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June 14 - 17, 2005
Bangkok, Thailand

In conjunction with the 15th IRF – International Road Federation – World Meeting 2005

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#1

PIE 2005 Parking Industry Exhibition and Conference of Parking Management and Technology

Intertraffic North America

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PARKING TRAINING, SEMINARS, ROUND-TABLES AND PRESENTATIONS AT ALL LEVELS

PARKING BOOT CAMP:

Bootcamp - Four hours of parking from the beginning. This is for newcomers, whether you work in a garage, own a lot, or are responsible for a parking facility. You will learn about equipment, rates, management, and contracts. You will come away from this four hours with enough knowledge to ask the right questions, and expect the right answers. This is directed to beginners in parking.

ADVANCED PARKING TRAINING - It's for Senior Managers

And Our Advanced Parking Seminar - A half day of parking for senior managers. Do you need more parking? Ways to get more out of less. Projections for five years into the future. Can you do it? And How? This is a strategic session for those with senior level responsibilities.

PARKING TRAINING PROGRAM

Two-Day program that focuses on the two aspects of Parking: On Street and Off Street. Industry experts bring these topics to life and bring you the information you need for success.The On Street Program covers equipment, enforcement, legal, and policy issues. The Off Street program covers equipment, personnel, operations, and revenue control. These day long programs are designed for attendees with more than five years experience in the parking industry. If you are unsure, you should take the Parking Boot Camp before entering into either of these courses. On Street will be held on Wed. September 28, Off Street on Thurs. September 29.

VENDOR PRESENTATION

Major Parking Vendors who are exhibiting at the associated PIE/Intertraffic exhibition have been given the opportunity to give two hour in depth training/familiarization programs. These classroom style presentations, takes the equipment out of the hustle and bustle of the trade floor and allows the manufacturers the opportunity to give their customers and potential customers a good look at the equipment and its features.

This program is designed to allow existing customers to learn more about the features of their equipment and potential customers to get a "feel" for the product before making that final purchase decision. Please see the schedule for the time of the vendor presentation you wish to see. NOTE: There is no reason why you can't attend more than one.

THE TRADE SHOW AND EXHIBITION

Seventeen hours of exhibition time gives all attendees ample opportunity to view the more than 300 exhibitors, of which 150 are focused on Parking. This Exhibition combines the Parking Industry Exhibition with the Intertraffic Trade Fair. This means that in addition to parking, over 200 exhibits will be available for those interested in transportation, traffic, and related fields. This is a perfect place for engineers and traffic planners to get all the most current information.

POTENTIAL EXHIBITORS

The buzz in the industry says that this will be the number one parking event of the year. Over 800 parking professionals are expected, plus an additional 1000 traffic and transportation experts. More than 300 booths, exhibits, and presentations.

These are senior level decision makers. They are the people that come to do business. Already 65% of the exhibit space is sold out. Take a look at the exhibit floor on our web site (www.parkingtoday.com/pie). 400 Square foot booths are not unusual. The parking industry is investing in PIE/Intertraffic.

PARKING SEMINARS AND PRESENTATIONS

Alternative Fuel – Environmental AND Patriotic - Plenary 1
Experts from private industry and the public sector discuss the ramifications of the use of alternative fuel vehicles. This includes the successes in using alternative fuel programs, government funding sources, and the benefits to your operations. AFV are used for both enforcement and shuttle/transportation operations.

Smart Parking - Plenary 2
A Discussion on how using technology to drive parkers into your parking facilities. Hear about the studies, listen to the practitioners. Speakers from academia, industry, and the end users give the successes and pitfalls of beginning to cross the bridge between parking and transportation.

Pay on Foot - CPMT 101
It's here. It saves money, it saves time, and customers love it. Why not install a POF system in your garage? There may be reasons. Here is the good, bad and ugly of POF. After this seminar, you will probably rush out to the exhibit hall and place an order. With this seminar at least you will know what you are buying, and why.

Simple one in one out - CMPT 102
Tired of complex systems? Heard about all the bells and whistles? What's wrong with a little one in/one out control system? It works, it's cheap, and when properly installed and vetted, can do the job.

Using internet for data transfer? Guess Again - CPMT 103
This seminar will send chills down your spine. Everyone wants IP communications. IT could lead to your downfall. An expert in computer security talks about the problems with today's computer madness and what to do about it. You've read him in PT, now hear and ask questions. This presentation could save you a bundle.

Personnel Selection and Vetting - CPMT 104
Your problems began when you hired your first employee and they haven't stopped now. What's the problem now? The future is computers and IT. Promotion from within is difficult. This presentation reviews the ways of finding good people, compensating them, and after you find them, keeping them.

Auditing your Garage - CPMT 105
This is where the rubber meets the road. A good first line audit makes you money, saves you money, and can be done in-house. Let one of the industry's foremost experts on auditing show you how. This seminar alone will pay for your entire trip to Baltimore.

Marketing your Location - CPMT 106
That's right – Fill those spaces. Full at 9 AM, Empty at 4 PM. How about some ideas for non peak parking? Ever consider selling nighttime parking to the apartment owners across the street? Are there restaurants that need spots for their valets? This seminar can help you out with real world solutions by those that have used them.

Rate Setting - CPMT 107
Are you charging enough? Are you charging too much? How much will the traffic bear? Can you raise your rates without customers even knowing it? This is the place to be. Perfect for operators, cities, universities, airports and complex owners alike. Charge for parking at a shopping center? Routine in some places, a horror at others. This seminar clears the air.

Garage Maintenance - CPMT 108
Do you think you are saving money by leaving well enough alone? – That little decision could cost you Millions of Dollars and perhaps even your entire garage. Find out how a little maintenance goes a long way – and how proper design in the beginning can help, too.

Operator Selection and Contract Management - CPMT 109
Here we go where few have gone before. How about a list of questions to ask your potential parking operator? You are an operator? How about a list of answers to those questions? This seminar is for anyone who is a parking operator, hires an operator, or manages a contract. Listen to all sides and go away an expert.

Customer Service and Training - CPMT 110
Why not provide good service? You don't really, you know. Service is your customer's biggest complaint. Are your attendants difficult, lines long, garage dirty and dark, equipment difficult to use? If you can honestly answer "no" to all these, skip this seminar. However, if you answered "yes" or simply "don't know" fill those seats on the front row.

Software and Parking – lets clear up the confusion - CPMT 201
You want all your software to speak to each other. You don't know how to make it happen. There are great programs that automatically track permit holders and monthly parkers, check the cash, assist with auditing, and even open your gates. Here's the seminar that brings it all together in one place.

Transportation – Success with shuttles - CMPT 202
Many parking professionals, both public and private sector, run shuttle operations. In this seminar you will get down into the details of successful shuttle operations. How to upgrade yours, and how to begin a new one. Heck, in the end, your can outsource.

Security – It's on everyone's mind - CPMT 203
The security of your parking operation is the security of your business. It's in the headlines and everyone knows that garages aren't secure – Time to change the paradigm. Here's where you discover what to do to make the perception of security in your facility become reality.

Onstreet Alternatives – The Demise of the Single Space Meter - CPMT 204
Ok, the gloves come off – Here's where you learn about Pay and Display. Why and why not. Let's talk about successes and failures, and why each happened. This seminar features professionals who actually lived through the changeover and are here to tell about it. Get a dozen reasons to pack your single-space meters away.

Single-Space Meters – They aren't dead yet - CMPT 205
The other side of the story. Don't count us out yet. A dozen reasons to keep your meters. Lets talk upgrades, lets talk ease of use, lets talk customer service, and lets talk budgets. Listen to pros who DIDN'T CHANGE, and why.

Pay by Cell Phone - CPMT 206
Here's a deal. Install a complete parking control system. No equipment, no hassle, no cost. Can't be done! Guess again. They've done it in Eastern Europe; They've done it in Canada. Yes, and even in some cities here at home. Everyone has a cell phone. Why not make use of it as part of your onstreet AND offstreet parking program? Yes, it works on surface lots as well as onstreet.

Electronic Payment Options - CPMT 207
How about a parking facility that doesn't accept cash. Credit Cards, Debit Cards, Cash Cards, AVI, Smart Cards, and the rest. Which is best for you? What do they really cost? How does it work? How to reasonably deliver this service? This is for anyone who doesn't accept electronic payment options now or who does and isn't happy with the result.

Doing more with Less – A perennial Problem - CPMT 208
Here's the seminar for all of you who have been tasked with doing more, but have your budget slashed. Yes there are ways, and this is the place to get the list.

Automated Facilities - CPMT 209
They are just the ticket for the right location. Do they work in shopping centers? Maybe. But are they right for a tight hospital campus or urban neighborhood? You bet. Here's where we are with these mechanical marvels.

Lighting and its relationship to your parking success - CPMT 210
So it's just a light bulb and a bill you pay each month. WRONG! Proper lighting can be a critical aspect of your facility, surface or garage. Proper lighting attracts customers, and chases away criminals. Plus the right system can save you big bucks. Here's the place to find out how and why.

Outsource your Parking Operation - CPMT 211
Yep, this may be the solution for you. Let private industry take over your municipal parking operation. They can handle it all or part. Here are the pitfalls and the benefits. You decide. If you are even remotely considering outsourcing (and who isn't), this is for you.

ROUND-TABLES
- Developers/Owners
- Operators
- Universities
- Cities/Parking Authorities
- Airports

PIE EXHIBITORS AS OF 2/1/05

A limited number of booths larger than 10X10 are left. The good positions are going fast. Check out the floorplan on www.parkingtoday.com/pie.

AIMS-EDC Corporation
AISC
Amano Cincinnati, Inc.
Ascom Transportation Systems
ASE USA, Inc.
Austin Mohawk & Company
AWID
Cale Parking Systems USA, Inc.
Carl Walker, Inc
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Cryotech Deicing Technology
CTR Systems
CT Tech, Inc.
Cubic Parking Systems
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Digital Payment Technologies Corp.
Digital Printing Systems
DKS Doorking, Inc.
Duncan Parking Technologies
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GMG Systems, Inc.
Hamilton MFG Corp.
Integra Park
Keystone Structures, Inc.
Login Lock
Magnetic Automation Corp.
McGann Software Systems
Nagels North America, LLC
Parkeon
ParkTrak, Inc
Par-Kut International, Inc.
Pay Lock, Inc.
POM Incorporated
Porta-King Building Systems
PTC Industries
Reno A & E
Rotary Lift
Rytec Corporation
Scheidt & Bachmann USA, Inc.
Secom International
Signal-Tech
Sirit, Inc.
SkiData, Inc.
Southland Printing Company, Inc.
Standard Parking Systems
Structural Group
T2 Systems
Talk-A-Phone
TCS International
The Consulting Engineers Group
The Toledo Ticket Co
Timothy Haahs & Associates, Inc.
Universal Boot, Inc.
Ventek International
Walker Parking Consultants
Westward Industries, LTD
Worldwide Parking, Inc.
WPS North America
Zeag North America, Inc.

Those wishing to exhibit should go online at www.parkingtoday.com/pie or contact Dawn Newman at 310 390 5277 Ext 8

SEMINAR SCHEDULE (preliminary, subject to change)

MON 26th	CPMT Schedule 1	MON 26th	CPMT Schedule 2	Vendor	Training	Exhibition
7:30 - 5:00	Exhibition Set Up	7:30 - 5:00	Exhibition Set Up			
8:30-12:30	Boot Camp	8:30-12:30	Advanced Parking Training			
1:00-5:00	Tours - City of Balt and UMB	1:00-5:00	Tours -- City of Baltimore and UMB			
TUES 27th		**TUES 27th**				
7:30 - 11:00	Exhibition Set Up	7:30 - 11:00	Exhibition Set Up			
8:00 - 8:55	CPMT 101 Pay on Foot	8:00-8:55	CPMT 201 Software and Parking	Vendor		
9:05 - 10:00	CPMT 102 1 in 1 out	9:05 - 10:00	CPMT 202 Transportation and Shuttles	Sessions		
10:00 - 10:20	Break	10:00-10:20	Break			
10:20 - Noon	CPMT Plenary Session 1	Smart Parking	Plenary Session 1			
Noon - 2:00	Exhibition Visits	Noon - 5 PM	Exhibition Visits			Noon-5 PM
2:00 - 2:55	CPMT Plenary Session 2	Alternate Fuels	Plenary Session 2	Vendor		
3:05 - 4:00	CPMT 103 Internet Security	3:05 - 4	CPMT 203 Physical Security	Sessions		
4:00 - 5:00	Exhibiton Visits		Exhibition Visits			
WED 28th		**WED 28th**				
8:00 - 8:55	CPMT 104 Personnel Selection	8:00 - 8:55	CPMT 204 Pay and Display	Vendor		
9:05 - 10:00	CPMT 105 Auditing	9:05-10:00	CPMT 205 Meters	Sessions		
10:00 - 11:00	Exhibition Visits	10:00	Exhibition Visits		Onstreet	Exhibition
11:00 - Noon	CPMT 106 Marketing	11:00 - Noon	CPMT 206 Pay by Cell		Parking	Open
Noon - 2:00	Exhibition Visits	Noon- 1:00	Exhibition Visits		Operations	8 to 3
				Vendor		
2:05 - 3:00	CPMT 107 Rates	2:05 - 3:00	CPMT 207 Electronic Payment Options	Sessions		
3:00 - 4:00	Exhibition Visits	3:00 - 4:00	Exhibition Visits			
THURS 29th		**THURS 29th**				
7:30 - 9:00	Round Table Universities	7:30 - 9:00	Round Table Operators	Vendor		
7:30 - 9:00	Round Table Cities	7:30 - 9:00	Round Table Developers/Owners	Sessions		
7:30 - 9:00	Round Table Airports	7:30 - 9:00	Round Table Everyone else		Off Street	
9:00 - 10:00	CPMT 108	9:00 - 10:00	CPMT 208 More with less			Exhibition
10:00 - 11:00	Exhibition Visits	10:00	Exhibition Visits		Parking	Open
11:00 - Noon	CPMT 109 Maintenance	11:00 - Noon	CPMT 209 Automated Garages		And	8 to 3
Noon - 1:00	Exhibition Visits	Noon- 1:00	Exhibition Visits		Revenue	
1:00 - 1:55	CPMT 110 Operator Selection	1:00 - 1:55	CPMT 210 Lighting and Security	Vendor	Control	
2:05 - 3:00	CPMT 111 Customer Service	2:05 - 3:00	CPMT 211 Outsourcing	Sessions		
3:00 - 4:00	Exhibition Visits	3:00 - 4:00	Exhibiton Visits			

The True Cost of Accepting Credit Cards

I know you think I'm chasing this cat too much, but credit cards and parking is relatively new, and auditing the process is important. I just came from a garage where a considerable amount of the facility's income comes from credit card transactions.

The parkers pay their monthly fees by credit card, and by its nature, that amounts to a lot of kibble. There is a great need to properly audit these transactions. But first, you need to set some ground rules.

Let's assume that a parker pays their monthly fee by credit card and then two days later calls and cancels their parking. What do you do? Do they get a full refund, or a partial refund? What if your system has their credit card on file and simply charges their account automatically each month? They call and cancel, but you don't shut off their card, and it's charged the next month. Do they get a full refund? What is your liability?

Consider the problem:

In the case of monthly parking, the credit card charges can be substantial. At the garage in question, the charge for a credit card transaction is about $7 each (2.8% on a $250 charge). The credit card company also charges the operator a flat $5 to refund money to the account. So if you refund to a credit card account, you are out $12 to start. This doesn't count any costs for your staff to actually do the transaction.

So if a customer cancels after the credit card has been billed, what are your rules? If you prorate at so much per day, it's about $8.30 in my example. And if they cancel after one day, you have already paid out $12 to the credit card company, so you lose about $4, not counting your accounting and processing costs.

Take the cost of your accounting staff, divide it by the number of monthly parkers, and then see what it costs to do business per account. If you have two persons dealing with monthly parkers in your garage, and you have 1,000 parkers -- let's see, at $20 an hour including benefits, that's $6,880 a month. That's an additional $7 or so per monthly permit in costs of doing business. So this refunded account has cost you almost $20 out of pocket. A full refund is certainly not good business.

Continued on Page 38

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w/Full Conference Registration	$50.00

CMPT TRAINING SEMINARS

❑ Wednesday - On Street Parking and Revenue Control	$200.00
w/Full Conference Registration	$50.00
❑ Thursday - Off Street Parking and Revenue Control	$200.00
w/Full Conference Registration	$50.00

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The True Cost of Accepting Credit Cards

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Now what if you get their call and don't cancel the automatic credit card charge, and the next month it charges the person again. Do you charge them a fee when it's your fault? The cost out of pocket is the same, or maybe even more, since more time and energy are involved when there is error correction going on.

What I'm getting at is that you need to set a policy before you begin wholesale acceptance of credit cards. My suggestion is that if a person cancels their parking permit in the first half of the month, you charge them for the first half, plus a $25 cancellation fee. If they cancel after the first half, no refund.

Sound harsh? Well, maybe not. If you have a waiting list and this person cancels after the middle of the month, the chances are you won't be able to get another person in the empty space until the beginning of the next month. You have lost that revenue, forever.

Remember, if you set the rules upfront and ensure that customers are notified, there will be no surprises after the fact. And no surprises mean happy parkers.

What about the "after cancellation" charges? Reduce them to zero by setting up a written check list for canceling an account. Just like a pilot starting an airplane, each item must be checked off and initialed. Include all the steps required to ensure that the account is properly canceled. (You know, turn off their access card, refund if appropriate, cancel the automatic credit card charge, pick up the access card or charge them for the lost card, etc.) Make sure that a responsible employee and the manager sign off on the check list.

You might also require that the manager contact each leaving customer and speak to them about their parking experience. I got one of those calls the other day when I canceled a membership. The person simply asked if there was anything they could do for me in the future and gave me their number so I could call if I had any problems or questions. Wow! What great customer service. And if you have a 10% turnover monthly in a 1,000-car lot, that means the manager would have to make about five phone calls a day. At three minutes per call – that's 15 minutes a day. Seems like great, very inexpensive PR.

Security of those credit card numbers.

Credit card security is becoming a big deal, and the Feds are involved. You must maintain proper security over the credit card numbers in your possession. Unlocked file drawers, computer passwords available to everyone, customer lists readily available to all your staff -- all put your customers and you at risk.

I will go into detail on security, after I find a place where the security is done properly, and when I find out what "properly" is. Suffice to say, use your common sense, limit access to credit card numbers to the barest minimum number of people, and ensure that your computer security is of the highest level.

Woof!

PT

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Parking Facility Lighting

By Paul C. Box

This is the first of two articles on lighting by Paul Box. This piece concerns surface lots, the other, parking structures. It is one of a continuing series on lighting begun last month in Parking Today. The recognized provisions for lighting is currently being revised by a committee of the IES.. Next month, Consultant Don Monahan will discuss lighting trespass. Editor

The current nationally recognized provisions and recommendations for lighting of parking facilities is given in the Illuminating Engineering Society RP-20-98. (1) This supersedes prior practices and is based upon surveys of existing lighting practices and other sources.

While this article primarily deals with surface lots, some fundamentals common to all parking facilities are presented. Parking has two primary purposes; One has to do with avoiding vehicular or pedestrian accidents and the second with enhancement of personal security. Data from studies of vehicular accidents in parking lots have found about 2/3rds to involve a moving vehicle striking a parked vehicle. Less than 1/3rd involved a moving vehicle striking another moving vehicle, about 6% involved striking fixed objects, and only 1% involved striking pedestrians. (2)

A major study of claims in commercial parking facilities found slip or trip-and-fall pedestrian accidents to account for about 75% of the total claims and slightly over 50% of the cost paid. (3) The study found 7 % of other claims to represent personal assault, 9% vehicle damage, and 5% fixed objects, such as gate damage. Trip-and-fall accidents are often related to wheel stops in pedestrian walk-

ing paths or chuckholes in the pavement. Slips-and-falls occur on oily or icy patches.

Security

The term security primarily applies to personal security of users rather than property such as auto theft. The IES recommendations specify two lighting levels; a Basic and an

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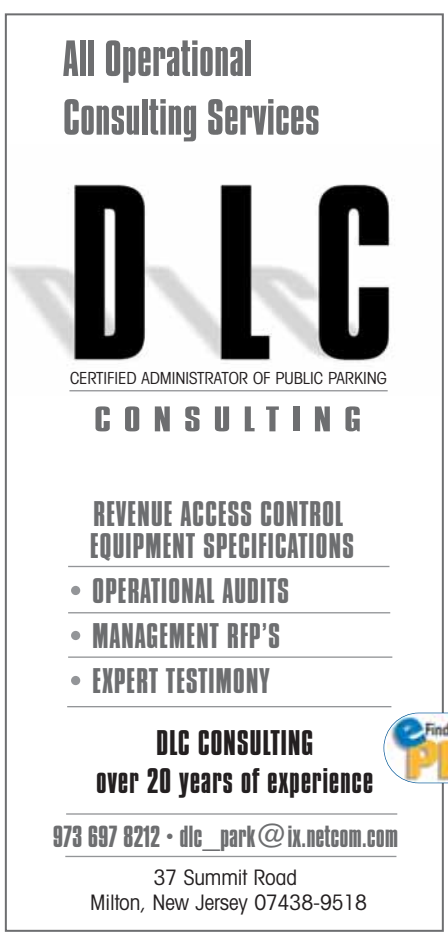

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Enhanced Security. It is judgment call to whether a given facility requires the Enhanced Security provision. In both categories, vertical illuminance to discern facial characteristics in the area of lowest horizontal illumination is specified, and is most directly related to Personal security issues.

One aspect of quality is related to the uniformity ratio. In roadway lighting, the average-to-minimum ratio is used, because the only way a driver would be able to see the maximum is by opening the car window and looking straight down when the vehicle is directly under a luminaire. In the case of parking facilities, with much lower speed - - especially the pedestrians - - the observer is more sensitive to the max-to-min. Furthermore, use of this ratio greatly simplifies measurement of existing facility lighting as compared to the point-by-point requirement to determine 'average'.

A second quality element is the vertical illuminance, relating to the ability of an observer to discern a potential assailant at a distance.

A third quality is glare, There are two types: disability glare which reduces the ability to see or identify objects; and discomfort glare which produces ocular discomfort but does not reduce the ability to see. Glare can be limited in parking facilities by reasonable shielding of lamps, reflectors or lenses.

A fourth quality element is obtrusive light. Any upward light in a lot represents wasted energy and contributes to undesirable, sky glow. Downward spill light beyond the boundary may be a problem depending upon the abutting land use. If residential, any significant spill is normally unwanted and may be limited by local ordinances.

Light Sources

Lamps typically used in parking lots include Mercury Vapor, High Pressure Sodium, Metal Halide, and some Low Pressure Sodium. LPS has the highest efficacy (lumens Per Waft) of the various types. Unfortunately, it has the poorest Color Rendering Index (CRI), and the long lamp length makes luminaire lateral distribution poor. Clear Mercury Vapor may also have a poor CRI. White Metal Halide ranks excellent either clear or coated. For a detailed comparison of various lamp characteristics, the reader is referenced to the IESNA Recommended Practice.(1)

Equipment

Parking lots often utilize roadway lighting units with 2, 3 or 4 luminaires on 30 to 40-foot poles. High mast installations (60 to 100 feet high) with multiple luminaires can be effectively used in large lots. Under certain conditions, wall-mounted units are appropriate, such as in rear or side loading areas. Other categories used are post top and architectural.

Generally, both high mast and roadway lighting type units provide appropriate illumination values, while post top units typically give the best vertical illumination and may be best for small lots. Roadway luminaires are available with various light sources and wattage ratings including the important element of distributions. There are five jg&g types

Continued on Page 42

-Neither rain nor snow nor heat nor gloom of night can keep these printers from dispensing their receipts. Kiosk printers in gas pump, automated parking, or other outdoor applications must endure the widest range of operating conditions—far in excess of most "commercial" units, in order to successfully complete their appointed task.

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Parking Facility Lighting

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involved with the pattern of illumination on the pavement. Types M and TV are appropriate in most parking locations. Longitudinal distribution is available in Short, Medium and Long.

Maintenance and Operation

In any parking facility it is appropriate to maintain the lighting level as close to the initial values as practical and in no case to typically allow lighting to depreciate below the 'design' level. This can best be accomplished by group replacement of lamps at some stated portion of rated life, such as 80%. Periodic washing of luminaires is essential. Needs will vary depending upon atmospheric conditions.

The primary operation aspect concerns turn-on at the point where artificial illumination will be needed to aid the observer. This has been found in roadway lighting to occur 15 minutes after sunset and (if the system burns all night) turn-off at 15 minutes prior to sunrise. While astronomic dial time clocks are often used, cloudy or stormy weather conditions will affect the thne when artificial lighting is needed, and the preferred method of lighting control is photocell, These are usually set at several footcandles and this operation is best performed at the control centers for the lighting system. An alternate method is the use of a separate photocell in each lurninaire housing.

Recommended Parking Lot Illumination (Maintained)

The IFS Recommended Practice calls for a minimum illuminance of 0.2 horizontal footcandles, or 0.5 for enhanced security. These are measured on the surface. The recommended uniformity ratio, maximurn-to-minimum, is 20 to 1 for Basic and 15 to 1 for Enhanced Security. Minimal vertical illuminance at the point of lowest horizontal illumination is 0. 1 footcandles Basic and 0.25 for Enhanced Security; measured 5 feet above the surface.

Note that these values are maintained, and represent conditions where lamp time in service is at its longest with the maintenance system utilized, and luminaire glassware is at its dirtiest. The economic value of utilizing group replacement of lamps and scheduled washings should be obvious. Over-designing a system to compensate for poor maintenance represents a waste of both capital investment and electrical energy.

1. Lighting for Parking Facilities; RP-20-98, Illuminating Engineering Society of North America; 120 Wall St Red, New York, NY 10005; 1998.
2. Box, Paul C.; Parking Lot Accident Characteristics, ITE Journal Institute of Transportation Engineers; December 1981.
3. Monahan, D.R.; Safety Considerations in Parking Facilities, as presented at the International Parking Conference and Exposition and the Institutional & Municipal Parking Congress, Nashville, TN; April 1995.
4. Box, Paul C.; Relationship Between Illumination and Freeway Accidents; Illuminating Engineering, May/June 1971.

PT

City Pays High Price For New Parking Meters

(See PT editor John Van Horn's comments on this article, plus a link to a more extensive review of the situation, in the March 2 parkingblog. Log on to parkingblog at www.parkingtoday.com.)

The City of New Orleans has wound up paying 62% more for new parking meters than it would have paid for similar meters proposed by another company, according to a review of bid documents by the Times Picayune newspaper.

The contract went to a 50-50 joint venture between the black-owned local Parking Solutions and the national company Standard Parking. The contract was awarded at a time when Mayor Ray Nagin was under pressure to do more business with minority firms.

But the winning firm's proposal didn't include enough meters to cover the city's 3,901 parking spaces, a requirement that at least one other bidder met. As a result, the city is paying $557 per space, per year, instead of the $343-per-space quote offered by Reino Parking Systems.

The city chose to treat the contract award as a professional service, meaning the job did not have to go to the lowest bidder. WorldWide Parking, one of the losing bidders, has challenged that decision in court.

The joint venture scored second among bidders for the contract. Reino received the top grade from a city committee that rated the proposals.

Toronto Celebrates Decade of Online Credit Card Processing

Maurice Anderson of the Toronto Parking Authority and John Lovell of Zeag North America led the celebration of the 10th anniversary of the TPA's implementing the first online credit card authorized parking management system in North America.

The CrediPark system in Car Park 43 laid the foundation for a citywide network of automated parking facilities in Toronto, all managed from a central location. The TPA is currently expanding its network, adding six new facilities this year, which will bring the number of online-managed locations to 13.

Representatives of TPA and Zeag on hand for the ceremony included George Soulis, TPA Board Chairman; Maurice Anderson, TPA President; John Lovell, Zeag NA President; and Jim Blanden, Zeag Regional Sales Manager.

Anderson spoke about the importance of the strong longtime relationship between the TPA and Zeag North America, saying that it was the primary reason the CrediPark solution had been such a resounding success.

The Largest Parking Event in the US -- Intertraffic NA/PIE in Baltimore. See page 33

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PT Web Is the Center of Parking on the Internet

Parking Today's web site has been upgraded to *PT Web* and now has virtually all features Internet users have come to expect from 21st century companies. Log on to www.parkingtoday.com and see what we mean.

"Our goal with *PT Web* is to give as much real-time parking information as possible to our readers," said *PT* editor John Van Horn. "Business people are by definition busy. They need information quickly and in a form they can use. They need answers now, not after fighting their way through phone mail or waiting for bounce-back cards to find their way through a lead retrieval system.

"*PT Web* receives more than 15,000 different visits each month, and we expect that with the expanded features, that number will increase dramatically. The web site is to be simple and intuitive. Click and go to where you want. It's that easy."

New features of *PT Web* include PT Plus, a new subscription service that allows members to search back articles by keyword, to print out articles, and to see the magazine in PDF form. This last feature is particularly interesting, as PT Plus members can actually see the PDF representation of the magazine approximately three weeks before it's delivered in the mail. Get the jump on news in the parking industry, with PT Plus.

In addition, PT Plus members get discounts on reservation fees at PT conferences (such as PIE/Intertraffic in September in Baltimore) and receive special bonuses when they do business with select *Parking Today* advertisers.

Another new feature is the *PT Web* News Wire. Parking news is piped directly into *PT Web*. Check it daily for news about your industry, in North America and outside. In 10 minutes, you can be current about what's going on in parking, around the world.

Web logs (blogs) and blogging have become big news in the mainstream media. Not to be outdone, PT editor John Van Horn has begun a daily diary of parking news and comments on *PT Web*. Read the author of PT's most-read feature, "Point of View," every day. And you can comment on his views and put yours forth, too. Agree or disagree, the Parking Blog is another place to discuss, comment and some-

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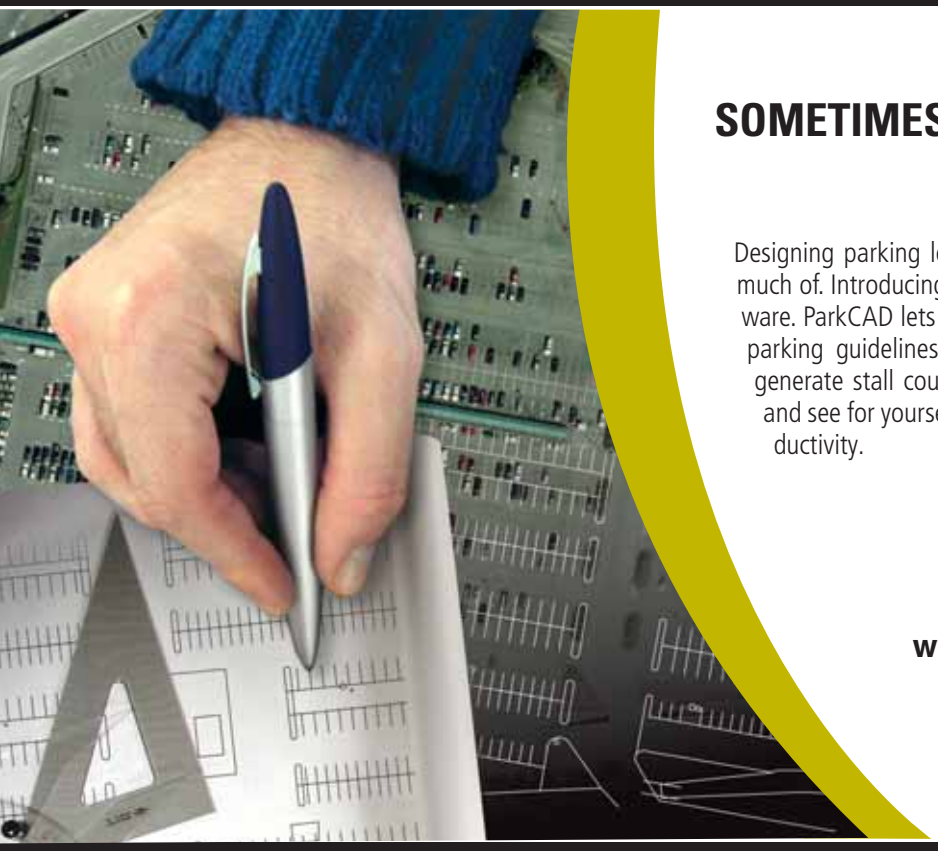

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PT WEB *takes Parking into the Internet Age*

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If it's going on in parking, it's in PT Web's calendar. All entries are welcome, and it's all in one place. Check here for happenings in your area. Check before you plan an event for conflicts.

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Yep – If you want to know about anything to do with Parking Today, here's the place. Advertising information, contact info, subscribe, change of address, or just see what's in the current issue. PT Web is the place to be.

PT Conference and EXPO News

PT Web is the place to find out current information about the upcoming Parking Industry Exhibition/ Intertraffic Conference to be held in September in Baltimore. Thousands of people, hundreds of Exhibits, presentations, training programs and the like. Find out everything on PT web.

www.parkingtoday.com

Your Industry's Parking Web Site

PT Web Is the Center of Parking on the Internet

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times just plain laugh.

Need a product or service? PT's electronic Products in Parking directory is the place to go. Log on to ePIP and enter a product or service. A list of providers appears. Click on a name and you are transported to their web site. It's a great place to find just what you need, quickly and efficiently.

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Plus, if you want to know what's going on in the parking business, check out the *PT Web* Calendar. Unlike some other calendars, it includes everything parking. There are more than 30 entries for the next few months and more to come. Planning an event? Check the *PT Web* calendar for conflicts.

In addition, you get all the normal stuff: contact information, advertising data, subscription information, and everything there is to know about our upcoming conference and exhibition. If you want to know about it, and it deals with parking, log on to www.parkingtoday.com today.

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Industry Notes

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terns in the historic commercial heart of the city. **Carl Walker Inc.**, a national parking consulting firm with regional offices throughout the US, has announced that **Boyd Zander**, P.E., S.E., of the company's Chicago office has been certified as a Licensed Structural Engineer by the State of Illinois. Zander has been with the company since October 1999, focusing on structural design and engineering of foundations and superstructures for cast-in-place concrete parking structures. He also has been responsible for the restoration of parking facilities.

Frank A. Nadeau, P.E., has joined **Tindall Corp**. as Vice President Business Development and Technical Services, according to company President and COO **Gregory F. Force**, R.E. Nadeau previously was Engineering Manager at Unistress Corp., Metromont Prestress Co. and Blakeslee Prestress. His primary responsibilities will include actively engaging the marketplace in the development of projects utilizing prestressed concrete; developing engineered designs, standards and details for use by all divisions; and providing training for graduate engineers and continuing education for all engineers in the company.

FutureLogic Inc. has announced a distribution agreement for South America with **Suzo International BV**, a worldwide distributor of components and systems for the gaming, casino and vending industries. Under this agreement, Suzo will sell and provide service for FutureLogic's

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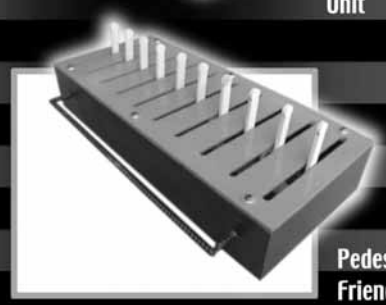
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Airport Structures Require Creative Designs for Increasing Demand

By George Hibbs, AIA

Clarke Caton Hintz, an architectural, planning, and landscape architecture firm was selected by the Port Authority of NY & NJ and Continental Airlines to design a new garage at Terminal C to help accommodate ever increasing demands for parking at Newark Liberty International Airport. This design-build project was constructed in stages so as not to eliminate more than 1000 parking spaces at any time during construction.

The Newark Liberty International Airport Terminal "C" Parking Garage is a four level concrete structure with 3,400 parking spaces. The program requires 1,000 of these spaces to be hourly parking and 2,400 spaces to be daily parking. The design provides separate access to each of these areas as well as overflow parking from the hourly parking to the daily parking area. Vertical and horizontal circulation for searching as well as ingress and egress is of primary concern. Pedestrian bridges were constructed over the roadways to provide access from the garage to the terminal on the third and fourth levels.

The garage was designed to fit between main circulation roads of the airport. The amorphous shape of the plan was dictated by the existing configuration of these loop roads. Direct access to the garage from each of these main

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Airport Structures Require Creative Designs for Increasing Demand

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circulation roads made way-finding and ingress and egress much easier for passengers. The striping plan of the garage was designed to aid the flow of passengers from the garage towards the terminal. The structure itself is very large at 1,360,000+ sf, and it was important that the design incorporated elements to reduce the scale as much as possible. One of the most successful ways this was accomplished was by adding two light-wells through all four levels of the garage. The light-wells allow daylight to reach the lowest levels of the garage, they align in plan with the crosswalks at ground level and the pedestrian bridges at the upper levels and at either end of the light-wells are the egress stairs and elevators. Each of these considerations was a direct result of customer needs and directly influenced the overall design.

Creativity and Aesthetics

While the garage project itself contains many unique design concepts the one that stands out the most is the introduction of light-wells. Typically parking garage clients want to maximize the car count and build as wide and as high as the site and budget allow. Continental Airlines and the Port Authority of NY & NJ were unique clients in that not only was it important for them to maximize the total car count but they also held the interests of the public in the highest regard. Because of this attention to the end users, this immense garage has been designed with a high

Name of Project:
Newark Liberty International Airport
Terminal "C" Parking Garage

Project Cost:
$83 Million

Location:
Newark International Airport, Newark, NJ

Owner:
Port Authority of New York and New Jersey

Orchestrator of Design Build:
Continental Airlines

Engineer:
Consulting Engineers Group, San Antonio, Texas

Architect:
Clarke Caton Hintz Architects, Trenton, NJ

Contractor:
Prismatic Development Corporation, Fairfield, NJ

Concrete Supplier:
Colonial Concrete, Newark, NJ

Precaster:
High Concrete Structures, Inc., Denver, PA

Site/Civil Engineering:
YU & Associates, Elmwood Park, NJ

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