



ROBOTIC PARKING SYSTEMS' NEW FREE AIA CE COURSE FEATURED IN ARCHITECTURAL RECORD

Without a doubt, the United States likes to go big. We are the home of Mount Rushmore, Disneyland, and the Whopper. We are the birthplace of Apple, Google, Facebook, and Amazon. The movie industry grew up here. We are an economic and military powerhouse. The rate of entrepreneurship is staggering. We have big vehicles, big houses, and big dreams.

But with some emerging trends, we

lag. This is the case when it comes to automated parking systems, which are robotic or automatic systems that park cars without human intervention using precisely calibrated machinery and software. These innovative parking systems save valuable urban space,



“ *The Largest Robotic Parking Systems in the World: Is the United States Ready for This?* ”

create the highest use for land, increase ROI for developers, improve the environment, delight drivers, and are primed to mesh with future technologies. Research and Markets research firm estimated that the global market for automated parking in 2019 was \$1.3 billion and forecasts the global market to grow to \$3.6 billion by 2027.



The acceptance of automated parking will likely be driven by architects working in the best interest of developers to achieve the highest and best use for any new or retrofitted project. While U.S. residents have become accustomed to the fumes, danger, and inconvenience of conventional parking garages, there is every likelihood that they will one day embrace this technology as thoroughly as they have embraced the push-button ease of elevators. For the best ROI for land development, it is incumbent on architects and developers to give robotic parking systems serious consideration, changing the dynamics of land use.

Founded in 1994, U.S.-based Robotic Parking Systems, Inc. pioneered the development of the high-capacity, scalable automated parking garage.

[Learn more about this free AIA CE course.](#)

VEHICLE DAMAGE, THEFT, AND ACCIDENTS PREVENTED THROUGH ROBOTIC PARKING DESIGN



(excerpted from White Paper by Roger Courtney, Esq.)

Due to the closed system design of many automated parking garage designs and technology, there is no opportunity for vehicle theft or damage after the patron-free vehicle leaves the entry terminal for storage.

Concrete ramp garage design, by its very nature, is a breeding ground for mischief. In a May 24, 2017 on-air report by Erin Richey and David Razig of KSDK TV in St. Louis, MO, the reporters crunched three years of data to determine where cars are most likely to be stolen. The reporters quoted security expert Mike Barbieri, who they said taught them the “first real lesson” that in a parking garage, “even the best surveillance may not protect your car [or you!]” Barbieri was quoted as telling the two reporters that “[v]ery seldom do [police and CCTVs] catch someone breaking into the car with cameras, and by the time they call the security team to get down there, the car is gone [or the rape has occurred].”

Back over crashes in garages, parking lots, driveways, and on similar surfaces kill 200 and injure at least 17,000 each year as revealed in studies conducted by the U.S. Department of Transportation. Such incidents would not have occurred in a robotic garage. Although now required by law, rearview camera systems are not a cure-all for back over crashes and accidents. Robotic parking design is.

One of the key factors that inhibits crime is the design of a facility, such as an inherently safer robotic parking design. A National Institute of Justice research study stated, “Because parking facilities are more likely settings for crime – both violent and property – than all other real estate except residential, security is one of the most critical issues facing owners [, operators and patrons] of parking facilities today.”

[Click here for a free copy of the white paper.](#)

NEW VIDEO

Park Twice the Cars in Half the Space

https://www.youtube.com/watch?v=mTb_0YEpsy8



Park twice the cars in half the space with Robotic Parking Systems. The comfort of valet service. The fastest retrieval time on the market. Touchless and secure. The safest solution for drivers, vehicles and the environment. Robotic Parking Systems - Always Ahead.



ON THE WEB

PARK IT HERE BLOG

The Park It Here blog explores ways that Robotic Parking Systems technology might assist city planners, architects, civic groups, developers, environmentalists and other innovative thinkers seeking to enrich our cities. [Learn more.](#)

FACEBOOK

[Find us on Facebook.](#) You'll have access to photos, videos and up-to-date news on Robotic Parking Systems.



YOUTUBE

Our [YouTube channel](#) contains numerous videos of the Robotic Parking System.

TWITTER

Robotic Parking Systems create more space for design and development. [Follow us on Twitter.](#)

ROBOTICPARKING.COM

Our web site, roboticparking.com, contains product and technical information, tools, photos, videos, brochures and more.

FREQUENTLY ASKED QUESTIONS:

How long do drivers need to wait to receive their car?

The time it takes to retrieve a car depends upon where it's parked inside the system. The minimum time needed is 1 minute, and the maximum time is 3 minutes on average. But, this is not the most important factor.

Much more important is the peak traffic



capacity (or throughput) of the system. This means how many cars can be processed inbound and outbound in a given time frame, let's say in 30 minutes. If 10 customers retrieve their car at the same time, how long does customer number 10 have to wait until he gets his car? This is the critical point in designing an automated parking system and in the daily operation of the facility. Robotic Parking Systems custom designs each facility to match the peak traffic capacity needed based on the project use and the requirements of the owner. A traffic study typically provides this data point. We "design to fit for purpose."

Robotic Parking Systems certifies average retrieval time and throughput via a third-party company such as TUV. Recent certified throughput for our Al Jahra Court project was 425 cars per hour – an average of 7 cars per minute.

PARKING FACTS:

Exploring the history of street trees, Michele Richmond found a law passed by Congress in 1870 authorizing Washington, D.C. to set aside up to 50% of the width of a street for "parks for trees and walks." By the mid-1920s city officials began cutting street trees and widening streets to accommodate the volume of cars, thereby replacing the original meaning of parking as a place for trees and greenery with parking as a place for automobiles to stop.

(excerpted from "The Etymology of Parking" by Michele Richmond)



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