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New York City Goes P and D

By John Van Horn

“In Civil Service, most don’t get the satisfaction of a job well done. We do!”

The six people who lead the 700 who mind the parking in the City of New York were in full agreement about that quote. Their leader, Victor Rosen, carried it a step further. “Parking is sexy,” he said. “It has an unusual impact. We balance the equities between what the public needs and governmental considerations.”

Rosen and his crew know a lot about governmental and community considerations. The week they sat for an interview with PT, the mayor and City Council had been in a major hassle over whether to reinstate free Sunday parking. The City Council and free parking won.

Rosen believes that as soon as the merchants find the neighborhoods are clogged with cars due to free parking, they may have second thoughts. “The world has changed from a time when the only things open on Sunday were the churches. Now it’s just another business day,” he said.

“We are the stewards of parking for one of the most renowned cities on Earth,” Rosen said. “In one way or another, we interact with hundreds of thousands of people every day. How we do that can either help or hinder the way the city functions.”

The city’s new program of charging commercial vehicles to park is a good example. According to Toni Turcic, Director of Research & Development for the Bureau of Parking, cross-town traffic was a mess, due in large part to commercial vehicles not having places to park. Those spaces were taken all day by people who, by hook or crook, had gotten commercial plates but didn’t deserve them. Seventeen percent of the vehicles parking free were business owners. “You should see the number of Mercedes with the back seats taken out and commercial plates. They do it so they can park all day on the street for free.”

When the program using pay-and-display equipment to charge for commercial parking went into effect, the result was instantaneous. Trucks moved more quickly. There was turnover, and no longer were spaces taken by those who shouldn’t be using them.

“The legitimate delivery services, like UPS and FedEx,

loved the new program,” Turcic said. “Before, their trucks were being ticketed and towed. UPS spent over a million dollars a year in parking fines. Now they have a card the drivers use to pay the parking. No more tickets and plenty of room to park.”

In the end, said Turcic, the Bureau of Parking not only solved a major parking headache, but greatly freed up cross-town traffic.

When a driver purchases two hours of parking, it is good anywhere the vehicle parks for that two hours. So a delivery truck can purchase a ticket in the morning and use



Victor Rosen in front of a mural of Rockefeller Center outside his office. The awards on the wall reflect the technical achievements of the Bureau.

it for the amount of time purchased, a maximum of 3 hours, as long as it parks in an area covered by the "muni-meters," as they are called in New York.

A major headache with parking meters is ensuring that they are working. Director of Field Operations Michael Pipitone has someone visit each of the city's 62,000 meters at least once a week. "We use hand-helds to track each meter and its activity," he said. "If there is vandalism going on in an area, we will visit it more often." Pipitone's crews carry all they need to fix a meter on-site. "Most of the time it's a swap-out or clearing a jam. We can do anything except repair a post that's been bent or pulled out of the ground.

"The P and D machines are reliable and don't give us as much vandalism: 91% of the meters are up at all times; however, we see a more than 99% factor with the P and D machines," Pipitone said.

When the maintenance crew notes an area that is having ongoing vandalism, experience tells this team that it's most likely one person who simply doesn't want to pay for

UPS spent over a million dollars a year in parking fines

parking. Although legally you can park only one hour at a broken meter, some vandals think that "breaking" a meter gives them a leg up.

"When Mike's group reports an upswing of vandalism in an area, we get involved," said Special Operations Director Vincent Susi. Although a bit circumspect in just how his officers operate, Susi noted that they work with police and stake out areas of vandalism, apprehend suspects and aggressively enforce the law.

"When we see meter vandalism spike on a certain block, I can almost guarantee someone new has moved into the neighborhood and is trying to park for free."

Converting a city such as New York from single-space meters to pay-and-display is a long task. The city first converted its surface lots, or parking "fields" as they are known in New York. Then it began with on-street parking, one neighborhood at a time.

Selecting the right pay-and-display was a tough task for the city. "We actually worked with manufacturers to come up with a NYC design," said Rosen. "We didn't want a bunch of bells and whistles. It had to have a basic standard for durability. Let's face it: This thing had to be a tank." The selection of the vendor was through the normal competitive bidding process.

When the "muni-meters" go into a neighborhood, the Bureau sends officers in advance to prep the neighborhood and let the merchants and residents know what is happening. When the system goes live, they issue no summons for a week.

Asked about the controversy as to whether "unmarked" spaces that you can have with pay-and-display really worked, members of the leadership group were of one mind: 10% to 15% additional spaces, no doubt. "It takes about three or four months," Traffic Engineer John Girardi said. "Then people realize they can squeeze in an extra car on the block, and they do. It's great."



The NYC Bureau of Parking developed a way to attach P and D machines to the light standards. This leads to much less street furniture and a dramatically improved streetscape. The unit is powered through the lighting system.

The muni-meters are installed so that they are 75 feet from the furthest parking space. People have to walk, at the most, 150 feet round trip. The city has developed a way to install meters on light posts, using the power going to the lights to drive them. "That cuts down on the number of posts on the street," noted Turcic.

In addition to cash, the meters take parking cards sold by the Bureau. More than 25,000 cards a month are purchased, in \$25 and \$50 denominations. The Bureau generates about \$119 million a year in parking revenue. The city, through the Department of Finance, collects more than five times that much in citation revenue and penalties.

The payroll, personnel, and administrative function of the organization is run by Jessica Levin, admin director. Like the rest of the management staff, she has worked in various parts of the bureau during her 30 years of service. "Jessica is the bureau's quartermaster," notes, Rosen. "She ensure all logistical needs are met."

"How far will people walk to a muni-meter? Heh, this is a city of walkers," Rosen said. "If they are willing to walk to the city's attractions, it's not too much to expect them to walk 75 feet to pay their parking fee."

"In truth, the vast majority of our citizens like the new technology. But they aren't from New York if they aren't complaining about something. It's part of the job."

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Las Vegas Drivers Use Cellphones at Meters

Las Vegas is one of the first cities in the country to let drivers pay for on-street parking with their credit card and cellphones, instead of searching for loose change. It has replaced old parking meters with 15 new meters, covering 150 parking spots, in the city's downtown business district.

"As we see many new projects being constructed in downtown, there is an increasing demand for metered parking spaces," said City Manager Doug Selby. "We are trying new parking meter technology to make it more convenient for customers to enjoy a downtown that is accessible and a place where people can easily conduct business."

The service can help Las Vegas drivers avoid parking tickets by sending a reminder SMS text message to a subscriber's phone about 10 minutes before their meter time expires. Drivers can then purchase more time by simply making a cellphone call.

The latest technology meters, which began in September, are from Reino Enforcement Technology. The pay-by-cellphone service is mPark service. The cellphone payments are processed by Peppercoin, a payments technology company that enables new business models for low-priced digital content and physical goods.

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Displays A

Open. Closed. These were the only message options available at entrances and exits to parking facilities at Minneapolis-St. Paul International Airport (MSP). The messages said little and did nothing to guide customers to "epark"-compatible exit lanes.

epark is the time-saving credit card in/out system in place at MSP. Customers can use their credit card to enter and exit, and no ticket is issued. Before installation of light-emitting diode (LED) video displays at parking facilities at MSP's Lindbergh and Humphrey terminals, customers using cash would enter an open exit lane only to find that it might not offer the cash payment option.

Upwards of 74% of the parkers at MSP use the credit card in/out (CCIO) system. The signage is used not only to direct cash customers to the cashier lanes, but also to promote the \$2 per day savings that CCIO customers get for using credit cards.

"Cash-only customers had a hard time figuring out which lane to use," said Matt Bauer, general manager for Ampco System Parking, which operates facilities at MSP. "Customers would go to an open lane, but if a cashier wasn't available, they would have to back out of the lane to get to the right one."

This confusion caused safety concerns and increased departure times from parking facilities, according to Arlie Johnson, assistant airport director/landside operations.

"The [LED video] displays improve our customers' experience and safety at exit plazas," Johnson said. "We didn't have any flexibility with our existing signage. Now we have the flexibility we need to change messages. The displays are colorful, and they get people's attention."

ProAd displays were selected for exit lanes because of their ability to show the epark logo in great detail and to synchronize messages with one another – a feature available with software that controls the video displays, said Glen Wiebe, a Daktronics applications engineer. The software allows any number of the 18 lanes to run the same message at the same time, while remaining displays show other messages, for example.

Current messages allow customers to select a cashier, epark or automated vehicle identification (AVI) lane, according to Johnson. AVI lanes are used only by airport employees and those driving MSP vehicles, and help keep customer lanes open.

Bauer said message content is programmed into the controller. Ampco operators change messages on specified days according to a pre-determined schedule.

"The person who does the programming finds it easy to do," Bauer said. "I attribute that to the quality of equipment, but mostly to the training we received from Daktronics on the equipment."

Are Important at MSP

By Nancy Correl

Daktronics control software -- and existing parking, access and revenue control systems software supplied by Zeag -- also had to be compatible, Wiebe said.

"Zeag uses real-time data to control the lanes. An operator wanting to change the message shown on one display commands the system to send out a real-time data command to the controller to change what is shown on the specified display."

Now that epark customers can quickly and easily find lanes offering their payment option, they can pay and exit the parking facility in a matter of about 15 seconds. John-

son said that before introduction of epark, customers could wait in line to pay for several minutes during busy times.

The new system also enabled Ampco to run the facility with fewer cashiers. Currently it keeps only two lanes per lot open with cashiers, down from as many as 15 before the new installation.

Nancy Correl is with Daktronics; she can be reached at ncorrel@daktronics.com.

PT



Exit lanes at Minneapolis-St. Paul International Airport.

Nick Watry Brings Real-Life Experience to Classroom

Last fall, when Nick Watry was named the inaugural recipient of the George Hasslein Endowed Chair for Interdisciplinary Studies in Environmental Design, his main goal was to bring real-life experiences to the classroom and engage architecture and engineering students in interdisciplinary studies.

An architect, engineer and founder of the Watry Design Group of Redwood City, CA, Watry is a 1964 Cal Poly architectural engineering graduate who has spent the past 40 years designing concrete buildings and parking structures. In 2000, he earned his executive master's degree in architecture at Cal Poly and returned to the university the fol-

lowing year to teach construction management, concrete technology, and interdisciplinary design/build classes.

Watry stresses the importance of assigning projects in which students are required to learn the various aspects of the business of architecture, engineering and construction.

"I want my students to engage in a collaborative effort in which they learn each person's role and how to effectively work together on their various projects, because that's what we do out in the real world."

Watry recently taught a class in which 37 students developed a plan for a Cal Poly University Center, a four-part project to include an extended learning center, an events center, a faculty and staff club, and a new alumni house.

He will continue to teach at Cal Poly, conducting classes for the College of Architecture and Environmental Design's construction management and architectural engineering departments.

What Makes a Thermal Ticket 'Tick?'

By John Otott

That mysterious little machine ... the thermal printer. Silent, reliable, fast, and with virtually no moving parts. It seems like the perfect technology for parking enforcement officers on the beat ... and it sure beats having to hand-write tickets!

But there's more than what meets the eye when it comes to the tickets themselves. Thermal sensitivity, top-coats, activation temperature, quality of cut, core and wind -- these are just a few aspects of every ticket roll that can drastically affect what I call the "abilities" of every ticket: readability, reliability and archivability. A little education and a peek under the print can ensure a hassle-free transition into the wonderful world of thermal citation and pay-and-display ticketing.

Let's start with the basics. Thermal paper and heat don't mix well -- but that's what makes everything



Thermal ticket stock comes in various sizes.

work. The workhorse of every thermal printer is the thermal printhead. Comprised of tiny heating "elements," the printhead strategically

heats and cools individual elements in the perfect sequence needed to produce an image on the ticket as it passes beneath the printhead. The ticket itself has a coating that chemically reacts to the heat put out by every individual heating element. The result of this reaction is the release of leuco dyes, causing a black image at the exact point of contact with the heating element.

So now you have an image -- but how readable is it? This depends on the relationship between the sensitivity of the thermal coating and the energy output of the printhead. As a general rule, the more sensitive the coating on the paper, the darker the image will be when the coating is subjected to a fixed amount of heat (energy) from the printhead.

An image (text, graphics, etc.) that looks light or faint can often be remedied by using a more sensitive paper

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grade or by increasing the energy output of the thermal printer (if your particular printer allows for this). Of course, for every action there is a reaction: Papers with higher sensitivity are usually more expensive, and increasing the energy output of the printhead results in a shorter battery life.

Geographical and environmental considerations should also be taken into account. In hotter areas of the country, a ticket will be exposed to not only the ambient outside temperature, but also the elevated surface temperature of what the ticket is resting on, such as a windshield or dashboard of a car (as in pay-and-display applications). In the latter case, the ticket must be manufactured with a paper grade that has a thermal coating specifically designed to handle extreme temperatures.

Other physical characteristics of the paper and coating also can have an impact on the success and reliability of your particular ticketing application. For example, will your tickets be exposed to direct sunlight for any length of time? How about rain, sleet or snow? If so, an extra layer of protection called a topcoat may be required. A topcoat is an additional, clear coating put on top of the thermal coating and that adds protection from the elements. It repels moisture, oils and other contaminants that cause degradation of the thermal image. The topcoat will also dramatically reduce the damaging effects of UV light, which causes the yellowing effect often seen on thermal papers.

If your tickets are directly exposed to rain or heavy moisture, you may want to consider polypropylene as your ticket material. Made from film as opposed to paper, this material will not degrade when exposed to moisture and is virtually tear-proof. In addition, "poly" material is available with a topcoat for added protection.

Finally, but just as important, there are the core, cut and wind. The finishing process of the ticket rolls should stand up to rigid quality control standards. Dull knives during the slitting (cutting) process lead to fuzzy edges and paper dust in the print mechanism. A roll's width and outside diameter, along with the proper specification and tolerance of the core, is critical in allowing for smooth and efficient operation of the printer. Positioning (registration) and quality of the perforation and preprint are

also essential in maintaining the proper positioning of the data that print onto the ticket. With all of these variables, tight quality control standards are paramount in obtaining a ticket roll that will perform flawlessly in your printer.

Silent, reliable and fast. These descriptions are very true of thermal printing technology. However, the printer and application are only as reliable and efficient as the ticket supplies. Proper consideration of paper

grade and finishing quality will go a long way in ensuring a smooth operating system.

Remember, there are many choices and variables when considering your ticket stock -- be sure the choice you make is the correct one for your application.

John Otott is Vice President of O'Neil Printer Supplies Group, and can be reached at john.otott@oneilinc.com or (949) 458-6400.

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A Good Day in White Rock

By Steve Campbell

For most cities and towns, it seems the only people who approve of pay public parking are the financial staff and the elected officials who see the significant benefit of cash inflows.

Businesses such as restaurants often view parking fees simply as an annoyance for their customers or a roadblock hindering their business success. For its part, the parking public is none too happy having to cater to the almighty parking system: fumbling with coins, running back in the rain to add more time, etc. For a great majority, pay parking equals stress.

The Canadian seaside resort of White Rock, British Columbia, is no stranger to parking, having five miles of beautiful sandy beachfront and high-quality restaurants that are a magnet for thousands of visitors and their vehicles throughout the year. But with just 900 parking spaces in the waterfront business district, devising a system that allocates the parking fairly among visitors, raises revenue for the city, and is easy for parkers to use is challenging.

While some might argue there shouldn't be pay parking on lots constructed with taxpayer funds, the reality is that many times during the year the spaces are full. If cities such as White Rock didn't charge for parking to allocate the spaces more fairly, turnover would be low. To prevent people from monopolizing a parking space all day, White Rock uses signage to limit parking in prime areas to a maximum of four hours. This facilitates the flow of new, fresh visitors to the shops and restaurants along the beach. The technology enables cities to force turnover of high-value parking spots by setting up differential pricing structures for different spaces at different times of the day or week.

In addition to its customer service goals, like many cities, White Rock has issues with revenue generation to pay for important services. The city has no major industrial base and 95% of its properties are residential. The annual contribution to the city's general revenue of \$1.6 million provided by parking helps to keep taxes down.

Once the decision was made to go ahead, a competitive RFP process led to two vendors being short-listed; Digital Payment Technologies was the supplier chosen. The centerpiece of White Rock's parking system upgrade was a move to a full pay-by-space system using 35 advanced LUKE pay stations from Digital. A total of 28 of these incorporated solar-power technology to save the cost of hard-wiring the power. The system went live and operational in June 2005, just in time for the peak summer parking season.



Numerous benefits to parkers

With the new system, there are a number of pluses for parkers. First, its proven technology now enables parkers to pay using coins and credit cards -- and possibly smart cards in the future if the city decides it wants to offer that payment method.

In addition, pay-by-cell (PBC) technology allows visitors to park and pay using their cellphone account with Verrus, a leading PBC provider. Using their cellphone to call a toll-free number and punching in their stall number, they can renew and extend their paid parking period — no need to run back to the car to feed the meter to avoid being ticketed.

As an added convenience, those who use their cellphones to purchase or add time will receive a text message advising them when they have five minutes of parking time left. (Interestingly, some of White Rock's beachfront businesses have opened PBC accounts so they can extend the time for their customers when necessary.)

Another advantage of the advanced technology is that all machines in the system are networked through a CDMA wireless data system through Bell Canada, allowing the machines to "talk" to the central enterprise management system and server that consolidates the information. What that means — for customers, as an example — is that parking time can be extended in another part of White Rock by going to any machine, punching in the unique parking space number and buying additional parking. This is a bonus for people who may not have access to a cellphone.

Electronic system much more efficient

From the city's point of view, the projected payback of two years is an impressive benefit. That includes the reduced maintenance costs involved in the upkeep of street meters and the lost revenue when they stop working. The modular construction of the new payment stations means that if they have problems, repairs can be resolved quickly to keep the machine producing revenue. In addition, the machines are self-reporting and will alert the main server with a wireless signal when the paper or battery power is running low.

One advantage of this system is eliminating the old program of someone wheeling a coin box down the street in a regular timed schedule of coin pickups from meters. This routine work can be reduced substantially, leaving staff to work on other higher value-

Routine work can be reduced substantially, leaving staff to work on other higher value-added tasks

added tasks.

An important catalyst for White Rock's review of parking came when the contents of 80 of its street meters were stolen early on a Monday morning before they were emptied. After a busy Sunday of parking, this theft cost the city thousands of dollars and brought home the point that the volume of cash is an attractive target to thieves.

Continued on Page 28



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A Good Day in White Rock

from Page 27

There are only 35 machines with the new system, meaning far fewer pickup points for the coins, and leveraging staff productivity with a safer and more efficient coin collection procedure. In addition, these centralized payment stations are highly secure and vandal-proof. Approximately 25% to 30% of all parkers use credit cards.

It doesn't stop there. The city receives reports from the management software that provide details of system performance and statistics on usage that city analysts can review. The real-time collection of data provides the information White Rock needs to fine-tune its system as necessary, and to spot problems in minutes rather than hours or days, as was the case previously.

"The integrated electronic system is much more efficient than the mechanical one, and it helps to keep our costs down," said Sandra Kurylo, Director of Financial Services. "That's an important consideration for any city or town looking to maximize service and revenue while minimizing costs."

Keeping White Rock beautiful

The final benefit of eliminating 500 street meters of varying ages and designs along the beachfront is reducing the street clutter of this tourist destination and making the city a more attractive place to visit. The 35 new machines were even powder-coated in White Rock's city colors of sky



blue and yellow to blend in with the resort town's brand image and graphic design theme.

Steve Campbell is a technical writer in British Columbia, Canada. He can be reached at scampbell@campbellpr.bc.ca.

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BREAK-SAFE SYSTEM LESSENS INJURIES TO VEHICLE OCCUPANTS



In April 2005, a patrol officer's cruiser, responding to an emergency medical call, was struck by another vehicle on North Benson Road in Fairfield, CT. An Interstate 95 sign, supported by Transpo's Break-Safe system, was knocked flat to the ground. Although the patrol car was totaled, the officer and the other driver suffered only minor injuries.

Accident research and field experience have demonstrated that vehicles often leave the roadway and impact structures at high angles of incident. The Break-Safe symmetrical coupling design allows the system to break away with consistent, predictable behavior, regardless of the vehicle's angle of impact. This unique omni-directional capability exceeds FHWA and AASHTO requirements for impact performance. All Break-Safe models are FHWA-approved for use on the National Highway System.

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For more information, log on to www.parkingtoday.com/epip

UNIVERSAL BOOT LAUNCHES NEW HIGH-SECURITY IMMOBILIZER



Universal Boot has again extended its product line to now include a product able to immobilize vehicles with domed or protruding rims. The "EuroBoy" has been field-tested on vehicles ranging from full-size double-wheel utility pickups to airport-style shuttle buses to standard-size delivery box-trucks, as well as European-design delivery vans. The company's expertise in designing and manufacturing high-security wheel immobilizers comes from 20 years' experience supporting the parking enforcement industry, as well as individuals for their theft prevention needs.

The new PF-01 EB, nicknamed the EuroBoy, is a natural evolution of the successful design of the PF-01 Basic unit, for wheels and rims up to 215mm (8.5") in width. It is used in some of the biggest cities in North America, as well as in locations in Europe, Africa, the Middle East and Oceania.

For more information, log on to www.parkingtoday.com/epip

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AMANO RELEASES AGP-6800 EXIT PAY STATION



Amano Cincinnati has released the AGP-6800 Exit Pay Station, which "allows the cashier-less processing of transient tickets in the covered exit lanes of a parking facility," said John Berthiaume, Product Director.

When the parking patron inserts the mag-stripe ticket provided upon entrance to the facility into the AGP-

6800, the unattended exit pay station calculates the parking fee, displays fee-due to patron, accepts payment and vends the gate. The AGP-6800 delivers the following functionality to parking owner/operators:

- Calculates variable rate or flat rate fees using mag-stripe technology.
- Provides an economical method to offer additional payment locations in the exit lanes of a facility.
- Includes a lighted patron-guidance system and easy-to-read touch-screen display.
- Protects -- with an electronic shutter system -- ticket, coin and note slots; the start of a transaction activates it.
- Accepts entry tickets, exit tickets processed at a central pay location, canceled tickets, lost tickets, validation coupons and service tickets.

For more information, log on to www.parkingtoday.com/epip

RX-M1 MOBILE LICENSE PLATE CAPTURE



The RX-M1 is the mobile version of Reg-Alert designed specifically for vehicle-mounted applications. It is a fully automatic license plate capture system -- powered directly by the vehicle's cigarette lighter -- that is fully operational under all lighting conditions. The RX-M1

can accurately and reliably read, capture and store thousands of plates per hour, saving countless hours of manual data entry. The system also outputs real-time alarms on positive matches against a "hot list" of wanted vehicles, so that immediate action can be taken. Designed specifically for North American license plates, the RX-M1 is an essential tool for policing, stolen-car searches, parking enforcement and Homeland Security.

For more information, log on to www.parkingtoday.com/epip

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MAKING SCARY PARKING LOTS SAFER.



WHEN YOU CALL FOR HELP

it shouldn't be about your emergency phone. With Code Blue interactive voice security systems, you can reduce patrolling expenses, reduce your liability exposure, and increase sales and employee productivity by providing a safe environment. Code Blue's proven track record of powerful, flexible, durable and cost-effective solutions have made us the industry leader. **Code Blue. Help at the touch of a button.**



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NEW PRODUCTS

CRSI OPENS ONLINE STORE



The Concrete Reinforcing Steel Institute (CRSI), based in Schaumburg, IL, has opened its new online store, available exclusively on the CRSI website (www.crsi.org). It is designed with simple, easy-to-use screens for easy

ordering. The online store lets the user shop for authoritative information on all aspects of site cast concrete construction that use steel reinforcing bars. Materials are available in six major categories: General Design, Retailing/Fabrication/Construction, Epoxy Coating, Buildings, Bridges and Pavement. Materials available on the Web site include the CRSI Manual of Standard Practice, the CRSI Design Handbook and the new Slab Bridge 2.0 Software.

For more information, log on to www.parkingtoday.com/epip



SNOWEX INTRODUCES 2-CUBIC-YARD-CAPACITY V-BOX SPREADER

SnowEx, a division of TrynEx International, introduces the V-Maxx 8500 bulk spreader. The company's first 2-cubic-yard-capacity V-box-style spreader features a hopper constructed entirely of heavy-duty polyethylene, and is designed to spread virtually any combination of materials. The V-Maxx 8500 features a patented multi-angle hopper combined with an inverted-"V" salt/sand baffle and attached vibrator that allows for continuous material flow, no matter what is being spread.

Offering a hopper constructed of polyethylene, the V-Maxx 8500 eliminates the corrosion concerns and constant maintenance commonly associated with steel V-box alternatives, and it is also much lighter than steel alternatives. Powered by a 1/2-horsepower, high-torque, commercial continuous-duty 12-volt electric drive system, the V-Maxx 8500 produces 1,900 inch-pounds of torque at the auger transmission output shaft. This fully electric design means there are no engines, pulleys, sprockets, belts or chains, which provides for low-maintenance, worry-free operation.

For more information, log on to www.parkingtoday.com/epip

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.

For maximum protection against fraud, all cards are authorized online using wireless technology. It's secure, reliable and available now as a factory-fitted option on machines by many parking meter manufacturers. Card payment can be used to either supplement or replace existing payment methods.

With a five-year track record working with over 100 of the industry-leading car park management companies and municipalities across the UK, Europe and now in the US, CreditCall can provide **you** with the obvious benefits of secure credit card acceptance. Call us, email or visit our web site now to find out more.

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Robust wireless card authorization system - unsurpassed security

Flexible
All major card types accepted

Accountable
Operator receives fully itemized transaction history

Competitive
Low charges & fast payment maximizes operator revenue

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