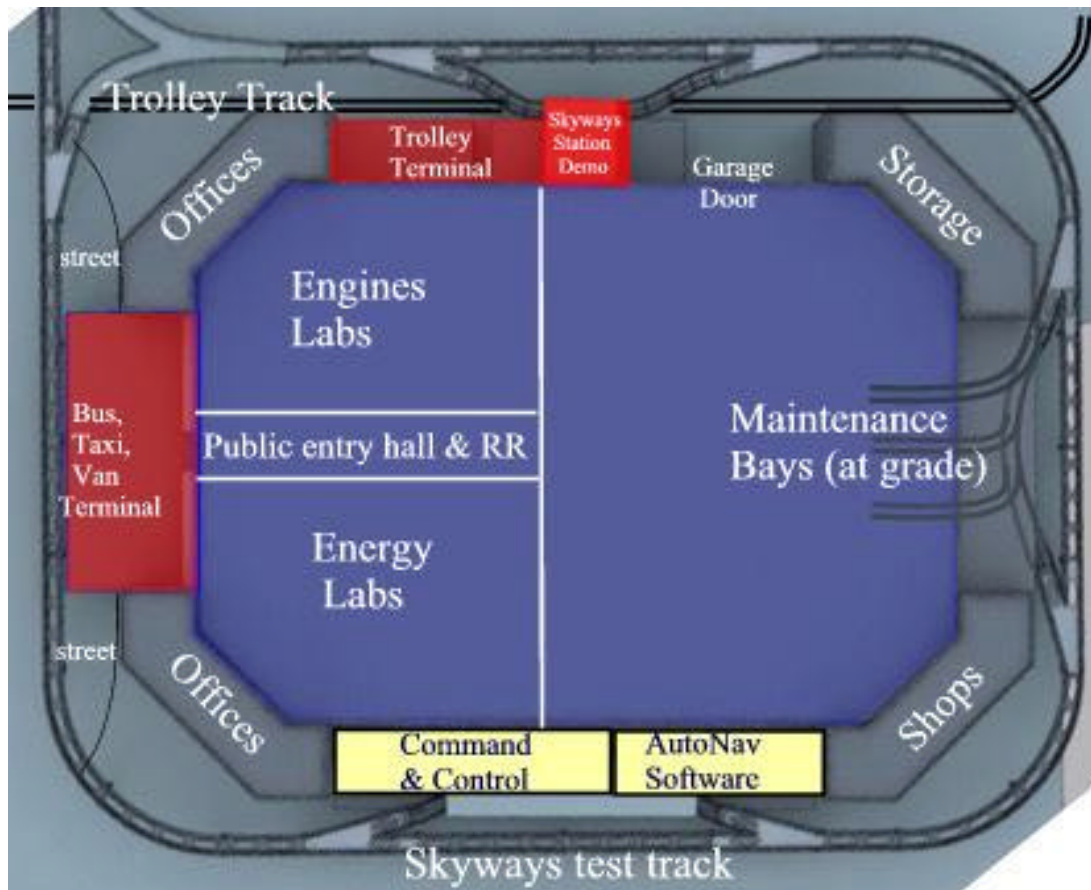
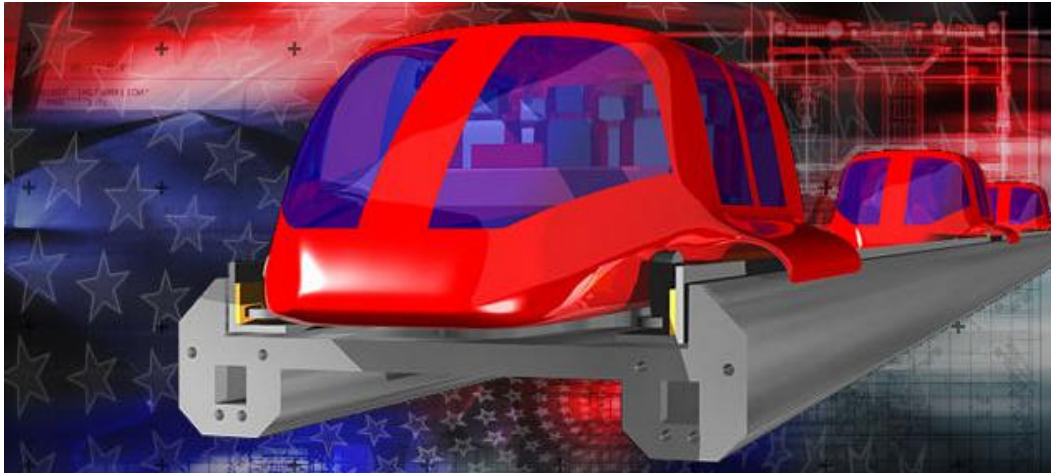


Transport & Labs



The street level plan above shows four labs that will be built with a test track around them. These labs will supply the components for an elevated, all electric and driverless transport test track. The size of this initial building is about 80,000 sf not including the three terminals for Buses, trolleys at grade and an elevated station for the test track. These labs are planned to accommodate the R&D needs for the transport components of all comers such as cities, vendors, transit agencies and corporate.

The initial system to be developed is called SmartSkyways. This is a transit system of computer automated vehicles traveling on-demand between stations on a network of elevated guideways. It is being offered as a "privatization concept" for the business community to build and own at a profit. SmartSkyways is planning a \$15 million one mile joint venture from this test track to the west end of the Airpark Village site to develop a Automated Guideway Transport (AGT) demonstration model for commercialization. The image below illustrates a finished SmartSkyways.



Multi-station systems intended for mass transit in a city are known as Automated Guideway Transport (AGT) systems. This term is generally limited to rubber-tired vehicles led by a guiding track; fully automated, electric rapid transit and capable of carrying cargo.

It can be used for driverless transit services and potentially for 'dual-mode' automobiles where the vehicle can be driven off the guideway. A Rapid Urban Flexible (RUF) test track was opened at Ballerup, near Copenhagen in 2000. The track is very short (25 meters) and has one test vehicle. Tests have shown that practical personal vehicles can be developed with dual mode qualities.

Complex APMs (automated people movers) deploy fleets of small vehicles over a network of guideways with off-line stations in a dynamic configuration that supplies non-stop service to passengers. These systems are deployed at airports.

The term was coined by Walt Disney when he and his Imagineers were working on the new 1967 Tomorrowland at Disneyland as a working title for a new attraction, the PeopleMover. According to Imagineer Bob Gurr, "the name got stuck," and it was no longer a working title.

The world's first airport people mover was installed in 1971 at Tampa International Airport in the United States. The VAL (Véhicule Automatique Léger) system in Lille, France, opened in 1983, is often cited as the world's first mass transit AGT, but the title is disputed by Kobe's Port Liner, which opened two years earlier in 1981. Lille's VAL is, however, acknowledged to be the first AGT installed to serve an existing urban area.

Driverless metros have become common in Europe and parts of Asia. The economics of automated trains tend to reduce the scale so tied to "mass" transit, so that small-scale installations are feasible. Thus cities normally thought of as too small to build a metro (e.g. Rennes, Lausanne, Brescia, etc.) are now doing so. In the U.S. APMs have become common at large airports and progressive hospitals.