a fee to drive their customers on the airport, but should pay them because they are part of the solution. Ditto taxis, limos, car rental companies, etc.

However, when most people think parking at an airport, they think "on-airport." The airport should and could help a lot in promoting all parking around the airport, not just on-airport parking.

I understand that airports really don't want to promote their off-airport buddies, because they make a lot of money from parking, both on- and off-airport. Many airports make more from parking on-airport than they do from landing fees, and off-airport fees also generate big bucks for the public-supported airports. They also keep the charges up at the off-airport locations.

Now airports argue that the money from parking can be used for projects not easily allowed by FAA regulations, so the money is sought after. And, of course, any parker that spends \$10 to park with ABC off-airport parking is \$10 not spent with the airports, so these monoliths see off-airport parking as a direct competitor.

But it is fundamentally unfair that those who park at airports should pay for the landscaping, that new restaurant, a computer infrastructure upgrade or whatever provides benefits to all the people who use the airport. Would it not be more reasonable to charge each person who flies maybe five bucks more in a user fee? That would generate as much money as parking and not discriminate against those who elect to drive.

At the same time, airports and the surrounding neighborhoods complain about traffic congestion, pollution and

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irport Operators!!!

the like. But they then build another 3,000-space garage up next to the terminal (can anyone say security?) so parkers have to drive right up to the airport, causing the very thing they are trying to alleviate.

Off-airport operators, by their nature, are located away from the airport. So folks don't have to drive up to the airport and cause the congestion. They park some blocks, or miles, away and are driven in comfort to the terminal. Why is this a bad thing?

Here's an idea: Why not have a place for folks to drop off their friends during high-traffic times, such as holidays, and let the off-airport operators pick up the folks in their vans and deliver them to the airport. Think of all the cars that wouldn't jam the terminals; think of all the free publicity the off-airport guys would get. In exchange, the airport could give the operators a



Parking at O'Hare

The **Chicago Tribune** goes overboard on its parking concerns at O'Hare International Airport, commenting on the 45-minute trip from the airport's long-stay lots to the terminals, and the overcrowding and other issues.

PT did a test: We went to Google, typed in "Parking at O'Hare," and got a list of seven very convenient off-airport parking facilities, many inside hotels, that are cheaper, better, faster than self-parking at the airport. All claim to get you to your terminal within 15 minutes. All claim to be up to \$15 a day—less expensive, and nearly all have easier access than fighting the traffic and Gordian knot of roads within the airport proper.

By the way, there were a lot more. The seven I got from Google were simply the first listing; there were another 20 or so on the following pages.

What's the problem? The guy in the Trib was fuming and complaining, but the article didn't even mention the fact that motorists could solve their parking problem by making a quick right (or left) turn off the interstate and pulling into a convenient, well-run and inexpensive private facility.

break on their fees.

Gee, better service, lower costs, no investment for the airport. And this is just me and Willie Nelson (he's on iTunes) musing for 20 minutes. Think what a couple of operators and a couple of airports could come up with if they sat down for half a day and discussed mutual problems, and how to mutually solve them.

Oh, yes, then there's the \$100M??? parking structure that needs to be built on land that doesn't exist. Although I haven't done the study, I would guess that the money generated by the garage goes to pay off the garage and its operation, with very little actually going to the airport itself for years. (Well, Dan, can you fill me in on this one?)

Don't worry, construction and design guys. The garages built off-airport are fancier and probably will generate as much or more business than on-airport. Ditto for revenue control companies.

I do know that off-airport operators don't want to talk to airports. They see them as monsters that want to take their businesses and use every type of government ploy, including eminent domain, to do away with their businesses.

It would seem to me that this would be a perfect project for the IPI and NPA to work on. Bring together the IPI members that are airports and the NPA members that are off-airport operations and get them to work together to solve airport parking issues.

What's that sound I hear – hell freezing over?

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PARKING

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PT Blog

JVH comments on Parking News every day at PT Blog – log on at www.parkingtoday.com. Each month, there are at least 40 other comments like these, posted daily.

A Simple Solution to L.A.'s Parking Woes

An L.A. columnist wrote complaining about parking in her neighborhood.

She says there simply isn't any parking space in her neighborhood, and it got worse because the nearby mall's workers now take spots there. Of course, she moved into that neighborhood just because the mall was nearby and all the other neat and tony shops on Melrose, Third and Fairfax. But no-nevermind.

I have a solution. Charge for parking in her neighborhood. It's simple. People who could prove they were residents would get a discounted rate, but everyone pays for parking. Put P-and-D machines on every corner, and if you have an "A" tag, you can get parking for, say, three bucks a day; and if you don't, it's \$15 or \$30. Simple.

She says there's no permit parking in the area because it's too transient. Balderdash. I have a friend who lives one block from The Grove shopping area, and on his street, it's all permit parking.

But I really don't think that solves the problem. The permits should simply give a lower cost for parking. And I'm sure that if someone wanted to park, they would get a permit even if they were going to be in the neighborhood for only a few months.

If you had to pay \$100 or \$150 a month to park on your street, maybe you would be motivated to find alternate parking, and maybe some commercial entities might begin to provide the parking for local residents. Of course, if on-street parking is free, why is it commercially viable to provide off-street parking?

I also know that a number of buildings in that area have considerable off-street parking that isn't used nights and weekends. That would be commercially viable parking if on-street parking cost residents. I can see the local bank or furniture store that had 50 spaces underneath charging \$150 a month for the right to park there after 5 p.m. and on weekends. Although I haven't done a sur-

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vey, my guess is that there are at least 1,000 parking spaces within an easy walk of the writer's apartment, available every evening and every weekend. Most people would jump at the chance to get a parking space like that, and the bank would pick up a cool 90K. Parking operators could rent out the spaces, collect the money, and pay the bank so it wouldn't have to be involved in the process.

However, as long as on-street parking is subsidized by the city, it'll never happen.

Of course, if you had to pay to park on the street, maybe all the beaters that are rusting in parking spots and never moved would find their way to the recycling yard and more parking would be available, and those folks that had two cars but could get along with one, might just do so.

Unbundling of Parking and Your Rent

Much discussion has been had concerning the providing of "free" parking as part of a person's or company's rent. Like anything else, if you don't see the price, you don't know what it costs and, most likely unfairly, costs you.

Consider a graduate student housing project at UCLA. A student living there pays one price and gets electricity, parking, cable, etc.

This student used the example of the fact that she liked her room warm in the evenings, so she opened the windows and turned off the AC. However, her roommate liked her room cold, so she left the AC on constantly, even when she wasn't there. Since there was no meter for the electricity, there was no incentive for the roommate to perhaps turn on the AC only when she was there.

Likewise, her roommate is from China and has no car; however, there is a parking space assigned to her. This makes no sense. Why should the roommate pay for parking (as a part of her rent) if she will never use the space; and, likewise, why should the writer pay for electricity that the roommate is using (as a part of her rent) but which she isn't.

This is equally true in the business world. If a developer decided that he could recoup the cost of building a parking structure by selling the spaces at \$250 a month, and charged accordingly for each spot used, the tenants could decide how many spaces they needed based on who was willing to pay the price and who wanted to carpool, ride the bus or walk. We would quickly find, I think, that the number of spaces built outstripped the need, and smaller garages would result and, thus, less-expensive buildings. Also, rents would go down because the cost of the building (particularly in apartments and condos) would be less and those who used the parking facilities would pay for their use and those who decided they would get by with one car rather than two would save the difference.

Parking Cheating at UCLA

I have been following an ongoing discussion at UCLA about how the university's parking permits are distributed. It seems they use a point system, and the number of points you have is based on an application you fill out. Obviously, if you

Continued on Page 34

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PT Blog

from Page 33

live on-campus, your chances of receiving a permit are less than if you live 40 miles away. If you are a PhD candidate, your chances are better than an entering freshman. Handicapped versus non-handicapped, etc., etc., etc. – there are many variables.

What has happened is a “culture of cheating” on applications for parking. Students, who wouldn’t think of cheating on an exam or stealing a newspaper from an open rack, jump at the chance to cheat on their parking applications. This is a known phenomenon. It is discussed openly by students and faculty alike. But nothing appears to be done about it.

You can read about it in a paper written by Don Shoup. Log on to the blog at the PT Web site and find the paper. Although the entire paper is extremely interesting, you will want to scroll down to pages 6-11 and appendices B and C.

Shoup comments that he is amazed that a major institution of higher learning, with entire departments dealing with morality and ethics, cannot figure out a way to issue parking permits. Of course, Don recommends a supply-and-demand approach for parking charges – lessening the charges when demand is down and increasing them when supply is up. He calls this the Goldilocks Effect.

However, a university is a giant bureaucratic political animal with many mouths to satisfy. Parking policy has evolved bit by bit, with each interest group (athletes, professors, staff and then various levels of students) being given a bit of the pie. My guess is that what has happened is, as in Mel Brooks’ “The Producers,” more than

100 percent of the whole may have been sold.

Unfortunately, the result is not a smash hit such as “Springtime for Hitler,” but a dud.

Render Your Parking Fees to Caesar

DC has a problem. People are double parking around churches. My God – pun intended – this means folks are flocking to church. We have to do something about that.

Residents in the neighborhoods are up in arms because, for those couple of hours on Sunday mornings, parking and traffic are a mess. This being DC, they are forming a committee to study the problem. I can save them the trouble.

Charge for parking in the neighborhoods. Install POFs all around, sell the residents a permit, and charge all the rest a buck or two to park when they go to church. Then plow the money back into the neighborhoods for new lighting, streets, parks and other services.

Everyone wins. There is room for the prayerful to park, a nicer neighborhood for the church, and residents are happy. The church could set up a deal with a nearby office or supermarket and run a shuttle during services. Have the folks who park there drop an extra buck into the collection plate.

Or – dare I say it – local residents could let churchgoers park in their driveways for a couple of bucks. The kids could get up early on Sunday mornings and wave ‘em in. Put the extra money in their college fund, or to buy CD’s.

Of course, there is a Law in DC – can you believe that? – that unregulated parking is ... against the law.

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NOTES FROM BIG BEN ...

Are Salespeople 'Artistic?'

BY PETER GUEST

I had some interesting conversations at Intertraffic in Amsterdam, but I think the following two exchanges stand out as extreme examples of the salesman's "art."

Sales Pitch #1:

Me: "I am looking to buy this type of machine. What's the maximum temperature that your company's equipment will work in?"

Salesman: "Up to 40°C."

Me: "In my target country, it can get over 50°C."

Salesman: "This machine will work at over 50°C."

Me: "My traffic signals engineers tell me that temperatures inside their traffic camera housings can reach 80°C."

Salesman: "This machine will work at over 80°C."

Sales Pitch #2:

Me: "I am looking to buy this type of equipment to use in the Middle East."

Salesman: "This is a new product, and I don't want to offer it to you until we have enough experience to be certain that it will work in that environment."

Which one would you buy a used car from?

Bad Day for Wal-Mart

Wal-Mart came into the UK market a few years ago when they bought the ASDA supermarket chain, and so far, they have been doing pretty well. Just recently, however, they got the worst possible publicity following a fatal accident in one of their car parks.

There had been a number of problems in the car park, and ASDA had installed a gate to close the car park at night. The gate was in the form of a metal bar that could swing horizontally to be locked across the entrance and then opened during the day. When open, the gate should be locked in position so that it cannot swing across the entry lane. Sadly, on the day of the fatal accident, the gate had not been secured, and just as a car turned into the car park, the gate was swung closed by the wind, penetrating the windscreen and killing the driver.

The subsequent investigation revealed a catalog of shortcomings in the way ASDA managed the car park, and resulted in a finding of unlawful killing. This could mean that someone in ASDA could be charged with manslaughter. The company response has been to immediately remove all such barriers from their sites; meanwhile, the BBC discovered many similar accidents with this sort of barrier and are now campaigning to have them banned. It's sad that something done to improve safety has resulted in someone's death.



A Bit of a Bother in Iberia

A recent court case in Spain has started a Europe-wide debate on how we charge for parking. In most places, charges are based on hourly steps where a driver pays, say, a dollar for one hour, two dollars for two hours and so on. Charges may be structured to discourage long-stay parking (the charge will increase by more than a dollar an hour after, say, three hours) or set to favor long-stay, where there is a maximum fee to stay all day.

In the Spanish case, it was argued – successfully – that it was inherently unfair for a driver staying for 15 minutes to pay the same "up to one hour" charge as someone staying 59 minutes. The result has been a tariff with much finer steps. However, if the average stay is, say, 40 minutes, then it is simple math to realize that the charge for a 40-minute stay has to return the same income as the previous "up to one hour" charge, and so the net result has been that parking charges have risen. The

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Are Salespeople 'Artistic?'

from Page 35

phrase "Pyrrhic victory" springs to mind.

I am fascinated by the idea of applying this logic to other industries. Imagine going to a restaurant and at the end of the meal asking for a reduction in the bill because you didn't eat the bread roll; or staying in a hotel and asking for a discount when you check out an hour early! (Yes, there are hotels where you can rent the room by the hour, but I'm too young to know about such things.)

Different Strokes – or Not?

A couple of weeks ago, I gave a short talk at Intertraffic about the need for formal standards in our industry. In Europe, we all drive similar cars and use the same machines and equipment, and one would have thought that, therefore, we would have a similar requirement for car parks and equipment, and yet there is no common acceptable "design norm" for anything.

The purpose of my talk was to initiate a debate about (a) whether we needed a common framework, and (b) if so, how to go about doing something that would be useful and wouldn't just become a bureaucratic nonsense. Well, I certainly started a debate! For the next three days, it seemed as if everyone I met had an opinion that they wanted to share with me, and a European Parking Association panel of experts has taken the debate onboard.

Motoring organizations have criticized the cameras as being nothing more than a way of ripping off the drivers.

The question is: Should this dialogue extend to your side of the Atlantic? Perhaps yes, perhaps no. In the excellent Walker Parking Consultants book **Parking Structures**, Mary Smith – whose opinion I greatly respect in most things – rules out the idea of perpendicular parking in a car park with one-way traffic circulation, a design philosophy adopted in most European car parks. It works for us, so why doesn't it work for you?

And Finally

When we have roadwork on our main motorway network it is normal to impose a temporary lower speed limit for safety reasons.

Being a roadworker is the most dangerous job in Britain, apparently. These limits are enforced using speed cameras to record violators. One camera near Liverpool has managed to raise more than a two million dollars in fines (at \$100 per offense).

Motoring organizations have criticized the cameras as being nothing more than a way of ripping off the drivers. Personally, I think that since the \$100 fine clearly isn't deterring speeding, let's double the fine and use the extra money raised to pay the extra pensions of the roadworkers who will reach old age as a result.

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