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STATE OF THE ASSOCIATION

At ATRA's annual Business Meeting, which took place Sunday, January 12 at the Washington Hilton, President Stan Young reviewed the impressive activities in 2013 and plotted out what is already an active agenda for 2014. Chair Alain Kornhauser sees "serious opportunities" for advanced ATRA interests this year amidst the hot emerging driverless car industry.

President Young also called attention to several striking new developments:

1. ATRA has a growing set of young leaders, notably secretary Kjensmo Walker and Maryland member Reuben Juster. We have a young new member in Atlanta. Marcus Sharpe works for MARTA and reported to his boss the excitement he witnessed at PCC7 in Arlington VA last November.
2. ATRA is actively soliciting universities and research institutes to join its Academic Council. Shannon McDonald put forth the goal of having ten members this year. Princeton and San Jose State were the first to join, and the University of Maryland and Southern Illinois University have agreed. ATRA is likely to create two new categories of membership for consultants and for governmental agencies.
3. ATRA will continue active engagement with the surging world of driverless vehicles. The momentum of private sector programs has already brought driverless cars to public streets in some states, and USDOT will have its a third conference with ATRA participation.
4. ATRA and ATRA IG are cooperating on many fronts.



*The distinction between exclusive and shared guideways has grown fuzzier with advances in transit, the focus of ATRA's attention.
— courtesy of Sweden's KFB.*

2013 Activities

January 11	Princeton University Student Presentations & talk by VP Ingmar Andreasson
January 13	Technix and ATRA Business Meeting
April 21-14	ATRA inputs to APM Conference in Phoenix,
June	ATRA was saddened by the passing of Martin Lowson
June 28	ATRA participated in the San Jose Public Workshop hosted by Aerospace Corporation in El Segundo, CA
July 16-19	ATRA input into TRB's 2nd Workshop on Road Vehicle Automation, Stanford University, and subsequent generation of Problem Statements
October 23-25	ATRA participant at PCC7 / Advanced Transit Symposium, Arlington, VA
November 17-30	ATRA participation the 3rd ASCE International Conference on Urban Public Transportation Systems, Paris, France

A Full Menu for 2014

January 10	Princeton Presentations
January 11-12	Technix & Business Meeting
February 8	ATRA panel at Kirkland WA Transportation Symposium
June 8-11	ATRA role in ASCE's T&DI 2nd Congress, Orlando, FL? What should we do? What resources do we have?
July	TRB's 3rd Annual Workshop on Road Vehicle Automation
September 3-5	What ATRA role in PCC8 in Stockholm?

Other possibilities mentioned are a Technix-like event in Greenville SC, a second Maximizing Airport Landside Value workshop, and perhaps participation in this year's *ElevatorU* taking place in June at the University of Nebraska in London.

Internal Outreach

ATRA since 1976 has adaptively evolved with advances in telecommunication and computational technologies. The Executive Committee functions monthly by teleconference. Last January at the Business Meeting, for the first time ever Board members and interested members were able to call in and participate remotely. Will Ackel in California, Ed Anderson in Minnesota, Jeral Poskey in California and Bill Wilde in Colorado joined those present at the DC meeting.

HAIKALIS HONORED

After many terms as a Director of ATRA, New York-based George Haikalis has stepped down and was recognized for his steady, thoughtful contributions over the years. He is a civil engineer with many years of pro bono activities at TRB including experience on several different committees. Colorado-based Bill Flanigan remembers the pleasant manners and optimistic outlook that George brought to ATRA deliberations. He lives in the heart of America's densest district - Downtown Manhattan - meaning everything south of Central Park. He brought a transit orientation often missing from PRT discussions.

Working with ATRA's other active Manhattanite Roxanne Warren, George was co-founder of Vision42 in 1999 to transform the car-glutted 42nd Street into a "Main Street" for the world in the form of a pedestrian-friendly boulevard with new streetcar service. George also heads the *Institute for Rational Urban Mobility, Inc.*, (IRUM) focused on market-based strategies to reduce vehicular congestion in New York City. He has long found special interest for advanced transit. His guidance to ATRA through years both fat and lean has been appreciated.

George sees real need for research in advanced transit. ATRA is not the agency to do this, but it can articulate the need to USDOT and others. "There is a science to mobility that needs to be explored," he observes. Auto-free zones are tricky. Auto-restrained zones need attention. Or maybe - to use Roxanne Warren's term - we need projects to create Urban Oases. Clearly they should be easily accessible without a car.

Known for his careful use of words with a friendly smile, George worked two decades for the Tri-State Regional Planning Commission, eventually as research director. He helped prepare the region's first comprehensive transportation plan, worked on many rail and highway projects, and advanced pedestrian environments. He serves as a transportation consultant to numerous civic and environmental organizations.

PUGET PONDERINGS

On Feb 8, Kirkland, WA hosted an advanced transportation symposium to initiate discussion and thought on options for developing an abandoned rail corridor recently acquired with the objective of making it a multi-model mobility corridor. Organizers invited both local transportation interests as well as outside representative of various technologies that may be applicable. ATRA helped to organize a few of the sessions, and ATRA members participated in several panels and discussions on various forms and issues that accompany advanced transit.

Technically, the symposium was one of the best organized and well balanced presentations of technologies that has occurred in several years, with speakers on



George Haikalis receives a certificate of appreciation from President Young and Chair Kornhauser.

established ATN (Heathrow, Masdar, and Morgantown PRT) and speakers on systems that are currently in development (SkyTrans, LEVX, and CyberTrans, to name a few). Although technology laden, the discussions were generally balanced on implementation issues common to all and issues necessary for a municipality to move forward. That is, it was not a techie arm-wrestling match over which brand is superior.

Programmatically, the venue succeeded in bringing out mobility issues common to many US cities as well as the difficulties and challenges of implementing non-traditional solutions. Representatives from San Jose (CA) and Greenville (SC), both of which are considering advanced transit solutions for their own localities, added greatly to the discussions as well as to the overall momentum of the initiative by underscoring to Kirkland citizens that other cities find traditional modes incapable of meeting anticipated transit/transport/mobility needs.

UPCOMING EVENTS

Bolded means ATRA is part of the program

Date	Name	Venue
April 14-17	5th Transport Res Arena	Paris
April 26-30	APA	Atlanta
May 12-15	AUVSI - unmanned systems	Orlando
June 10-11	Innov in Mobility Pub Pol Summit	DC
June 12-13	Practicum Innov Transit Funding	Montreal
June 23-27	ElevatorU - 2nd APM Talk	Lincoln, ME
July 15-17	TRB/AUVSI Autom. Vehicle 2014	SFO
September 3-5	PCC8 @ Arlanda	Stockholm
September 7-11	ITSA Annual	Detroit
September 23-26	Isocarp Cities/Water	Gdynia, Poland

2015

January 10-11	Technix
January 11-15	TRB Annual Meeting

ATRA DIRECTORS AND OFFICERS

Retiring for ATRA's Board of Directors are George Haikalis (Institute for Rational Urban Mobility, New York) and Malcolm Buchanan (Buchanan & Associates, UK). New members are Reuben Juster (UMd-CATT) and Alex Kyllmann (Modutram, Mexico).

Directors elected to another three-year term are:

- Ingmar Andreasson (LogistikCentrum, Sweden)
- Alain Kornhauser (Princeton University, NJ)
- Shannon McDonald (Southern Illinois University, IL)
- Peter Muller (PRT Consulting, CO)
- Tony Newkirk (Hypertransit, VA)
- Goran Tegner (Transek, Sweden).

Ingmar Andreasson will serve as the VP for European Affairs. Shannon McDonald is the new VP. The other office-holders are unchanged. Alain Kornhauser continues as Chair of the Board, Stan Young as President, Kjensmo Walker as Secretary and Tony Newkirk as Treasurer.

ATRA GAME PLAN FOR 2014

The Advanced Transit Association is poised to rise to the challenges of 2014. It is more energetic than ever.

We are at a turning point — much like in 1976 when ATRA's first conference in Indianapolis was held, and USDOT put brave new modes on hold.

Today, with dozens of airports humming along safely and reliably with APMs and with a comparable number of driverless metros outside the US proving the benefits of full train automation, ATRA sees major communications needs:

- AIA (architects) knows little about PRT dimensions
- APA (planners) has no planning guidelines
- APTA (transit operators) thinks all funds should support needed but subsidy-hungry rail and bus modes
- ULI (developers) needs data on land value impacts
- ASCE (civil engineers) cares little about taxi-like service with off-line stations
- ITE (transportation engineers) and AASHTO (state officials) have no inclination to consider new modes

ATRA wants to change this deplorable situation. What resources can we muster?



2014 is the year to look seriously at advanced options, such as this Finnish version. — courtesy of BM Design

Financial Challenges

There are many opportunities before ATRA. Our administrative and bookkeeping capabilities have matured. The major challenge is financial: we have been eating our assets for the last several years. We have funds for this year and next, but little more, but have no reserves to respond to the exciting opportunities.

You can help talking to neighbors and ask elected officials why we aren't smartening up our mobility scene. Suggest they join ATRA.

ATRA SUPPORTS SAN JOSE STUDENTS

Last November, preliminary results of undergraduate structural, mechanical and electrical engineering, computer science and industrial design student work studying and creating solar ATN at San Jose State University were presented at PCC7 in Arlington VA. Students had spent some of their own funds for materials. Ron Swenson presented them with an award of \$5000 to help cover their costs.

A few weeks later, SJSU invited key figures, including several ATRA members, were invited to observe and reflect on the results of these student teams. Based on their impressions, in January ATRA voted to include in its 2014 budget funds to further support the students. CPRT also may match some of them. Details are being worked out.

Preparations are now underway for a spring solar ATN design course with SJSU urban planning students and Presidio business management candidates. Empowered by tutorials in Encitra visualization software, they will focus on a car-oriented big box retail district to the south of the city called Oakridge/Almaden.



Students at San Jose State University bring fresh thinking to advanced transit.

The venerable Morgantown PRT is showing signs of age, evidence to decades of safe operation.

ACADEMIC GRUNTS

Behind every brilliant university scholar with new insights on the number of angels on a pin and every entertaining, insightful professor extolling his or her latest hypothesis is a team of down-to-earth facility managers who keep the pipes and wires of the campus running. Facility management has many aspects. Parking and circulation are a big part of it and frequent source of complaints and headaches.

West Virginia University may be the only campus with an APM with PRT functionality, but it is not the only APM-served university. In Germany, Dortmund University has operated a suspended-vehicle APM dubbed *hoch-bahn* (or *H-bahn*) since the 1980s. It was supplied by some unit of the vast Siemens conglomerate. After a decade or so, it turned over to the local transit agency. Last fall a 1.2km extension to a Technology Center was opened.



More recently an APM started carrying female students at a huge campus opened in Riyadh in 2011. The 11.5km system with 22 2-car trains was supplied by Ansaldo, the Italian supplier of trains that are increasingly driverless (Copenhagen, Rome, etc.). In 2012 the Saudi Railway Authority certified the installation in Riyadh for driverless operation.

BEST OF ELEVATOR WORLD

Bob Caporale, editor of the trade magazine *Elevator World* and nexus of all kinds of engineers and practitioners working in vertical and inclined mobility that have no problem with driverless cabs, would include an award for an APM. Sadly, no one nominated one. APMs are mentioned on the award to Atlanta Hartsfield Airport for their parallel moving walks.

Here are the 2014 *Project of the Year* winners by category:

New Elevator Construction

Statue of Liberty upgrades

New Escalator Construction

Torrassa station/ Barcelona Metro 9

Escalator Modernization

Ford Building One, Dearborn

Moving Walks

Atlanta Airport

Platform Lifts & Stairway Chairlifts

Makkah Clock Tower

Residential Elevator

Orange County CA beach hoise



EUROPE TO TIGHTEN CARBON REGS

The president of the European Commission has proposed a goal of a 40% reduction in greenhouse gases (GHG) by 2030. This would bring them below 1990s levels. José Manuel Barroso’s plan sets policies to “drive energy expenditures” to a “secure, low carbon future.” European GHG levels are already down 15% from their peak in 1997 when the Kyoto Protocols were signed. They are proud to point out that the economy expanded as emissions went down!

Sadly, there are no comparable goals and implementing policies on the US EPA website. Washington attention is more to fracking oblivious to growing pain for climate extremes. There is some attention at the state level. The independent Center for Climate and Energy Solutions (successor to the Pew Center) reports on www.c2es.org that twenty states have goals. They are not coordinated and it is hard to compare them as they use different base years.

Milpitas (east of San Jose) is examining a new site for a PRT demo.
 — courtesy of Rob Means

AIRPORTS

ARLANDA 2014

Breakthroughs in airport district planning are being made at and around Stockholm's Arlanda Airport. Private developers and municipal officials want to have world-class efficient and sustainable development, and they see PRT as a core way of achieving that. There have been uncoordinated studies in the past. Now it is all coming together and will be the focus of the 8th Podcar City conference to be held there September 3-5 this fall.

Most airport officials pay little attention to land use issues around them. Flight safety must be clear and noise issues minimal. Beyond that, there attention is to safety and security within their perimeter fence. Local officials and residents often resent the airport's noise and take-off emissions, plus the ground traffic. Relationships are generally contentious rather than cooperative in the US.

In Sweden, civic discussions are on a higher level amidst a pride in good stewardship and design. Arlanda and suburban officials are moving planning of podcars as a way that can yield very identifiable benefits. Last month a podcar and station model were put on display at Arlanda to help move forward collaborative planning.

Two Forward-Thinking Suburbs

Representatives from two adjacent municipalities spoke at PCC7 in Arlington VA last October about their desire to grow economically and sustainably. They see good transport between the industrial parks and logistical centers in their jurisdictions and Arlanda as very important to attracting good jobs for local citizens, thereby improving their tax revenues. Sigtuna has 42,000 residents now and is planning a new industrial district with 30,000 jobs by 2030. Podcars may be a key way to make it sustainable. The neighboring town of Uplands Vasby did a pilot study in 2011 and found that the public is supportive of ATN. A 27km network with 31 stations has been envisioned. Private investors are interested. Stockholm's regional transit agency reportedly is skeptical.

Sigtuna and Uplands Vasby are trying to cooperate. Airport authorities are open. An online architectural studio course is underway with participation from ATRA VP Shannon McDonald.

The Growing PCC8 Legacy

The seven past PCC conferences have not dealt much with airport issues. Even the one in San Jose, which was then looking to an airport application, attracted little interest from those airport officials or others throughout the world. PCC8 looks to be



The model is now on display at Stockholm's Arlanda Airport.

airport hot. Arlanda Airport looked at APMs in the past but so far not seen enough need to connect up terminals and adjacent parking and the train station. The reason came down to the fact that Swedes are great walkers. It was rationalized that they don't mind long corridors.

Getting parcels from the airport to modern enterprises is another thing. VIP guests flying in and out from district offices and centers may be the benefit that tips the balance to airfront connections and revitalized the stagnant world APM market in airports. ATRA will be there this coming September.