



All present are expected to conduct themselves in accordance with our City's Core Values

OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation, or Sub-unit thereof.

<i>Meeting of the:</i>	PARKING & TRAFFIC COMMITTEE
<i>Members:</i>	Sherry Abitz (C), Keene Winters (VC), Karen Kellbach, David Nutting, Robert Mielke
<i>Location:</i>	City Hall, 407 Grant Street, Wausau, Birch Room
<i>Date/Time:</i>	Thursday, September 17, 2015 at 5:15 P.M.

AGENDA ITEMS FOR CONSIDERATION (All items listed may be acted upon)

1. Minutes of the Prior Meeting – 08/20/2015
2. Discussion and possible action: Converting two-way alley bounded by S 4th Avenue, W Thomas Street, S 3rd Avenue, and Bopf Street to a one-way alley. This would prohibit traffic from proceeding south.
3. Discussion and possible action: Pedestrian crossing and traffic concerns on Pine Ridge Boulevard.
4. Discussion and possible action: Abandonment of parking space on Washington Street at N 5th Street (Metro Ride)
5. Discussion item: Clarify duration of closure (permanent or temporary) of N 2nd Street near McClellan Street.
6. Discussion and possible action: Signing roadways surrounding Wausau West High School as a School Zone with reduced speed limits during school start and release times.
7. Discussion and possible action: “No Parking Here to Corner Sign” placement on Kent Street at Lamont Street.
8. Discussion and possible action: Implementation of Walker Parking Analysis and Long-Term Plan
 - Near West Side
 - Map with parking stalls marked and counted to compare with the Walker study.
 - Budget proposal for marking/signing parking stalls to create greater clarity about where people can and cannot park.
 - Disposition of vacant buildings including the former Kleinheinz Dairy and Pizza Hut.
 - Near East Side
 - Budget proposal to meter the two-hour parking stalls in front of businesses to discourage employee parking and increase parking turnover.
9. Discussion and possible action: Staff recommendation regarding Walker Parking Analysis to include:
 1. Create one City staff position that is accountable for all City parking-related matters
 2. Implement a single enforcement and operations time schedule of Monday through Friday, 8:00 AM to 6:00 PM in downtown area.
10. Future Agenda Items
11. Communications
12. Adjournment

IMPORTANT: THREE (3) MEMBERS NEEDED FOR A QUORUM: Members, if you are unable to attend the meeting, please notify Jennifer Friday, by calling (715) 261-7827 or e-mailing at Jennifer.Friday@ci.wausau.wi.us

This notice was posted at City Hall and emailed to the Wausau Daily Herald, City Pages, and WSAU.

Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids & services. For information or to request this service, contact the City Clerk at 407 Grant Street, Wausau WI 54403 or Phone (715) 261-6620.

Parking and Traffic Committee Meeting Minutes

Date of Meeting: Thursday, August 20, 2015 at 5:15pm, in the Birch Room at City Hall
Members Present: Abitz{C}, Winters {VC}, Kellbach, Mielke, Nutting
Others Present: Lt. Graham, Tara Alfonso, Allen Wesolowski, Jennifer Friday, Jonathan Bendrick, Elizabeth Field, Pat Peckham, Nora Hertel

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and sent to the Daily Herald in the proper manner. It was noted that there was a quorum present and the meeting was called to order by Chairperson Abitz at 5:15 pm.

(1) Minutes of the Prior Meeting – 07/16/2015

Motion by Mielke, second by Kellbach, to approve the minutes from the July 16, 2015 meeting.

Motion carried 4-0. Nutting absent.

(2) Discussion and possible action: Traffic signal concerns and light timing at the Stewart Avenue/S 36th Avenue intersection.

Discussion:

Lt. Graham noted that the issue was brought forth to the committee by Nutting to address a concern about the delay of the left turn signal light on S 36th Ave at Stewart Ave. Wesolowski presented the signal plans for that intersection to the committee and he noted that the electricians adjusted the loop length delay to 20 seconds in the right and left turn lanes so that the signal will start to change after 20 seconds of a vehicle waiting in the turn lanes on S 36th Ave. No further action is needed at this time.

(3) Discussion and possible action: Review results of the traffic study conducted on N. 4th Avenue, between Elm Street and Bridge Street.

Discussion:

The study was initiated based on a concern from a resident. Wesolowski stated that no significant issues were noted from the results of the study. Winters suggested that a committee member send the results of the study to the concerned resident. Abitz will handle the notification of the resident. No additional action is needed.

(4) Discussion and possible action: Parking concern at W bridge Street and N 12th Avenue

Discussion:

Mielke stated that a resident is concerned that there is no longer parking available on either N 12th Avenue or W Bridge Street near her residence since N 12th Avenue was recently reconstructed to accommodate three lanes of traffic. After discussion the committee concluded that no action will be taken to create additional parking in this area at this time. Mielke will inform the resident.

(5) Discussion and possible action: Parking concern at W Thomas Street and S 3rd Avenue

Discussion:

Abitz noted that all committee members should be in receipt of a letter from Jonathan Bendrick who owns a business at the corner of S 3rd Avenue and W Thomas Street stating his concerns about traffic flow in that area. Specifically, Mr. Bendrick is concerned about 3 issues:

- 1) During heavy traffic periods the cars are backed up for several blocks on S 3rd Avenue and drivers are creating dangerous conditions by ignoring set traffic lanes. The heavy traffic also blocks access to Mr. Bendrick's parking spaces.
- 2) When a vehicle is parked on the west side of S. 3rd Avenue adjacent to the Krist Oil property, there is no space for any vehicle to pass.
- 3) A vehicle parked on the west side of S. 3rd Avenue adjacent to the Krist Oil property also prohibits vehicles turning onto S. 3rd Avenue from Thomas Street. The inability to get around the parked vehicle then creates a back-up in the turn lanes on Thomas Street.

Mr. Bendrick suggests that a "No Parking Here to Corner" sign be installed at the southern edge of the Krist Oil property on the west side of S. 3rd Avenue.

The committee discussed the long-term plans for road reconstruction in this area and decided that in the short-term a "No Parking Here to Corner" sign could be installed in the designated location and that the committee could also direct staff to investigate striping the lanes at the south leg of the intersection and to investigate the possibility of additional parking signage on the east side on S 3rd Avenue.

Motion by Winters, second by Mielke, to install a "No Parking Here to Corner" sign at the southern edge of the Krist Oil property on the west side of S 3rd Avenue. Motion approved 5-0.

(6) Discussion and possible action: 3M truck traffic on S 1st Avenue

Discussion:

Nutting brought this issue forth to the committee based on a constituent complaint about 3M company trucks speeding on S 1st Avenue. Nutting suggests that someone contact 3M about this concern. Wesolowski stated that he would be willing to send a letter to 3M regarding this issue. The committee directed Wesolowski to do so.

(7) Discussion: Traffic concern surrounding the Susan G Komen Race for the Cure Event

Discussion:

Nutting expressed concerned about the number of roads that were blocked off for the race route this year. Abitz noted that the issue would need to be directed to the Public Health and Safety committee who approves the route for the race. Winters suggested that if committee members had concerns about the route in the future they should express those concerns to the Public Health and Safety

committee. Lt. Graham will also communicate the committee's concerns to Lt. Baeten regarding the route map for next year.

(8) Discussion and possible action: Future direction for city staff to move forward with implementation of parking study recommendations. This includes discussion on the following recommendations made by Walker Parking Consultants: create one City staff position that is accountable for all City parking-related matters; implement a single enforcement and operations time schedule of Monday through Friday, 9:00 AM to 6:00 PM; and set a goal for staff to determine short/medium/long term goals for discussion at the September meeting.

Discussion:

Abitz commented that the committee has not yet had time to decide on which recommendations to move forward with or establish a timeline for implementing them. She noted that the committee could probably move forward with adding way finding signs and implementing new parking regulations downtown including the installation of parking payment kiosks to replace meters.

Lt. Graham cautioned against implementing parking changes downtown that would only be a "band aid" approach. He reiterated the City staff recommendations to the committee listed above in the item description.

Winters presented a document to the committee outlining his recommendations for moving forward which are as follows:

Near West Side

- 1) In the next month, produce a map with parking stalls marked and counted to match what is in the study's count of parking spots. There seems to be a variety of opinions on whether enough parking exists or not. Let's get a picture that settles that matter.
- 2) In the next month, put together a budget proposal to implement the study's recommendation to mark and sign the parking stalls on the near west side to create greater clarity about where people can and cannot park.
- 3) In the next month, ask staff to find out the disposition of vacant buildings in areas such as the former Kleinheinz Dairy and Pizza Hut. Are they for sale? If so, for how much? Are there inspection orders on any of those vacant properties?

Near East Side

- 1) In the next month, develop a proposal for possible inclusion in the 2016 budget to meter the two-hour parking stalls in front of businesses for the purpose of discouraging employee parking and increasing parking turnover (this includes researching and pricing out multiple kiosks that would be placed strategically instead of placing physical meters at each parking spot near our downtown businesses).

Motion by Winters, second by Mielke to direct staff to move forward with the items presented by Winters. Motion approved 5-0.

(9) Future Agenda items

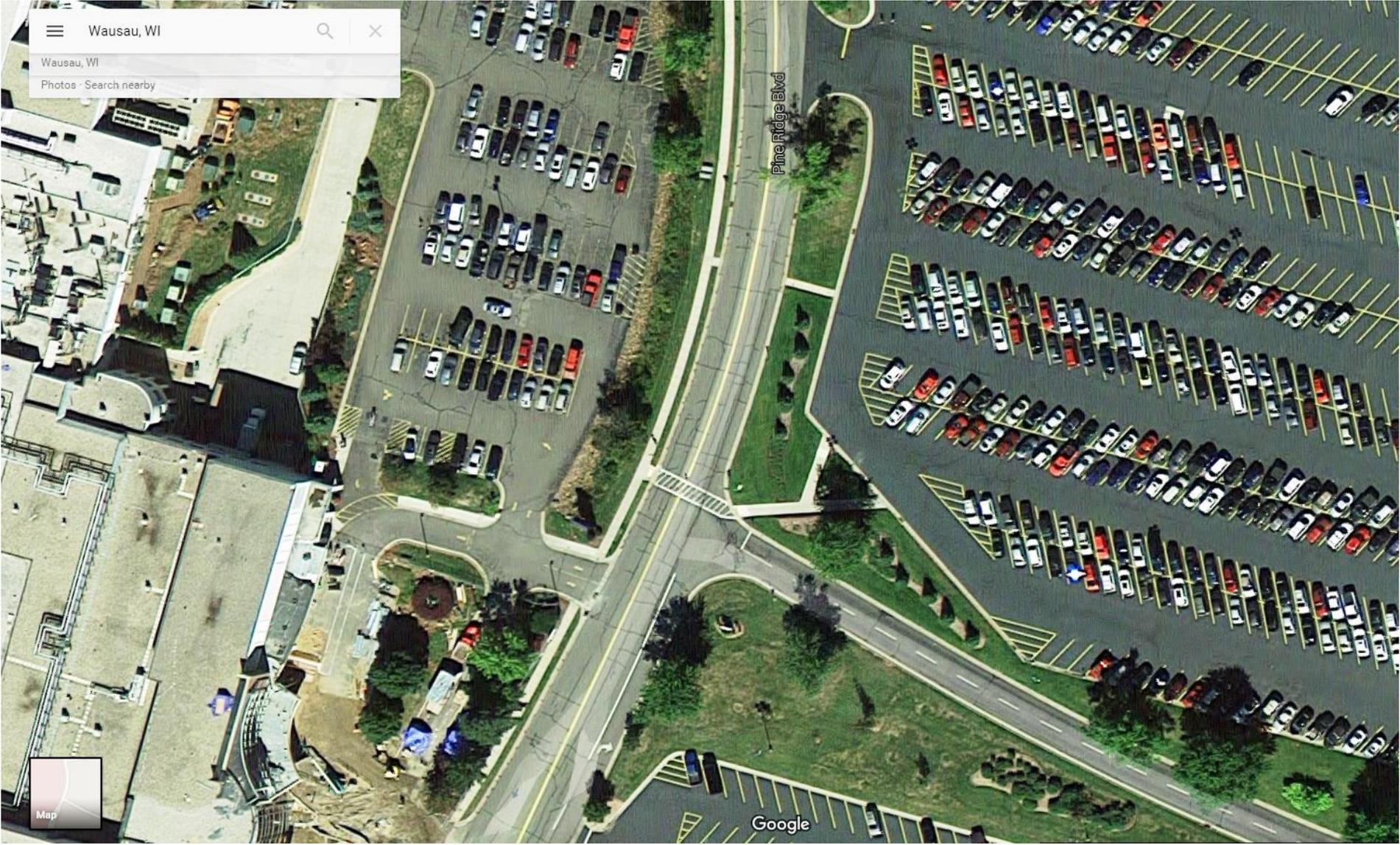
- 1) #8 from this agenda
- 2) Clarification on the length of closure (permanent or temporary) of N. 2nd Street near McClellan Street.

(10) Communications

None

(11) Adjournment

Motion by Winters, second by Mielke to adjourn the meeting. Motion carried 5-0. Meeting adjourned at 6:15 PM.



Wausau, WI



Wausau, WI

Photos · Search nearby

Pine Ridge Blvd

Google

Map

MINGOTTON COUNTY JAIL

PARKING
2 space

PARKING
SPACE

PARKING SPACE



NO PARKING
WOULD BE NICE

WASHINGTON STREET

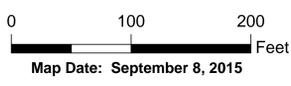
METRO RIDE
TRANSIT CENTER

5TH
STREET



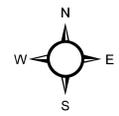
City of Wausau Parking Estimates

1218 private parking lot spaces
 316 on street spaces
Total = 1534



Near West Side Parking Study

City of Wausau
 Marathon County, Wisconsin



Walker Parking Consultant Estimates

1192 private parking lot spaces
 279 on street spaces
Total = 1471



Legend							
Yellow box	15 Min. Parking	Blue box	Handicap Stalls (3)	Red dashed box	Private Parking Lot	Grey dashed box	Approx. Existing Street Parking Space
Orange box	2 Hour Parking	Black line	Proposed Payment Marking (7,388 lf)	Red solid box	Approx. Existing Private Parking Lot Space	Black dashed box	Parcel
Green box	No Parking Restrictions	Black dashed line	Near West Side CBD Boundary				
Red box	No Parking Allowed						

NOTES:
 1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.
 4. AERIAL PHOTO TAKEN SPRING 2014.



TO: PARKING AND TRAFFIC MEMBERS

FROM: MARYANNE GROAT

DATE: September 9th, 2016

SUBJECT: Parking Pay Stations

Background Information

The 2014 Parking Study identified specific streets and parking lots and recommended the implementation of pay stations for parking management.

Based upon these recommendations I requested TAPCO, our current vendor within the parking ramps, provide the attached cost estimate. The contractor suggested 34 on street pay stations which allows 1-2 stations per block depending on the block attributes; and 12 pay stations within parking lots. A breakdown of the individual lots and stations is:

- Lot 20-2 Stations
- Lot 17-2 Stations
- Lot 18-1 Station
- Lot 6-1 Station
- Lot 9-3 Stations
- Lot 13-1 Station
- Lot 5-2 Stations

These stations are Parkeon RapidePAL all designed to accept coin, debit or credit card. All the machines would be solar with a cellular interface. Parkeon is Level 1 PCI compliant and offers validation parking. The system also offers, Whoosh, which is a pay by cell phone service. This would allow individuals to manage their parking stay from their phone. The city would not incur any fees or credit card costs which would be paid by the user.

The cost per pay station is \$8,865 installed. In addition, the city would pay \$58 per month for the back office management system. The total cost to install is:

- On street \$301,410
- Parking Lots \$106,380
- Total \$407,790

Monthly charge on street \$1,972 and parking lots \$696.

The project could be phased over a period of time to fit within a capital plan. Phasing would also allow the city to modify the implementation plan to respond to information obtained from earlier implementations.



SALES QUOTE

Customer Copy

Number	Q149485
Date	9/2/2015
Page	1

5100 West Brown Deer Road, Brown Deer, Wisconsin 53223
 Phone 1-800-236-0112 • www.tapconet.com • Fax 1-800-444-0331

Sell To Cust. C8486	City of Wausau (Parking) Maryanne Groat City Hall - Attn: Engineering 407 Grant Street Wausau, WI 54401-4783	Ship To Cust.	City of Wausau (Parking) City Hall - Attn: Engineering 407 Grant Street Wausau, WI 54401-4783 USA
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Reference #	Expires	Slsp	Terms	Freight	Ship Via
PARKEON METERS	10/2/2015	Mark Henke	Net 30 DAYS	PREPAID	TECH

Item	Description	Quantity	UM	Price	UM	Extension
SP PARK	StradaPAL, Rapide, Solar, Coin/Debit/Credit, Pay By Space Includes: Base Unit, Solar Power, 3G Modem, MX900 Dual Use Card Reader, 7" Color Display Installation at a fully prepared site. Includes 1 yr. parts and labor warranty, per meter	46	EA	8,265.00	EA	\$380,190.00
373-88881	myParkfolio Back Office (includes cellular fee): \$58 per month per meter	46	EA	600.00	EA	\$27,600.00

Shipment within _____
 Acceptance By _____
 Date _____
 By _____

Merchandise	Freight	Tax	Total
\$407,790.00	\$0.00	\$0.00	\$407,790.00

THANK YOU FOR CALLING TAPCO!!! THIS OFFER IS SUBJECT TO TERMS AND CONDITIONS SHOWN ON REVERSE SIDE

Strada Pay Station

Technical Attributes

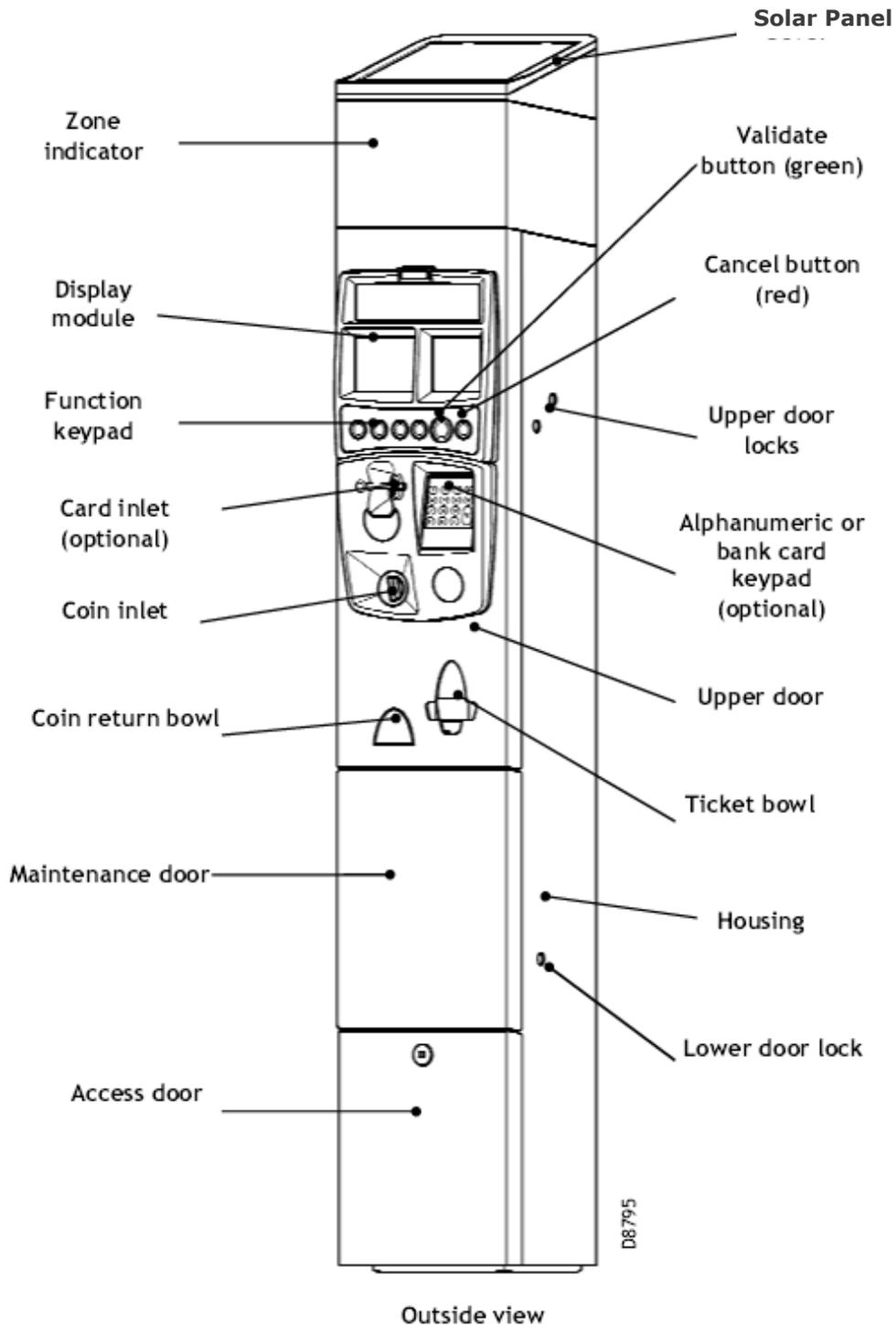
The Strada model is Parkeon's seventh generation pay station. It reflects our core commitment to innovative engineering, superior manufacturing, outstanding solar autonomy, and powerful software programming.

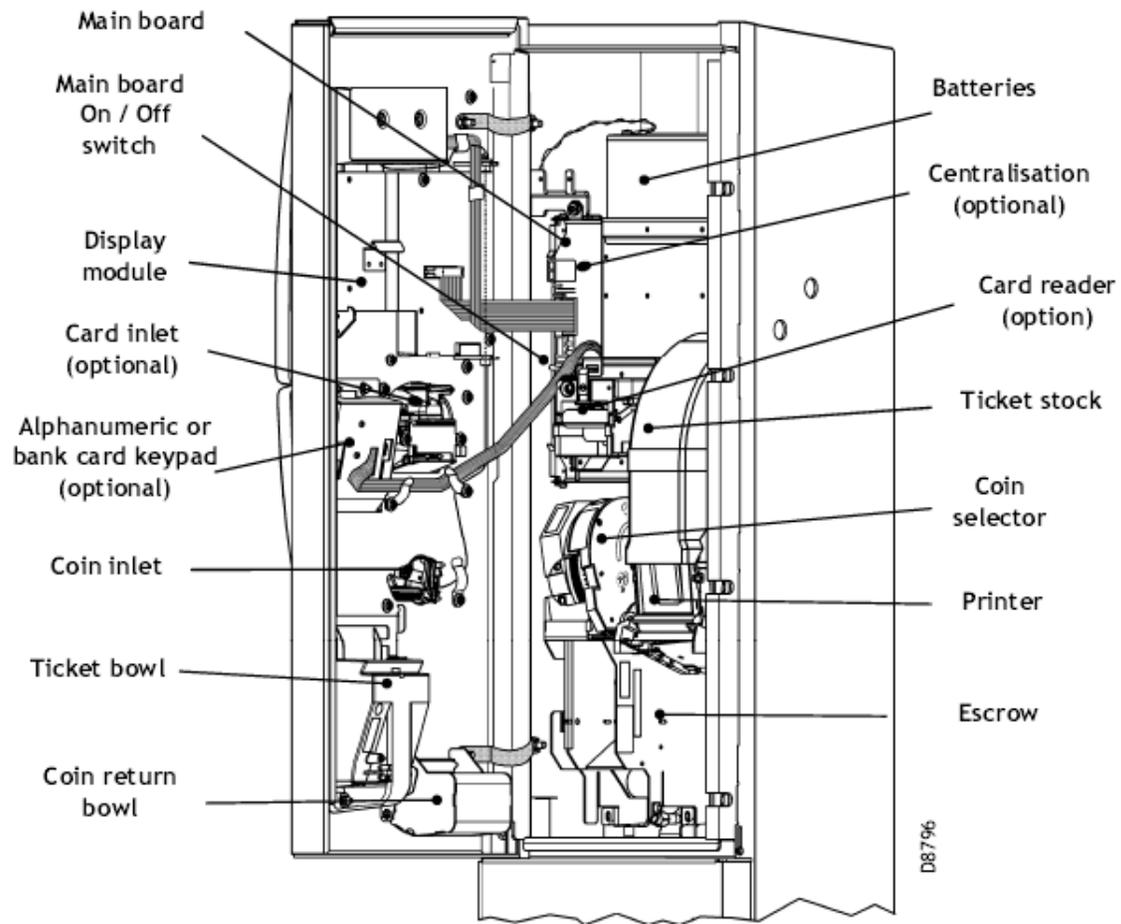
Key Strada Features:

- Can work in Pay by Space, Pay & Display, or Pay-by-Plate Modes
- Using advanced solar technology, our integrated solar panels provide an average on-street battery life of 3 years
- Proven to function on solar power in extreme climates
- ISO 9001 Certification
- Large graphical display allows for a minimum of 6 lines of text and logos, full color screen optional
- Sturdy, secure engineering with special anti-vandalism, anti-theft, and anti-fraud systems deployed
- Coin and bill vaults are separate from maintenance compartment
- Large coin vault capacity (up to \$800 in quarters)
- "Plug and run" component design; easy to maintain
- Ability to print tickets on either standard receipt paper or on "sticky-back" paper stock
- Accepts remotely changed parking rates
- PCI Level 1 Certified On-Line Real-Time Credit Card Authorization



Strada Diagrams





Inside view of the housing with the upper door open

Compatibility With City's Streetscape

Parkeon meters are designed to blend beautifully into your City's streetscape. We have over 150,000 multi-space meters installed around the world, including picturesque cities big – Rome, Madrid, Seattle, London – and small – Savannah, GA, Aspen, CO and New Hope, PA.

The Strada meter has a very modest on-street footprint, just 11.4" wide x 10.8" deep x 62" high. And that includes a seamlessly integrated solar panel in the top that will power the meter for 3+ years before you will need to replace its 100% recyclable battery.



Size and Weight

Size: 11.4" wide x 10.8" deep x 62" high

Weight: 198 lbs

User Interface

Strada has been carefully designed to best facilitate the end user experience and with menu driven operation:

- User friendly interface with a wide graphic screen.
- The transaction is guided by a combination of text and icons
- Up to 6 lines text
- Fees displayed on screen freeing up space on label for other information
- Specific downloadable screen for ease of selection and conveying information

The button layout of the Strada makes it a very ergonomically friendly pay station with optimum organization of buttons for quick and easy understanding. Strada is equipped with a capacitive keypad featuring soft keys and audible indication. The keypad allows for an easy switch between parking configurations without having to replace the actual hardware.



The payment area is clearly identified with coin and card inlets. Coin return and ticket issuing area in translucent flaps in a color that repeats the one of the corresponding buttons, green flap for ticket issuing after validation and red flap for coin return if red cancel button is pushed.

The standard Strada pay station features a large 4” x 2.75 graphical display screen and ample space for printed graphics. These graphics are inserted on the inside of the maintenance door and require no tools or disassembly of parts to install.

The large display lets you incorporate up to 6 lines of text and cities logo(s). The meter display provides user instructions such as “Enter Space Number” or “Begin Payment With Cash Or Credit Card.” The unit also has the capability to display a message when a card is inserted improperly or when the machine is out of order. In addition, a “coin only” message can be displayed if the card slot is inoperable, and conversely a “card only” message can be displayed if the coin slot is inoperable. If the coin reader and card reader are disabled the machine will display an “out of order” message.

The pay stations also have the capability to display a message that says “payment is not necessary” when it is outside of the enforcement period and/or during holidays. In addition, the pay stations can be programmed to not allow payment during these same times. Messages such as “Happy Holidays” can also be remotely downloaded.

Strada can also be equipped with a 7” full color screen offering an even better overall user experience. The color screen takes the Strada from being a parking machine to a multi-services kiosk. Maps, event listings, important messages, advertising, and coupons can all be managed on the Strada with this type of display.



The Strada can be equipped with zone indicators that make it easy to mark meters in specific zones as having different rate structures. For instance, all meters in the Yellow Zone are \$1.00 per hour, while all meters in the Green Zone are \$1.25 per hour.

Zone indicators can also be used to increase the instructional graphics area.

We offer zone indicators in various colors and sizes, and they snap together, allowing for even more customization.



Strada with zone indicator

Housing

The Strada is manufactured using 11-gauge steel, with the collection vault door constructed of manganese steel plates. The Strada's housing has internal hinges with anti-wrenching elements. There is no hinge attack point, or pins to cut or pry off the machine

Like other sophisticated devices where security and corrosion are a concern, our advanced use of a variety of materials reduces weight, enhances weather resistance, and reduces vandalism from strikes and graffiti, thus providing greater overall durability.

The 4-point locking system ensures that only the appropriate personnel have access to the maintenance area. The collection area is separate from the maintenance area and is protected by either an electronic locking system or a 3-point mechanical locking system. Extra manganese steel collection door plating provides ultimate security from vandalism or theft to the vault. Angled steel plates within the collection vault provide shielding and prevent drilling.

The Strada features ergonomically designed aperture openings for the insertion of payment, coins or cards, coin return and receipt dispenser. All have high impact polycarbonate covers or direct access through the steel door. Each aperture is designed to render vandalism to an absolute minimum. The coin entry slot is protected by a metallic sensor shutter that opens only for coins that meet sufficient metallic content standards.

The card reader is designed for insertion of the card, allowing the client to maintain control of the card at all times. The coin return cup is protected by a moveable cover.

This keeps foreign objects out, yet provides access to returned coins. The receipt cover is see through to allow clients to visually see the receipt has been issued yet designed that the receipt drops internally from above eliminating any opportunity to jam the mechanism and protecting it from inclement weather conditions.

Coating

All external painted surfaces feature an epoxy powder-coat paint that is coated in a liquid polyurethane varnish with anti-UV and anti-graffiti/poster glue properties. The coating process consists of Cataphoresis, Adhesive powder, powder paint and powder varnish. This process offers resistance to corrosion according to Norm NFX 41-002 (resistance to salt spray and saline fog) and specified at 1,200 hours with REO. In addition, the unit conforms to Norm IEC 68-2-11 (saline fog). Testing to validate compliance has been carried out in a CESI approved laboratory. The seals on the unit meet an IP33 protection level, based on the European norm, EN 60529.

Weather Resistance

The Strada sets the industry standard for high resistance to weather including water, snow, ice and dust penetration to the internal areas. All openings are either shuttered or angled to deflect penetrating moisture and dust. The design of the interlocking cabinetry acts as a channel to again capture and deflect moisture and dust maintaining the system integrity and reliability. The Strada maintains an operational temperature range of -22 F to 131 F and at 97% RH (Non-condensing humidity).

Strada models are by design weather resistant and have a graffiti resistant coating. The edges of the housing have a rolled finish so edges are not exposed to the elements but are located inside the housing to protect against corrosion. The unit is coated and painted to provide the best possible durability against the elements, potential graffiti and vandalism. The paint process has been refined and improved as a result of our years of experience, worldwide installations with every climatic condition and improvements in paint and coating technologies. Today, our products last an average of ten years without need for repainting services.

All main components are located inside the housing, allowing for maintenance activity during inclement weather. This is in contrast to machines where components are mounted on the inside of the maintenance door and are exposed to rain and snow when the maintenance door is opened.

Tests For Weather and Vandalism

The following are weather and vandalism tests passed by the Strada:

Climatic Compliance Tests

Test Reference	Description	Level
NF EN 60068-2-1 (2007)	Environmental testing - Part 2: Tests. Tests A: Cold	Resistance to temperature of -13°F Duration 16 hours
NF EN 60068-2-2 (2007)	Environmental testing - Part 2: Tests. Tests B: Dry heat	Resistance to temperature of +131°F; Duration 16 hours
EN 60068-2-30 (2005)	Environmental testing - Part 2: Tests. Test Db and guidance: Damp heat, cyclic (12 + 12-hour cycle)	Temperature of + 122°F and relative humidity of 97%
IEC 60068-2-5 (1999)	Environmental testing - Part 2: Tests. Test Sa: Simulated solar radiation at ground level	4 cycles of 24h (8h radiation/16h obscurity)

Resistance to dust and rain

The Strada is protected against dust and rain ingress, with a rating equal to protection index IP 3.3 (in accordance with standard EN60529).

Protection from Oxidation

All metallic parts of the machine (housing, cashbox, pedestal and mechanisms) are protected against corrosion. The terminal housing is corrosion resistant, in accordance with standard NFX 41-002 (salt spray frog resistance).

Impact Resistance

The enclosure of the terminals offers impact resistance in accordance with the IK10 requirement of IEC 62262.

The coin vaults are also impact resistant with rating equal to protection IK 10.

Resistance To Burglary

Meets EN 14450 standard for attack against tools.

ADA Requirements

The Strada model has been mechanically designed to be a world-class ADA/DDA compliant meter. Parkeon undertook a project to analyze the most stringent Disabled/Disability requirements from the major countries and has built those into the current production model.

For U.S. requirements, this means all controls and client interface points are located at 48" or below. The user controls are designed to eliminate tight grasping, pinching, or twisting of the wrist.

Per the ADA Federal Guidelines:

308.2 Forward Reach.

308.2.1 Unobstructed. Where a forward reach is unobstructed, the high forward reach shall be 48 inches (1220 mm) maximum and the low forward reach shall be 15 inches (380 mm) minimum above the finish floor or ground.

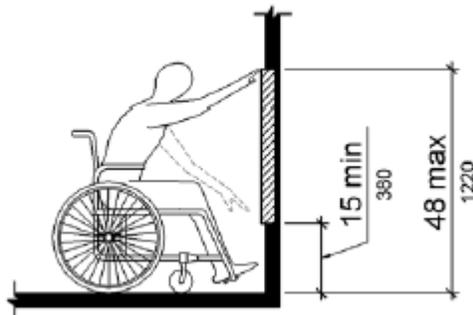


Figure 308.2.1 Unobstructed Forward Reach

Power Supply

The standard Strada is powered by an integrated 5 watt solar panel within the top of the meter. Strada with color screen is powered by a 16 watt solar panel. The Strada runs with ambient light. Rain, snow, fog, and other adverse weather conditions do not pose a problem for its functionality. The solar panel re-charges a commercially available battery. All major components have been designed by Parkeon to consume the least amount of power. AC mains power is also an option where it is available.

Also, there is no need for special orientation toward the sun or for multiple batteries within the meter to support uninterrupted operation.



Changing the power source (battery) can be accomplished easily. The unit is also equipped with a back-up battery to sustain the clock, calendar and storage of all information concerning revenue, maintenance and unit transactions during a main back-up system failure or battery replacement.

The power consumption of the Strada is less than 3mA in standby mode. It has been our experience that the battery life exceeds three years without a “bench” recharge or replacement.

In the event that the threshold level on the buffer battery falls below a certain level a “green” warning indicator will flash on the face of the machine. The field technician can consult with the machine to determine the voltage reading on the battery. In addition, the machine will also automatically communicate the low battery condition to the server. Maintenance personnel are then able to access this information from Parkfolio. The machine will continue to fully operate in this mode.

In the event that the maintenance personnel do not change out the battery, and the battery fails, the indicator on the face of the machine will change to a “red” flashing light indicating that the machine is out of order. The change in the battery status will also be posted on myParkfolio.

Collection Compartment

The Strada features separate, secure compartments for maintenance (upper) and collection compartments (lower). The unit is equipped with separate compartments and keys. The Strada features two distinct locking systems – a mechanical lock is standard for the upper compartment for maintenance activity and the lower compartment has an electronic lock system. Locks are high security type and are protected from weather, vandalism and drilling by a steel baffle plate. There is no access to the vault area for coins by maintenance personnel, and vice versa.

The lower (collection) housing features a lock that is uniquely keyed to each vault area. The Strada utilizes a Mobile Coin Box type system where a full coin canister is replaced with an empty one. This method of collection lets you anticipate the weight of the coin canister since the weight is initially supported by the vault door during lift. The Strada coin vault holds between \$500 to \$800 in quarters depending on the configuration.

At no time during the process does the collection personnel have access to the cash contents of the machine. A separate key is required to open the sealed coin vault. A coin vault cannot be removed and re-inserted without the internal locking mechanism being opened and reset via a high security specific lock and key. This precludes any

ability for theft. The coin container is ergonomically equipped with a handle for easy handling.

Collection staff have the option of collecting either coins, bills, or both. The bill stacker holds 1,000 bill notes.

The vault door of the Strada takes up very small sidewalk space and does not go all the way to the ground which is especially important when collecting during snowy conditions.

Locking Features

The 4-point locking system ensures that only the appropriate personnel have access to the vault.

All locks associated with the Parkeon Strada solution are discreet and out of the public view.

All locks are protected from weather conditions through the superior design and engineering of the Strada housing. All internal components including all locks are corrosive resistant and do not require regular cleaning of maintenance.

All locks within the Strada unit exceed industry standards including all mechanical locks which are protected by a steel shutter plate to prevent drilling and insertion of foreign matter in an effort to vandalize the locks as well as an Electronic Lock that is a standard feature on the Strada Rapide model for the vault area. The Electronic Locking system vault assembly is locked in place with two stainless steel locking pistons and cannot be opened even under 2 tons of force.

All locks within the Strada unit are designed to ensure non-duplication unless otherwise authorized to do so by the City.

With the use of the electronic lock the city will have the flexibility to key alike some or all of the pay stations and have the ability to re-key a combination quickly and without additional costs in the event it is necessary to change the lock combination.

Internal Components

The sub-assemblies of the meter are of a modular design to allow easy servicing through plug-in replacement parts. All electronic connections are of high quality and feature gold-plated terminals. The main board and internal components are environmentally sealed, highly water-resistant and are able to operate in conditions that exceed 97 percent humidity.

Every electronic component on the machine is coated to prevent operational failure and to ensure that the unit will stay fully operational within the specified temperature and relative humidity ranges.

Electrical connections between components/modules are accomplished with connectors. The machine has been designed so that the connectors for each component have a unique size and cable length preventing the deliberate or inadvertent connection of incompatible assemblies. Where feasible, wiring is held in position with clips.

The unit is designed around a 32 Bit Risc Processor. All memory is backed up with an exchangeable data module. There are a minimal number of sub-assemblies and therefore a reduced number of connectors, which is essential in improving reliability. Typically the equipment has the following sub-assemblies:

1. Main board
2. Coin selector
3. Bill acceptor
4. Electrical supply board
5. Printer
6. Card reader
7. Modem
8. Display

Printer

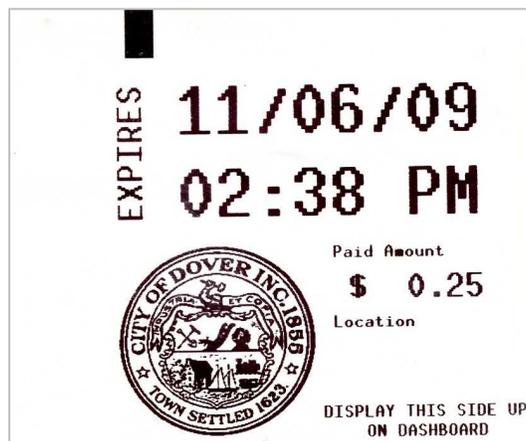
The Strada pay station is equipped with a thermal graphic printer built to provide constant printing quality (legibility) and minimal maintenance (accomplished through limited moving parts and ease in clearing the paper path).

The printer does not require servicing and the thermal head is self-cleaning. The printer assembly and thermal head can be changed easily, without the use of tools. The printer blade is self-sharpening and needs no servicing.

The printer is run by a microprocessor linked to the main board and has the capacity to print a receipt within two and one-half seconds. The text to be printed is also controlled by the main board. Printed text and graphics messages can be supplemented with pre-printed text and/or graphic designs. The printer is capable of printing variable-length and multi-part (perforated) receipts with various text messages. The font type and format is flexible as upper and lower case along with mixed fonts can be interspersed.

A continuous single roll of thermal printed-paper supplies the printer. A standard ticket roll stock has a capacity of 4,500 to 6,500 tickets depending on the configuration. Pre-printed paper with black marking dots is utilized to allow the printer to adjust the thermal printing to the pre-printed text and/or graphics on the ticket stock. The markings on the ticket stock also provide the capability to print variable length messages. The printer can also print on “sticky-back” paper, which works great in a Pay & Display parking application. A “sticky-back” ticket roll has 3,000 tickets.

Paper is easily inserted into the printer by positioning the paper lead inside the plastic guide located on the front of the printer. The guide is directly accessible and visible to maintenance personnel.



Sample Pay Station Ticket

Customizable Tickets

Tickets can be customized by contacting Parkeon customer service or by city staff using the Ticket Editor function in Parkfolio, Parkeon’s back-office system. You have the ability to change the ticket layout and information, add logos and other graphics, and add custom messages, and advertisements. The ticket becomes an additional form of communication. These changes are then ready to remotely download right to the pay stations.

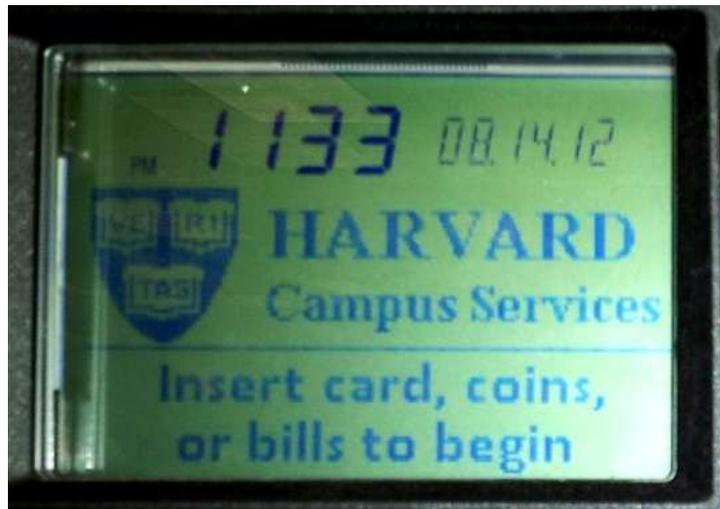
The Strada Pay Station can utilize either standard tickets, “sticky-back” tickets, or two-part perforated tickets. “Sticky-back” tickets are especially useful in a Pay & Display application because they can be adhered to the inside of a motorist’s window or windshield, making enforcement very easy.

Communications

Strada can communicate wirelessly via 3G modem or through Ethernet. Strada can be configured to communicate all data in real-time – transactions, alarms, collections information – to Parkeon’s myParkfolio back-office system.

Display Unit and Messaging

The display used on the standard Strada is a full graphical display providing a 160x80 pixel area. This technology offers the possibility to display many different types of graphical messages, for instance, the city's logo or icons to help customer understand transactions and actions by the customer to the machine. This graphical display enables display of many languages, including languages that use signs or accentuated characters such as Chinese and Arabic.



Up to four (4) languages (English, French, German, Spanish and Italian are available), can be displayed the multi-language feature is utilized. A dedicated button on the face of the machine is used to change the language displayed during the transaction.

The window in front of the display is transparent polycarbonate and has near optical quality to ensure clear display and panel visibility without distortion or iridescence. The polycarbonate window is specified to stand up to UV radiation.

The display can be easily read under various daytime and nighttime lighting conditions.

The display can indicate the time of day (actual and end of parking time), increments of payment, total amount entered, amount left on a smart card, and expiration time/total time purchased. The display on the unit is set up to use a decimal format for dollar amounts (xxx.xx), an AM/PM time format (12AM/PM) and a U.S. style date format (MM/DD/YY).

The display is also able to accommodate several types of custom messages that are programmed and downloaded through the Parkfolio back office system or via a hand-held device. These include welcome/greeting messages, failure messages, user messages associated with the yellow function button, messages associated with the insertion of money and cards into the machine and messages communicating the time frame when parking is not allowed.

The display unit can be used by maintenance personnel to determine the status of the pay station. The display unit is independent from the main board and mounted in such a way that it can be rotated and used while the door is open for maintenance activities. The display unit contains two LED lights, one green and one red, that flash when there is a warning or failure at the machine.

Warning and alarm codes can be viewed on the display by pressing specific buttons on the outside of the machine without opening the maintenance door. If maintenance staff need to fix a problem while at the machine, they can do that by opening the door and using the keypad to view the alarm, correct the condition and cancel the warning code.

The same error codes (warning and out of order conditions) are communicated via the communications system. The central server records the events by the date and time of occurrence. The systems works in the following ways:

The maintenance alarm feature transmits information regarding the status of each machine in real time. As an example, if the ticket roll is low or the coin box is nearing capacity on a machine, the network will post this condition to the Parkfolio back office system to advise the maintenance staff of the situation. Alarms of this type are indicated by a green indicator message displayed on the Parkfolio screen. Notification of these alarms is typically sent within 10 seconds of the incident.

Some of the critical alarms are as follows:

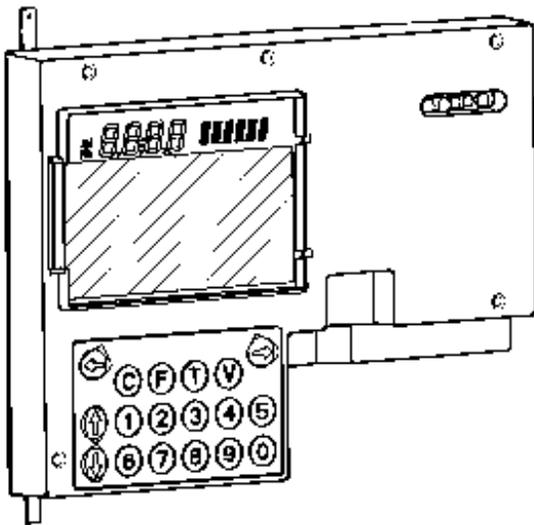
- Communications failure
- Open door
- Power failure
- Paper supply status
- Collection failure

In the event that the machine is out of order for any reason (i.e. the ticket roll was not replaced and the machine ran out of paper), a red indicator message is displayed on the Web interface via the communications system. A red indicator light alerts the maintenance staff that this machine is out of order and will advise them as to what needs to be done to get the machine up and running.

The City will have the ability to program each pay station to display or not display a message. This is accomplished through the programming of the FLASH MEMORY in each unit. In addition, the City will have the ability to utilize the wireless communication system to download welcome and out-of-order messages (no payment required) to each pay station. Messages can be displayed for a prescribed time period and then through the programming can be changed back to the original pre-programmed message.

The Strada has the capability to display a message when a card is inserted improperly or when the machine is out of order. In addition, a “coin only” message can be displayed if the card slot is inoperable and conversely a “card only” message can be displayed if the coin slot is inoperable. If the coin and the card reader are disabled the machine will display an “out of order” message. The pay stations also have the capability to display a message that “payment is not necessary” outside of the enforcement period and during holidays. In addition, the pay stations can be programmed to not allow payment during these same times.

Standard Graphical Display



Graphical display specifications:

- Large area LCD technology with backlight
- 6 lines of text available, plus time and date (permanently displayed)
- Combination text and logo available
- Graphical area of 4.134” wide x 2.75” high
- Dot matrix: 160x80 – Dot size 0.62x0.62mm (24.41x24.41mil)
- Clock format: [HH:MM]
- Date format: [AM/PM] [MM:DD:YY]
- Automatic Backlight switched on depending on ambient light level
- Automatic Contrast with temperature compensation

Fonts have been selected in order to be compliant with all kind of language that could be used on the terminal, and in order to offer the best understanding of messages for all kind of customers using the machine. ISO standard has been retained (ISO10646) with compliancy to UTF8 encoding format (Unicode Transformation Format or Universal Character Set Transformation Format).

Strada can also be equipped with a 7" full color screen allowing for a large array of graphics and message and a better overall user experience. This screen also provides a better opportunity for the machine to be used as a multi-services kiosk.



Payment Options

Bills

When configured for bill not acceptance, Strada recognizes \$1, \$5, \$10, \$20 and \$50 dollar bills or any combination thereof. The ability to determine what bills are accepted can be configured via a handheld program loader at the unit. The bill acceptor is programmable onsite to accept new bank notes issued by the U.S. Mint.

All bills are accepted 4-way and in any direction.

The Strada bill acceptor has an acceptance rate of 98% for street quality bills. Rejected notes are returned to the parker.

The bill acceptor is designed with an access door on the top of the unit for maintenance personnel to clear bill jams. No tools are required to open or close the access door. Jammed bill removal process typically takes less than 30 seconds unless the note is torn.

Coins

The Strada multi-space meter can distinguish between up to 14 different coins and/or tokens, including nickels, dimes, quarter, Susan B. Anthony dollars, Sacagawea dollars, and the new presidential golden dollar coins.

The Strada pay station features a patented motorized coin selector and recognition system that controls the movement of inserted coins in the meter (speed, position etc.) and which is unaffected by changes in temperature and humidity. We suggest that "free fall" or "gravity-driven" coin intake systems be avoided, as they are easier to de-fraud and vandalize. The Strada coin path is the shortest in the industry which is key to preventing internal coin theft since the selector fully controls and contains the movement of the coins from the point they are inserted in the unit. The coin speed functioning is carefully controlled instead of relying on gravity test.

The Parkeon selector utilizes a barrel that protects the inlet when the machine is at rest, opens the inlet to introduce a coin, directs valid coins to the coin escrow and channels foreign objects to the coin return.

The default position on the barrel is solid and therefore will not allow the introduction of a non-metallic object. This prevents the introduction of plastic, wood, cloth and other non-metallic objects from entering the coin selector. The motorized wheel also prevents the validation of coins that are attached to strings or other removable devices.

The coin validator unit utilizes both optical and magnetic detectors to determine if a coin is valid or not. The coin inlet detects when a coin is approaching. The detection of the coin signals the coin inlet to open and the sensor to awaken.

Optical detection: A measurement is taken of the diameter and thickness of the object by means of two sets of optoelectronic sensors. A notched wheel, which causes the barrel to rotate, evaluates the distance between two points of the coin periphery and measures the coin diameter. This is done by means of a first set of optoelectronic sensors. In the same way, the thickness is measured by evaluating the distance between the first set of optoelectronic sensors to cut the beam of a second set of optoelectronic sensors whose centerline is inclined as compared with that of a coin.

Magnetic detection: Two proximity switches measure the electromagnetic properties. Voltage levels are recorded as the coin moves in front of them.

After the sensors have evaluated the representative measures of the coin's diameter, thickness, and material composition, they are compared to pre-programmed data. The main board then validates or invalidates the coin according to how well it matches this data.

If the coin is validated, the trap door opens to deflect the coin into the escrow, which can hold over 75 US Quarters. A set of optoelectronic sensors fitted under a prism checks that the coin has moved. If the coin is not valid, it is evacuated into the coin return.

The coin selector can be tested via a Parkeon supplied test token without opening the maintenance door. Insertion of the test token prompts the printer to print a test receipt. The receipt has the word "TEST" printed on it.

Credit and Debit Cards

The Strada pay station is equipped with a dual function card reader.

This reader is able to accept credit cards (Visa, MasterCard, AMEX, and Discover), smart memory and microprocessor cards for payment. In addition the unit has the capability to accept debit cards, including Visa Cash. In the event that the card slot is jammed (inoperable), the pay station will still accept coins for payment. Parkeon will work with the City to interface with the merchant processor.

The main characteristics of our reader are as follows:

- 1) The reader accepts the following card types:
 - a) Synchron chip cards (type SLE 4404, Eurochip, memory cards, etc.)
 - b) Asynchrone cards (electronic purses, microprocessor cards)
- 2) The reader complies with the following standards:
 - a) ISO 7816-1,2,3 standard concerning the physical characteristics, localization of contacts, electrical characteristics and communication protocol.
 - b) Cards in conformance with ISO 7816-2 standards (localization of the contacts)
- 3) It has the following specifications:
 - a) Makes use of rubbing contact with the cards to optimize the electric contact.
 - b) Full compatibility with cards using 5 volts technologies
 - c) Application software is loaded in the RAM memory of the electronic board
 - d) RAM memory has a maximum capacity of 512 K octets
 - e) The operating system embedded in the ROM memory manages the application software downloading

Cell Phone Payment

Parkeon's system can integrate with whichever mobile phone payment provider you choose (including Parkeon's proprietary mobile parking payment system, Whoosh!). The Parkeon and cell phone databases will interact to ensure your parking rules are enforced and to provide you with detailed transaction data as needed.

Using cell phone payment technology, motorists can extend their stay from any place in the city if such policies exist.

Drivers can receive a text message to alert them as to when their parking time is about to expire and remind them to extend their time as needed.

Smart Cards

The pay station Parkeon is proposing is equipped with a hybrid card reader capable of working in a swipe mode and accepting both magnetic stripe cards and contact smart cards (ISO 7816). Parkeon is the largest integrator worldwide of smart card systems. Parkeon can directly provide decrementing smart cards that are compatible with the Strada multi space meter. The card characteristics can include either disposable or rechargeable. We can also subcontract with a partner as necessary to meet the cities requirements as a special development project.

Credit Card Processing

All pay stations read the ISO Track 2 from the magnetic stripe on the reverse of the card. EPSUM[®] (the Parkeon Router/Server system for credit card transactions) does not rely on the network for encryption and instead provides authentication and encryption of all cardholder data at the application level using public key encryption. Also, rather than being managed by the main CPU of the terminal, all the encryption and authentication tasks are implemented by the card reader itself.

The information is sent to the Parkeon router through the wireless network and delivered via the Internet to the city's authorized bankcard processor for authorization. As noted earlier, Parkeon has earned Level 1 PCI certification, so you know your motorists' credit card data is well-secured per legal obligations published by the banking associations.

The ensuing response (the transaction authorization or denial) is then forwarded to the pay station. The pay station will accordingly issue a ticket or cancel the transaction. Concurrently, the results of the authorization process are recorded on ParkfolioNeo for client access and analysis.

Average time for this real-time, on-line credit card authorization is between 7 and 15 seconds; we have clients whose transactions are processed in as few as 5 seconds.

Credit Card Security Features

Parkeon's credit card processing solution has earned Level 1 PCI certification, which is the highest rank available from the major credit card providers (VISA, MasterCard, AMEX). Level 1 is only given to those third-party providers who handle thousands of credit card transactions monthly and who meet their stringent – and audited – credit card transaction security protocols to protect your customers' personal transaction data. Level 1 requires an external audit for approval, which is more rigorous than the self-audit that some vendors may do.

Our system provides 128 bit DES encryption when the credit card is read at the card reader. The encrypted card information is then transmitted directly to your PCI compliant transaction service provider/clearing house.

Parkeon machines process all credit card transactions in real time. This on-line authentication is typically in the 7 to 15 second range, although we have clients whose transactions are processed in as few as 5 seconds. This approach protects the city from lost revenue due to stolen or unauthorized usage that would occur in a batch-processing mode. Additionally, the city does not have to maintain a "black list" of known bad card numbers. And it meets PCI/CISP requirements regarding storage of credit card information.

Due to the potential for fraud and the fact that offline batch acceptance is not PCI compliant, Parkeon recommends that the City not consider a solution that includes credit card acceptance without authorization at time of presenting the card.

The card reader is designed for partial insertion of the card (swipe) and at no time is the card out of the users possession.

Park-by-ID Features

The Strada can accommodate any identifier including space number or license plate number. This gives you more flexibility in your parking rules and applications.

1. "Add time from anywhere" technology. By using a real-time, on-line centralized transaction database, all parking transactions are stored in one location. If a motorist parks but finds himself a mile away when his time is about to expire, the motorist can simply walk to the nearest meter, enter his lot, space or license #, and extension code, and add more time to his stay. Rest assured, he can only do this if your parking policies for that particular space allow the purchase of the added time.
2. Parkeon's Park by ID systems also uses on-display interactive instructions for the motorist to purchase parking. Most people are used to interacting directly with such screens, and we've found that by guiding the motorist through the transaction this way is

more effective than referring them to written or graphic instruction labels pasted alongside of the display screen.

3. Yet another improvement with our Park-by-ID system is how your Parking Enforcement Officers (PEOs) will be able to work.

When your PEO is ready to enforce an area, he/she can wirelessly connect via handheld device to the Parkeon central server and transaction database. The PEO enters the zone to be enforced, and the current payment history for all the spaces/plates in the enforced zone is transmitted from the central server to the PEO's handheld. Paid and unpaid spaces/plates are color-coded to be easily distinguished and display options are configurable. This approach also allows the PEO to look up a block face or lot prior to arriving on-site, to quickly determine whether enforcement activity is warranted immediately or at a later time, based on the status of paid or unpaid spaces/plates.

Also, any transactions occurring during a live enforcement session affecting a space or plate in the zone being enforced are immediately transmitted to the back office server and then to the officer's handheld. This ensures that the most up-to-date payment information is recorded before looking for potential parking violations, and it leads to fewer disputed citations and angry patrons.

4. Parkeon's PbS system is scalable to manage up to 40,000 spaces.
5. Our Park by ID solution integrates cell phone parking payments in a brand new way. Instead of the typical dual-database solution some providers use, causing PEOs to have to look up transaction history in two places, Parkeon has fully integrated the cell phone payment transaction into our central transaction database, along with all other types of payment. This means PEOs can access just one database for validating spaces. Of course, cell phone-paying motorists will receive an SMS message to their cell reminding them when their time is about to expire and offering the opportunity to add time via SMS (or by voice if preferred).
6. Vehicle sensor integration is also possible with our Pay-by-Space system. By adding vehicle sensor technology to your Pay-by-Space system, your enforcement team will be much more efficient because the sensor indicates the presence of a vehicle that has not paid. This vehicle detection data is combined with the pay station payment data (and other payment data like cell payment) to present targeted enforcement information accessible on the same web interface on the handheld device. Now your team knows the following:
 - The status of all paid and occupied spaces
 - The status of all unpaid and occupied spaces
 - The status of all unpaid and unoccupied spaces

Based on this information you can be sure that your enforcement officers are spending their time monitoring the areas of the city that have the highest instances of unpaid/occupied spaces.

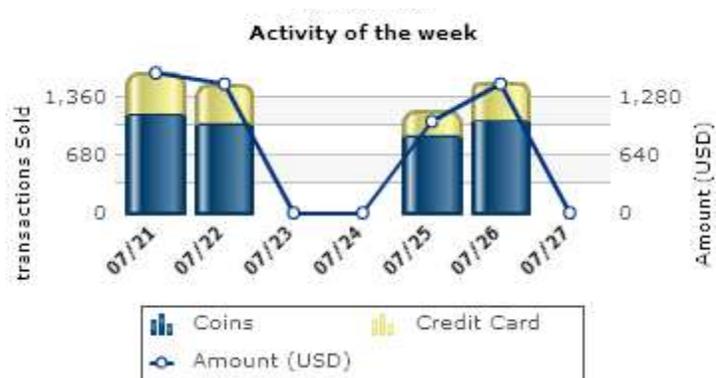
7. Management of special rates becomes even more flexible with our Park by ID system as each plate or space can have its own rate structure. It is easy to manage resident or visitor parking programs with Park by ID.

Data/Financial Management

The pay stations communicate via wireless two-way communication with Parkeon’s powerful back-office suite, myParkfolio which provides data/financial management solutions. The myParkfolio communication system is a complete suite of services based on a unique IT platform developed and managed by Parkeon as a fully hosted service. Parkfolio manages the information to and from the pay stations and redirects it to the customer. Depending on the nature of the data and the contract modules subscribed to, the information is delivered to the customer’s personal workstation or hand-held device.

Everything that occurs at a pay station (status check, collection, maintenance operation, transaction, etc) is recorded and regularly transmitted to the central server. This information is then processed and ready for you to review and analyze using myParkfolio.

myParkfolio allows you to remotely download rate, message, and ticket changes to the Strada.



Using Parkfolio you can view all sales data in many different forms. For instance, you can view transactions by pay station, by group of pay stations, by type of transaction, or by type of user.

You can monitor the status of your pay stations using myParkfolio because all alarms and warnings are right there for you to view. Like your sales data, maintenance data can also be viewed in different forms, making it easy to put a maintenance schedule together. myParkfolio can also send specific alarms right to your cell phone to alert you of a problem immediately.

myParkfolio

ON-LINE MANAGEMENT OF SALES & INFORMATION INFRASTRUCTURES

Supports both Parkeon and 3rd party applications

myParkfolio is an easy-to-use, web-based system that enables personnel to work faster and more efficiently. It allows greater control with day-to-day tracking of all operations.

The system is designed to benefit the whole organization. myParkfolio is able to provide the rapid reporting required by management, while also supplying the level of detail required by financial, maintenance, collection and enforcement teams.

MAINTENANCE OPERATIONS

myParkfolio improves response and resolution to on-site issues and increases operational efficiency and revenues with:

- Remote warnings and alerts enabling maintenance staff to respond quickly to faults and operational issues on payment terminals.
- Easy tracking of maintenance personnel activity.
- Up-to-date service and repair reports enabling management to ensure adequate staffing levels, plan preventative maintenance and monitor staff response times.

PAYMENT SERVICES MANAGEMENT

myParkfolio provides a complete overview of all activities to provide:

- Immediate access to all transaction data and financial reports.
- Comprehensive analysis of business activities, e.g. parking occupancy.
- Remote management of rates and user messages via downloads.
- Easy resolution of customers' complaints with historical data of events and transactions.

ENFORCEMENT OPERATIONS

myParkfolio improves deployment of enforcement officers to monitor parking compliance:

- Guiding enforcement personnel to zones when payment levels fall below average
- Monitoring enforcement officers' activities.

CASH COLLECTIONS

myParkfolio optimizes cash collection management and security:

- Enabling collection routes to be planned in response to reported cash box content levels. Also detects cash collections from payment terminals.
- Monitoring collection agents' activities.
- Ensuring security with a detailed electronic collection audit trail.

myParkfolio

- No need to maintain servers or update software
- Fully web-based
- Data available 24/7/365
- Easy to compare past and current data for trend analysis
- Mappable statistics with color-coded indicators for easy analysis
- Events and alarms sent directly to mobile phones and PDAs
- Remote downloads of rates, messages and ticket layouts
- Integrates with all types of parking and other points-of-sale

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myParkfolio®

Optimizes performance of payment, services, ticketing and information terminals



ON-LINE MANAGEMENT FOR COMPLETE CONTROL

€30 Billion

EU parking industry annual revenue

\$30 Billion

US parking industry annual revenue

MAXIMIZE & PROTECT INVESTMENT

Because on-street services, such as parking generate significant revenues but can be labor intensive, it is essential that operators ensure that every penny counts.

This means that all payment systems used to access these services should be regularly maintained and supported to ensure optimum availability and a long life for all equipment. It is vital that they operate at optimum efficiency.

Not investing in maintenance simply results in increased downtimes and revenue losses.

EFFICIENT & COST-EFFECTIVE CASH COLLECTIONS

Cash is still the predominant payment method for unattended services, e.g. parking and transport ticket sales.

It is essential that local authorities and private operators continue to accept cash to remain customer friendly.

NOT ONLY FOR PARKING...

myParkfolio also supports additional services:

- ▶ Timetables
- ▶ Local maps
- ▶ What's On: Guides
- ▶ Advertising & promotions for local businesses
- ▶ Tickets for sports/leisure facilities and tourist attractions

Cash collection processes must be managed as cost-effectively as possible, both in terms of the time they take and the personnel and equipment required.

At the same time, it is crucial that security is not compromised at any point during collection, transit and depositing.

ENSURE HIGH QUALITY & ADAPTABLE SERVICES

Parkfolio's back-office system is the 'brain' that make all the supported services accessible throughout the city at any time of the day.

Centralized management also enables operators to constantly monitor and analyze the performance of their sales infrastructure.

In parking, for example, they are then able to change and improve their policies armed with accurate data. New rates, operating times, messages and information can easily be downloaded to any number of pay stations or onto on-line systems.

A RANGE OF WORKSPACES PUTS ALL THE INFORMATION AT OPERATORS' FINGERTIPS

Change rates from your desk!



MAINTENANCE

- ▶ Maintenance activity tracking
- ▶ Sends events and alarms directly to mobile phones and PDAs
- ▶ Reporting available by alarm type, reason and machine part



DASHBOARD

- ▶ Monitors parking indicators to provide an 'at-a-glance' overview of parking system performance
- ▶ Provides real-time and key performance indicators for easier management
- ▶ Easy-to-read reports that update automatically whenever the system refreshes
- ▶ Provides the benefit of a high level of customization by creating "Parklets" as direct views on the dashboard



MAPPABLE STATISTICS

- ▶ Graphical representation of your parking system
- ▶ Visualize your operation for optimum efficiency

CONTROL

- ▶ Reporting down to the space level to improve enforcement.
- ▶ Follows enforcement agent activity



SERVICE CENTER TOOLS

- ▶ Remote optimization and updating of the parking system
- ▶ Creation and remote downloading of rates, messages and ticket layouts



TRANSACTION HISTORY

- ▶ History of all payment information
- ▶ Customer support hotline area allows for quick research of each transaction
- ▶ Easy to compare past and current data to spot trends

COLLECTION MANAGEMENT

- ▶ Tracks all cash collection activity
- ▶ Sort collection reports by payment type, area, and date range
- ▶ Receive collection alerts directly on a PDA



WORKSPACES PROVIDE THE SOLUTIONS FOR YOUR WHOLE ORGANIZATION

BUSINESS MANAGERS

The **Dashboard** helps high level decision making with a range of key performance indicators, e.g. high/low payment activity maps.

PARKING MANAGERS

The **Dashboard** supports parking policy management with data on parking infrastructure activity.

The **Transaction history** provides the data as dynamic graphs and tables, while **Mappable statistics** transform it into cartographic reports.

Service center tools enable rate changes, information, and messages to be downloaded directly onto pay stations.

The **Discount code** application allows parking managers to provide customers with free or discounted parking via a special code that is created within the myParkfolio system. Features include:

- ▶ Percentage discounts
- ▶ Codes configurable for use on one parking terminal, groups of terminals or whole site
- ▶ Also configurable for number of times or the length of time a code may be used

SERVICE PERSONNEL

The **Maintenance module** assists with the preparation of maintenance plans to optimize performance and manage infrastructure.

Pay station visits may be defined relative either to reported supply levels, e.g. ticket rolls and batteries, or technical demands, e.g. alarms by zone, circuit or importance.

This module also creates a review of key technical indicators to evaluate the effectiveness of service levels.

Managers are able to check pay station uptimes and maintenance team reaction times.

The **Dashboard** and **Mappable statistics** provide live indicators to track and monitor maintenance team progress.

COLLECTION TEAMS

The **Collections Management** module optimizes the efficiency and security of collection services. It not only improves the volumes collected by planning the most efficient routes and times but also ensures that cash levels remaining in pay stations overnight are as low as possible.

Collection routes may be defined according to actual cash amounts or cash box levels or overdue non-collection warnings.

The **Dashboard**, via Parklets display, monitors collection agents' operations.

ALL THE INFORMATION OPERATORS NEED

myParkfolio:

- ▶ **Monitors all sales and information outlets** – and integrates information from each channel, e.g. terminals, mobile phones, PCs and tablets, onto one system

- ▶ **All payable collections 'at a glance'** – a single user interface displays revenues broken-down by each payment method



- ▶ **Fast and intuitive interface** – most data can be found in less than 3 clicks!

- ▶ **Displays in individual operators' colors** – a customizable solution that may be branded in your organization's color scheme

- ▶ **Available anywhere** – myParkfolio is a portable solution accessible on most internet-enabled devices

- ▶ **The fast lane for information** – for real performance focus, see what is happening 'right now'!



Highly flexible and scalable solution

Whoosh!

so easy to park

Mobile phone payment

Optimum
user convenience

Cost-effective
solution

Additional
payment option



Whoosh!

so easy to park

Parkeon has always maintained that motorists should be offered multiple parking payment options to ensure optimum convenience and compliance. Whoosh! adds to Parkeon's large portfolio, enabling parking fees to be charged to a chosen credit/debit card.



Coins



Chip & PIN
credit/debit cards



Contactless
bank cards



E-payments



Season
tickets/permits



Pre-pay
and/or Pre-book

Fully
integrates in
myParkfolio™
with all other
payment
methods



WHOOSH! FOR OPERATORS

- Offers an economical and cost-effective solution to provide mobile phone-based parking payment services.
- Completely integrates with Parkeon's myParkfolio centralized management solution with all other payment methods, including cash, credit/debit cards, smart cards, permits, as well as on-line systems.
- Supports incremental hourly, daily, weekly and monthly tariffs, as well as annual permits.
- Reduces frequency of cash collections and ticket management.
- Allows rate changes to be managed remotely on-line.
- Available as a stand-alone solution.
- Quick enforcement of mobile phone payments via web based application or integrated with 3rd party enforcement technologies.

WHOOSH! SALES CHANNELS

- Website for on-line payment.
- Smartphones (App for iPhone and Android).
- Internet mobile.
- Mobile phones (Interactive Voice Response, SMS payment).

WHOOSH! FOR MOTORISTS

- Offers an additional and convenient means of payment.
- Provides on-line account management and receipts for registered users.
- Generates reminders before time expires.
- Enables users to extend parking periods remotely via their mobile device (within local parking restrictions).

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CITY NEWS

CLOUD system offers **MORE** solutions to enhance your city's services



Smart investments

A responsible & sustainable approach

An easier life in the city





THE SOLUTION

Out of the newsroom and onto the streets, Parkeon's City News application allows reporting of local news stories and events that take place in or around your city.

Through the Parkeon CLOUD system, your city news can be displayed on-screen on the Parkeon meter and in real-time. The City News service helps notify and connect your patrons to breaking news and events.

Web based portal

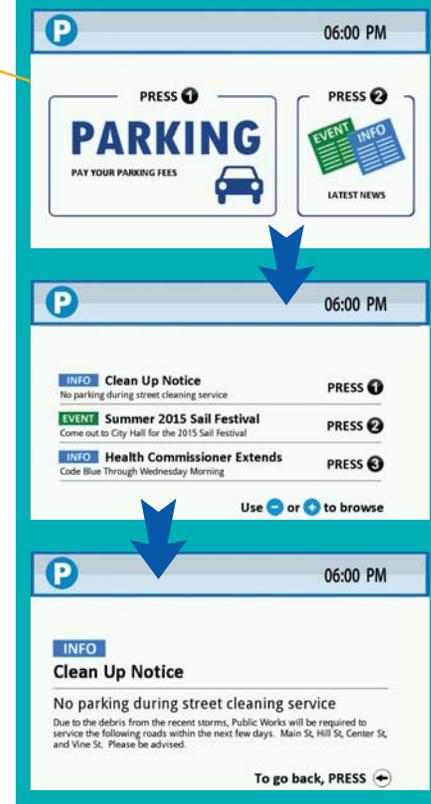
- City News is distributed to Parkeon kiosks through a password protected web based portal. This portal allows your employees to post news, information, and events listings. This information is scheduled in a calendar so you can setup your news to be distributed far in advance. A simulator tool allows you to see exactly what the public will see on the Parkeon kiosk prior to posting the information.

THE BENEFITS

- Convenient to the end user
- Seen as a friendly service
- Provides real-time monitoring of closures and cancellations information
- Promote attractions & the community
- Multiple locations for news to be seen on-street
- Cost effective approach to improve consumers parking experience
- Flexible system- You publish only the information you want your consumers to read



Screen Flow



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