

Portation

Eric Hehner

University of Toronto

Introduction

Portation is a system of land transportation. It performs the same function as cars and trucks on roadways, and as trains on railway tracks. It moves people and goods across land, within cities, between cities, and in the countryside. Unlike cars, trucks, and trains, portation does not require dedicated land. It is electrically powered. It is automated, and safe. It has higher capacity than roads and railways. And it is cheaper to build and maintain than roads or railways. Portation is not a futuristic fantasy; all its technology is within our present knowledge.

Portation vehicles are called porters, and most of the time they travel on an unusual kind of elevated track called a portway. But they can also travel on ordinary roadways. Your personal porter can start in your driveway, driving on roads perhaps one or two blocks to the nearest portway, then on portways to perhaps one or two blocks from your destination, then on roads to finish the trip, door-to-door. While you are on the portways, driving is automatic and high-speed, reaching perhaps 400 km/h on long stretches, while you read, watch a movie, or sleep. While you are on the road, at the start and finish of the trip, driving is human-controlled (same as a car), and low-speed, limited perhaps to 20 km/h. A porter for carrying goods may start on one company's spur portway, and finish on another company's spur portway, with no human driver. Porters supplement or replace most, but not all, functions currently performed by cars, trucks, buses, trams, surface trains, and subway trains. They cannot perform the functions currently performed by fire trucks, garbage trucks, heavy construction vehicles, police cars, and ambulances.

Debate about transportation often compares cars with public transit. Cars are a technology; public transit refers to shared ownership and use. It makes no sense to ask whether a particular technology is better or worse than a particular method of ownership and use. Cars and buses are the same technology; the difference between them is just size. The smaller size cars are more suitable for private ownership, and the larger size buses are more suitable for public ownership. More accurately, cars are just part of the car-plus-road technology, and the larger part of that technology, the roads, are mostly publicly owned. Like cars and roads, porters would most often be privately owned, and the portways would most likely be publicly owned. But portation is a different technology, and it's the technology that this essay is about.

Portway

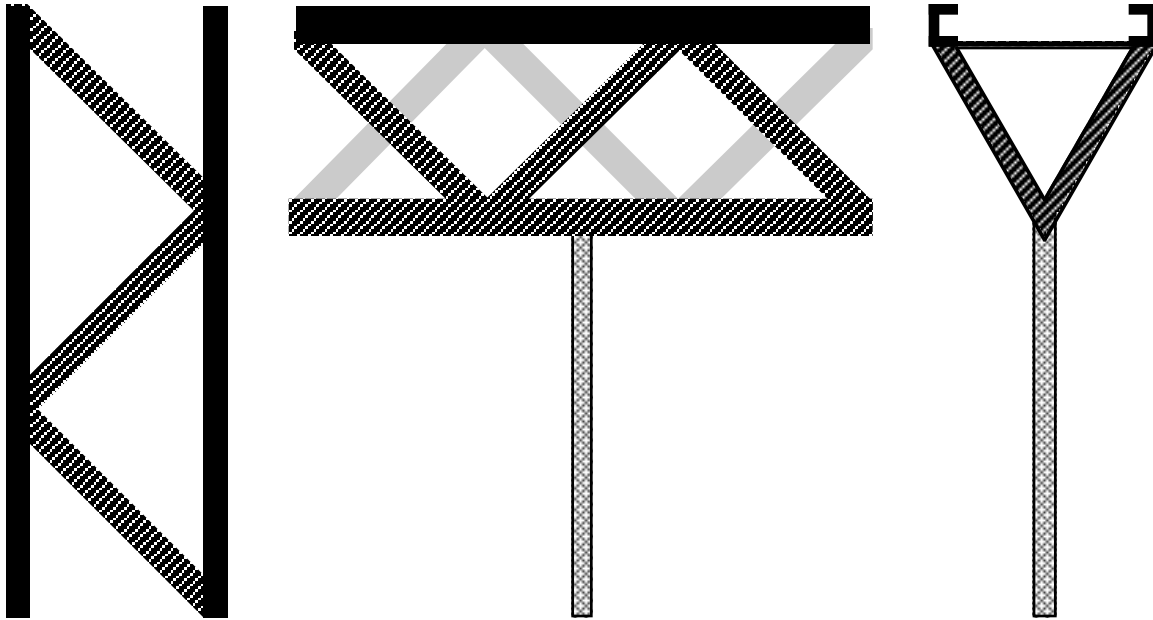
A portway is an elevated pair of rails. The rails of a portway provide direct electric current to porters. Unlike a railway, the mechanism that keeps the porter on the portway is not a flange on the wheels. Also unlike a railway, the mechanism that controls the direction of the porter at a divergence is not a moving rail. A portway has no moving parts. A portway controls the speed and direction of porters, in part, by means of small electronic boxes placed at 1 m intervals along the portway.

The image of an elevated highway for cars and trucks is misleading by several orders of magnitude. Cars and trucks have to be strong and heavy enough to provide all possible safety to their occupants in the event of a crash. Trucks have to carry enough goods to pay for the driver, and that makes them heavy. Roadways must be wide enough to allow for the inaccuracy of drivers. For these reasons and more, the roadway of an elevated highway is so massive that the vehicle weights are insignificant by comparison, and the pillars needed to elevate the roadway are correspondingly massive. In contrast to cars and trucks, porters don't crash, so they don't have to be so heavy. Porters carrying goods don't need drivers, and don't need to be so large. Porters are constrained by the rails of the portway, so no extra width is needed to allow for inaccurate driving.

For these reasons and more, a portway is slight and slender in comparison to an elevated roadway. The pillars needed to elevate a portway are more like utility poles.

The image of a monorail carrying a train is also misleading. A portway carries high-speed, densely packed individual porters, each going its own individual route.

A portway is a pair of rails, each rail 30 cm wide, 1.5 m apart, connected by triangulated ties. Triangulation gives maximum strength with minimum weight. The rails are elevated to an average height of 4.5 m by pillars spaced an average of 10 m apart. The height and pillar spacing will vary according to local terrain. The footprint of a pillar can be less than 0.5 m².



The left diagram is a top view; the two rails are solid-shaded, with stripe-shaded ties between. The middle diagram is a side view; the near rail is at the top; the far rail and the ties between the rails are hidden by the near rail; the stripe-shaded struts are beneath the near rail and the faintly-shaded struts are beneath the far rail; the pillar is crosshatch-shaded. The right diagram is a slice view; the rail cross-sections are at the top left and right; each rail is three sides of a rectangle 30 cm wide and 60 cm tall; we also see a tie between the rails, the support struts for the rails, and a pillar.

Within a city, adequate coverage requires a portway (one direction only) on maybe a third of the streets. The pillars may be on the center line or on the road edge, depending on the street. At an intersection, crossing portways are at different heights, with connecting portways for turning traffic. Using different heights means that traffic in one direction never has to wait for traffic in another, nor for pedestrians, and that contributes greatly to the speed and capacity of the system.

Building a portway across the countryside does not require grading or leveling the land. Pillars are taller or shorter as necessary to compensate for land irregularities. Farming can take place underneath a portway, and fields are not split inconveniently. Across wilderness, wildlife is not divided into unsustainably small areas, as happens with highways.

Visual clutter is a serious concern, and portways add to the visual clutter. But portation does not require the visual clutter of signs and lights to control traffic, as cars on roads do. And as noisy cars and trucks are replaced by almost silent portation, noise pollution is reduced.

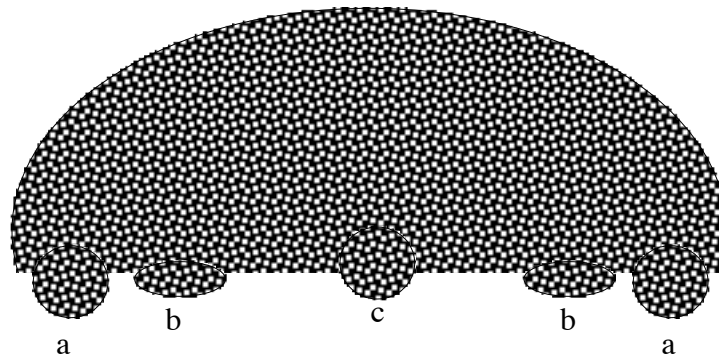
Many streets have overhead wires that would interfere with portways. These wires can be carried along the portway, removing both the interference and the clutter. Street lighting currently atop lighting poles can instead be on portway pillars, reducing clutter further.

Porter

A porter is a vehicle capable of traveling on either a portway or a roadway. On a portway, its electric motor is powered, and its battery is charged, by direct current provided by the rails. On a road, its electric motor is powered by its battery. Its battery can also be charged by plugging it in when it is parked in a garage, but this should seldom be necessary.

When on a road, a porter is operated the same as an ordinary car. When on a portway, it has three buttons that affect its operation: the “left” button, the “right” button and the “exit” button. Pressing the left button means that the porter will take the next left turn. Pressing the right button means that the porter will take the next right turn. Pressing the exit button means that the porter will take the next exit onto the street. If a button has been pressed and the requested action has not yet been taken, pressing it again undoes the request. If a button has been pressed and the requested action has not yet been taken, pressing another button undoes the request and replaces it with a request for the new action. In addition to these three buttons, there will be a way to program any sequence of actions. And, perhaps in conjunction with a GPS device, there will be ways to specify the desired end location, and the correct sequence of turns will happen automatically.

Here is a side view of a porter. Please imagine a more esthetic shape. And while you're at it, please imagine an interior in which six people can sit facing each other. The seat the driver sits in when the porter is on a road can swivel around to face the other passengers when on a portway. What this picture shows are the ten wheels of a porter. Because of these wheels, the door is at the back.



At its four corners there are wheels (marked “a”) that run on the rails and propel the porter. There are four horizontal wheels, two on each side (marked “b”), that press outward on the rails and guide the direction of the porter. There are two wheels, one on each side (marked “c”), that press upward on the rail and keep the porter down; this is important at high speed to keep the porter from “taking off”.

Here again is the rail cross section



Direction Control

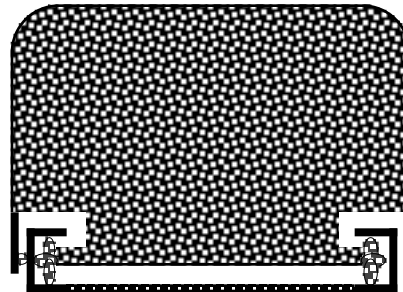
Small electronic boxes are placed at 1 m intervals along portways. These boxes communicate with passing porters by low-power transmission. For direction control, each box says exactly one of the following seven things, describing its location along a potway:

- normal (not approaching and not in a merge or turn or exit area)
- approaching or in a merge area from the left
- approaching or in a merge area from the right
- approaching or in a left turn area
- approaching or in a right turn area
- approaching or in a left exit area
- approaching or in a right exit area

A “merge” means two portways joining to become one. When one portway splits to become two, one of the resulting portways is called a “turn”, and the other isn't. It is a matter to be decided which branch is the turn, and which isn't; it is not necessarily determined by the curvature of the portways. An “exit” means a turn that goes to the ground, off the portway.

To achieve the goals of high speed, dense packing, and inexpensive maintenance, a portway cannot have any moving parts. Instead, a porter has moveable flanges. When a passenger presses a turn or exit button (or route preprogramming does the equivalent), there is no immediate change in flange positions. The flanges are controlled by a combination of portway signals and porter button positions. Because a porter may be moving at high speed, the flange movements do not have to be precisely timed. For that reason, portway signals indicate “approaching ...” for long enough before a merge or turn or exit to allow the flanges to get into position in time for the merge or turn or exit. That distance may be 30 to 180 m depending on the local maximum speed. It places a limit on how close together merges and turns and exits can be.

A porter has four flanges, one near each corner. Each flange has in it a horizontal wheel to hug the outside of a rail. Each flange has two positions: retracted and extended. The two flanges on the left side work together: both extended, or both retracted. Likewise the two flanges on the right side work together. Here is a cross-section picture of a porter on a portway with its left flanges extended and its right flanges retracted.



All flanges are in their retracted position when the portway indicates “normal (not approaching and not in a merge or turn or exit area)”. The left flanges are in their extended position and the right flanges are in their retracted position (as in the picture) in each of the following 5 situations:

- the portway indicates “approaching or in a right turn area” and the right turn button was not pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a right exit area” and the exit button was not pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a left turn area” and the left turn button was pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a left exit area” and the exit button was pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a merge area from the left”.

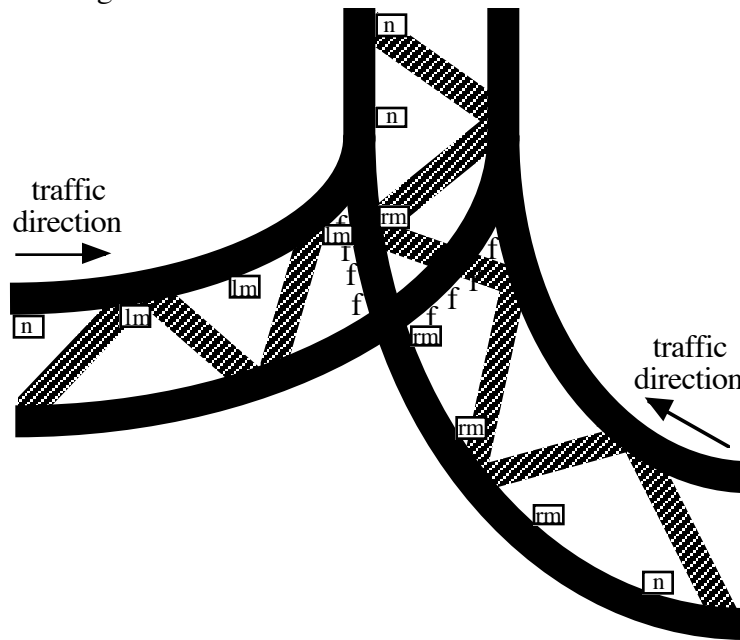
Symmetrically, the right flanges are in their extended position and the left flanges are in their retracted position in each of the following 5 situations:

- the portway indicates “approaching or in a left turn area” and the left turn button was not pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a left exit area” and the exit button was not pressed before the porter entered this region of the portway;

- the portway indicates “approaching or in a right turn area” and the right turn button was pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a right exit area” and the exit button was pressed before the porter entered this region of the portway;
- the portway indicates “approaching or in a merge area from the right”.

There is never a time when all flanges are in their extended position.

Here is a picture of two portways merging into one portway. The boxes with control information are placed along the inside of the left rails.

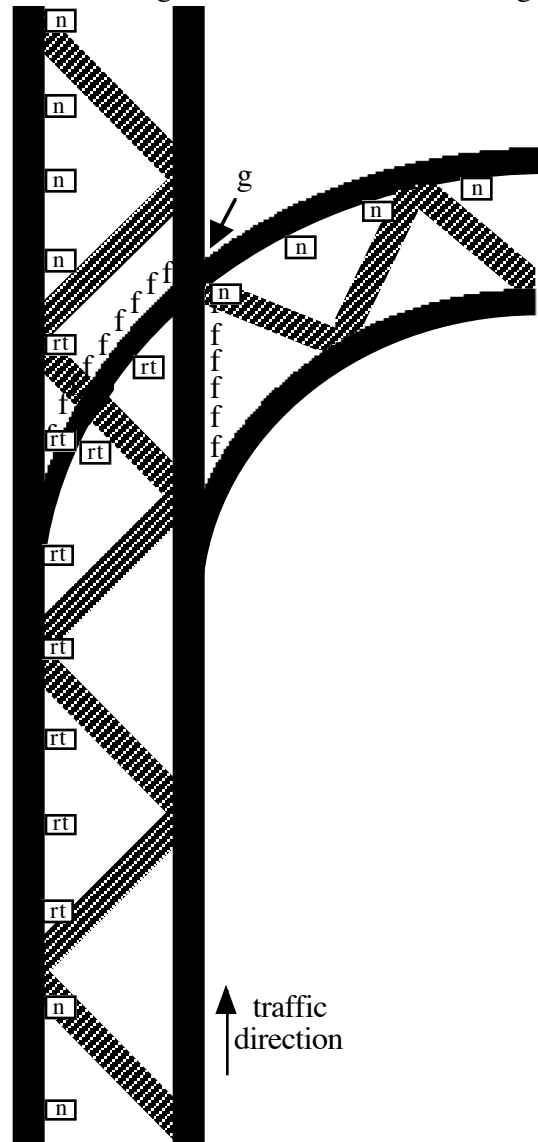


The letters “n” occur where the portway indicates “normal (not approaching and not in a merge or turn or exit area)”; all porter flanges are in their retracted position. The letters “lm” occur where the portway indicates “approaching or in a merge area from the left”; the left flanges are in their extended position and the right flanges are in their retracted position. The letters “rm” occur where the portway indicates “approaching or in a merge area from the right”; the right flanges are in their extended position and the left flanges are in their retracted position. Although the diagram shows only 3 or 4 of the “lm” and “rm” boxes approaching and in the merge area, there should be 30 to 180 of them at 1 m intervals. Where the letters “f” occur, the vertical and top parts of the rail are missing; only the bottom part remains (the rail is flat). The absence of the top part of the rail at this place is not a problem because the turning porter will experience a rotation force that keeps that side of the porter down on the rail; on the other side, where the rotation force is up, the rail has its top part to keep that side of the porter down too. The absence of the vertical part of the rail is not a problem because on the other side of the porter the flanges are extended and they guide the porter around the curve.

The diagram shows the left branch of the merge curving to the left, and the right branch curving to the right. It could happen that one of the branches is straight; that is not a problem. It could also happen that both branches curve the same way; in that case the less curving branch must have a slow enough speed (see speed control) so that there is no problem with porter rotation.

On the next page there is a picture of a right turn area. As before, the letters “n” occur where the portway indicates “normal (not approaching and not in a merge or turn or exit area)”; all porter flanges are in their retracted position. The letters “rt” occur where the portway indicates “approaching or in a right turn area”. Again, there should be 30 to 180 of them rather than the 7 shown. If the desire to turn right has been expressed (either by pressing the “right turn” button or by a program) before the porter enters the “rt” region, then, at the moment it enters the “rt” region its right flanges extend. If the desire to turn right has not been expressed (or has been rescinded)

before the porter enters the “rt” region, then, at the moment it enters the “rt” region its left flanges extend. The extended flanges guide the porter through the region where the letters “f” occur; in that region the vertical and top parts of the rail are missing, and only the bottom part remains. The top parts of the rail resume at the point marked “g”; that point is slightly recessed so that the horizontal distance between the vertical guides is wider than normal, gently returning to normal.



There is a symmetric picture for left turns.

The picture shows the “straight through” section of the portway being straight, and the “right turn” section curving to the right. It could happen that both sections curve in opposite directions; that is not a problem. Or it could happen that both branches curve in the same direction; in that case the less curving branch must have a slow enough speed (see speed control) so that there is no problem with porter rotation.

It would be simpler just to say “divergence”, and not distinguish “left turn” from “right turn”. A passenger (or program) can choose which branch of each divergence to follow. The entire reason for distinguishing between left turns and right turns is to provide a default branch when the passenger (or program) does not choose.

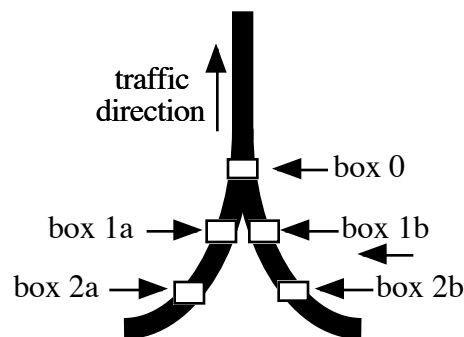
Speed Control

A central control would require an enormous number of communications, be subject to communication delays and uncertainties, and place a serious limit on the size of transportation system possible. Portation has no central control. The boxes placed along the portway, which we have already mentioned for direction control, are also used for speed control. Each box communicates with a porter by low-power transmission just when the porter passes over the box. Each box also communicates with neighboring boxes on the portway. A box detects when a porter is passing over it. A porter tells a box under it what speed it is going, and a box tells a porter above it what speed the porter should be going. If the porter should be going faster, it accelerates, and if it should be going slower, it decelerates. The amount of acceleration or deceleration depends on the difference between the speed it is going and the speed it should be going. A small difference results in a small acceleration or deceleration both for comfort and to damp out density waves. The maximum acceleration may differ from porter to porter; it may be set by the porter's owner to an amount that is comfortable for that owner, or it may be the limitation of the porter's motor. There is a maximum deceleration that is the same for all porters. That maximum deceleration should be small enough to be comfortable. And it must be the same for all porters in order to achieve high density: each porter relies on the fact that the porters ahead will not decelerate too quickly.

While a porter is passing over a box, the porter tells the box the square of its speed s^2 . The box then sends this s^2 to the box behind it (opposite to the direction a porter travels). Whenever a porter is not passing over a box, the box receives a square speed s^2 from the box ahead of it, and sends $\min(s^2, M) + 2mx$ to the box behind it, where M is a limiting square speed, m is the maximum allowed deceleration, and x is the distance to the box ahead. The limiting square speed M varies from box to box according to the curvature ahead on the portway, but for each box it is a constant; its purpose is to limit the speed of porters according to portway capability. Likewise $2mx$ varies from box to box, but for each box it is a constant; it is not recalculated. Ignoring M for a moment, a box at distance d behind a porter is in possession of the quantity $s^2 + 2md$. When the next porter passes over a box, the box tells the porter this quantity, from which it calculates the speed it should be going according to the formula $(s^2 + 2md + m^2c^2)^{1/2} - mc$ where c is the porter's cushion time. Cushion time has two purposes: it must be greater than the reaction time of a porter's braking mechanism; and it allows decelerations to be less than the maximum, both for comfort and for damping. The quantities mc and m^2c^2 vary from porter to porter, but for each porter they are constants; they are not recalculated. The speed a porter should be going is such that, by failing to react for the cushion time, and then decelerating at the maximum allowed deceleration, this porter won't hit the one in front even if the one in front decelerates at the maximum allowed deceleration.

The last box before a divergence receives control information from both branches of the divergence. It takes the minimum of three square speeds: those from the two branches, and its M . It then updates that by adding $2mx$ where x is the distance to the closer of the two successor boxes, and passes it on to the box behind.

A convergence (merge) works as follows. For the purpose of this description, call the first box after convergence "box 0". Just before convergence, call the box on the portway feeding in from the left "box 1a", and on the portway feeding in from the right "box 1b". Call the boxes just before them "box 2a" and "box 2b", and so on. Box 0 updates and passes on the control information to both boxes 1a and 1b. Box 1a updates and passes on the control information to box 2a and also



to both boxes 1a and 1b. Box 1a updates and passes on the control information to box 2a and also

to box 2b. Likewise, box 2a updates and passes on the control information to boxes 3a and 3b. Continuing on back for some distance, perhaps 200 m, box na updates and passes on the control information to boxes $(n+1)a$ and $(n+1)b$. Box 2b receives control information from two places (boxes 1a and 1b); it takes the minimum of the two and updates that, just like at a divergence. And so do boxes 3b, 4b, and so on back for perhaps 200 m. Thus whenever a porter travels along the left portway, a ghostly twin travels along the right portway. A ghostly twin causes the porter behind it to modify its speed in order to accommodate the ghostly twin, so that at the convergence, when the ghostly twin becomes real, traffic merges smoothly.

Not quite symmetrically, box 1b updates and passes on the control information to boxes 1a and 2b. Likewise, box 2b updates and passes on the control information to boxes 2a and 3b. Continuing on back for some distance, perhaps 200 m, box nb updates and passes on the control information to boxes na and $(n+1)b$. Box 1a receives control information from two places (boxes 0 and 1b); it takes the minimum of the two and updates that. And so do boxes 2a, 3a, and so on back for perhaps 200 m. Thus whenever a porter travels along the right portway, a ghostly twin travels along the left portway, causing the porter behind it to modify its speed. The asymmetry gives a slight priority to porters on the right portway. The reason for the asymmetry is to break the tie that would occur if two porters travel towards the convergence at the same speed and distance from it; one of them must see a ghost of the other, and not vice versa. Of course, the asymmetry could be created to favor the left portway instead.

When a ghostly twin suddenly appears in front of a porter, the porter will begin to slow down to accommodate the ghostly twin. However, depending on the positions and speeds of the porter and the ghost, the porter may overtake the ghost. When this happens, the porter stops seeing the ghost, and resumes its former speed. At the same time, it becomes a ghost to the other porter, which then must make accommodation. Thus porters on the left and right portways can switch their order. But each pair can switch at most once because after the switch the porter in front is going faster than the porter behind.

Boxes for straightaways, divergences, and convergences have been described. It is possible to make a single type of box that can be used in all three cases. It must accept two square speed inputs of control information and take the minimum of the two and of its M . If only one input is used, the other is set to be effectively infinite. After a box updates the control information, it passes on the control information to all nearby boxes that are tuned to listen to it. Boxes must therefore be manufactured in such a way that 5 parameters can be assigned when the box is installed in its own particular location: the direction control (one of 7 values); the distance x to the (nearest) box ahead (typically about 1 m); the limiting square speed M of a porter at that location; the identity of the box ahead from which it receives information; and either the identity of one other box from which it receives information (if it is the last box before a divergence, or is a box approaching a merge) or a special identity that means there is no other box from which it receives information. For safety reasons (see the Safety section below), there is 1 more identity parameter.

Dense Speed Control

The speed control already described is all that is necessary. We now describe a second layer of speed control whose purpose is to increase the density of traffic at high speed, and thus increase the capacity of the system under heavy loading. Whether this increase is worth the added complexity and expense is unknown.

The dense speed control mechanism requires porters to have sensors that can see the distance, speed, and an identity code of the porter in front at close distances. When the distance to the porter in front falls below 3 m, a porter stops using the speed control information from the boxes in the portway, and starts using the information from its own sensors. In addition, each porter broadcasts at low power what its identity code is, and what its acceleration/deceleration

intention is. By matching identity codes, a porter learns the acceleration/deceleration intention of the porter in front. Given the distance, speed, and acceleration/deceleration intention of the porter in front, a porter can match the speed safely at very close distance. When the distance to the porter in front increases to more than 3 m, a porter stops using its dense speed control, and reverts to using the speed control information from the boxes in the portway. Also, when the boxes in the portway say “approaching or in a merge area ...”, a porter must revert to using the speed control information from the boxes in the portway.

In principle, it is unnecessary for a porter to inform the porter behind what its acceleration/deceleration intention is. A porter can learn the acceleration/deceleration of the porter in front as the time derivative of its speed. But in practice, this information is needed more directly. When a porter determines (or chooses) an acceleration or deceleration, there's a mechanical delay before it can be put into effect. And to measure it involves a further delay. And these delays would accumulate along a sequence of porters. Communicating intention allows the porter behind to put the same acceleration or deceleration into effect at the same time.

It may be best to introduce portation without dense speed control. If dense speed control is found to be worthwhile, it can be added to portation one porter at a time.

Power

Electrically powered vehicles are clean and nonpolluting. But electricity is not an energy source; it is a means of energy transmission; the electricity must be generated somehow. Using electrically powered vehicles does not solve the problems of pollution and oil supply, but it decouples the vehicles from the problems. There are clean and efficient ways to generate electricity, and we should be using them. And as new ways, or combinations of ways, are discovered and put in place, portation takes advantage with no need to convert the motors of the porters.

Hydrogen has often been touted as a clean energy source for vehicles. But hydrogen, like electricity, is not an energy source; it too is a means of energy transmission. Hydrogen (separated from oxygen or other atoms) does not occur naturally on Earth: it is generated by hydrolysis using electric power. And it takes much more energy to generate hydrogen than you get back by burning the hydrogen. If the energy used to generate the electricity that is used to generate hydrogen comes from burning oil, this is a losing proposition; we would be better off, both for pollution and expense, with oil-powered vehicles. It is dishonest to point to the drops of clean water coming from the tailpipe of a hydrogen-powered vehicle while hiding the process of generating hydrogen.

When power is transmitted by electric wires, there are transmission losses. When power is transmitted by hydrogen, there are also transmission losses: it takes energy to transport the hydrogen from where it is produced to where it is used. A proper comparison must take this into account. And when it is taken into account, electric wires are the clear winner. If we ever find a means of transmitting energy that is better than electricity, that means should be used for portation in place of electricity.

For powering our current road-based cars, electricity suffers the further conversion (and loss) into chemical form in batteries, which currently have a small capacity for storing energy. But portation provides electric power all along all portways, so it does not have that problem.

Hybrid gasoline-electric cars are popularly thought to be a combination of gasoline power and electric power. In fact, they are 100% gasoline powered; that is their only energy input. But they have a clever method of conserving energy: braking (decelerating) is used to charge a battery and save some of the energy that would otherwise be lost by braking. This saved energy can be used by an electric motor to assist the gasoline-powered motor and save some gasoline. Portation can use this same clever trick: braking can charge a porter's battery, or even put some energy back into the rails and save some system energy.

Electric motors have quicker response time, and are more accurately controllable than combustion (gasoline or hydrogen) motors, so they enable denser packing, and therefore higher traffic capacity.

A porter has an ordinary rotary electric motor, which turns the wheels that sit on the portway, in a completely conventional manner. A glamorous alternative to the rotary electric motor is the linear electric motor coupled with magnetic levitation (maglev). This alternative significantly increases the expense of building and maintaining portways, and to date is less reliable than old-fashioned wheels and rotary motor, which are required in any case when porters travel on roadways.

Economy

Building

The cost of building a roadway includes land acquisition, grading the land to limit the slope and eliminate bumps, preparing the roadbed to bear the load, surfacing the road, perhaps adding guardrails and a center divider, painting the lines, and putting up signs. Bridges are especially expensive.

To build a portway, land acquisition costs are almost eliminated. The land under a portway can be used for farming, as a park or playground, or for most other activities, without interference due to noise. Portways can be built over existing roads. When they are built over farms or wilderness, there are no grading costs; pillars are shorter or longer as necessary. Pillars need foundations, but that costs far less than building a roadbed. A portway is not built on site; it is built in a portway factory, and assembled on site. Pillars are stockpiled in several heights and are adjustable between those heights. There are no guardrails, center divider, lines, or signs. A portway “bridge” is just a normal portway.

A full analysis of portway building costs must await more detail, but it seems clear that portway building costs will be less than road building costs. It may even be true that portway building costs are less than the maintenance costs of an equivalent length of roadway for a small number of years.

Maintenance

Road maintenance costs include annual pavement patching, periodic resurfacing, snow removal, salting, annual line painting, and occasional repairs to guardrails and signs. All too often, immediately after resurfacing, there are utility (pipes, wires) repairs that require digging up the road, then patching it, leaving cracks for water to seep in and freeze and cause further damage.

Portways require maintenance also. The rail surfaces must be maintained, but each rail is only 30 cm wide, and made of a more durable material than road surfaces, and not as susceptible to water damage. So surface maintenance will be much cheaper for portways than for roads. Snow removal should be unnecessary; each rail is narrow and the surface where the wheels run is covered by the top part of the rail. If snow accumulates, there are open spaces between the rails, so any passing porter will push off the snow. Where and when icing is a problem, some of the electric power can be used for de-icing. There are no lines to paint, no guardrails and no signs to repair.

A full analysis of portway maintenance costs must await more detail, but it seems clear that portway maintenance costs will be less than road maintenance costs.

Payment

A porter has a meter to measure the electricity used, which must be paid for just as a homeowner's electricity is metered and paid for. The price can include not only the electricity used, but also a

share of building and maintenance costs. Thus portation can be paid for, in part or in total, by its users in proportion to their use.

Capacity

A single intercity portway, at peak loading (6 passengers per porter) and maximum speed (400 km/h), can move 400,000 passengers per hour across a point on the portway. A single city portway, at peak loading (6 passengers per porter) and maximum speed (150 km/h), can move 225,000 passengers per hour across a point on the portway. Of course, a system is never fully loaded and running at maximum speed, so realistic numbers are smaller.

For more capacity, more portways can be constructed in parallel. In a city, this is the situation anyway because many streets go in more-or-less the same direction. Between cities, more capacity seems unnecessary, but can be accomplished with express and collector (feeder) portways.

Portways also decrease travel time for ordinary road users by relieving roads of some traffic. They should also decrease air and train traffic within a continent. Portation can take you from New York to Chicago, door to door, in 3 hours, and from New York to Los Angeles, door to door, in 10 hours, overnight while you sleep.

Safety

The great majority of traffic accidents are due to driver error, not to mechanical malfunction. Portation eliminates driver error, but malfunction is still a concern.

In a system with a central control, when that control malfunctions, the whole system malfunctions. Portation has no central control; any control malfunction is purely local.

If a box that controls the speed of a porter ceases to function, the box behind it immediately detects the problem because the box behind ceases to receive speed control information from the disabled box. The box behind changes its behavior in two ways. It starts receiving speed control information from the box ahead of the disabled box; updating that information by adding $2mx$, where x is the distance to the disabled box, errs on the safe side. And it reports the problem to all porters passing overhead. Perhaps one of the passing porters is a maintenance vehicle looking for such problems. Or perhaps every porter is equipped to pass on the report to the portway authority.

If the portway speed control stops working on a larger scale (perhaps due to an electrical disruption) so that porters stop receiving speed control information, they must automatically decelerate at the maximum allowed rate until they are slow enough and spaced out enough to be under human control.

If a porter's speed control malfunctions in a way that causes it to decelerate more than the maximum allowed deceleration, a crash may result. But it is almost impossible for a crash to be head-on (porters traveling in opposite directions). Even when porters are traveling densely packed at high speed, the speed difference between adjacent porters is small, and their direction is constrained by the portway, so a crash is probably not serious. In our car culture, high speed densely packed traffic is very dangerous due to slow human reaction time and inaccurate human control. But these human limitations do not apply to portation.

If the flanges malfunction in a convergence or divergence area, the result can be disastrous. Either flanges must be engineered so well that they almost never fail, or some further safety mechanism is required at convergences and divergences.

If a porter becomes disabled on a portway, but does not screech to a halt with large deceleration, the speed control ensures that traffic behind it does not crash into it. Traffic behind will be stuck, at least back to the last previous divergence, as happens on a divided road. Traffic ahead will clear out and empty the portway ahead of it, at least up to the next convergence. A special service porter, which is not controlled by the portway's speed control, must come along that

next convergence, stop just after convergence, and then back in to the disabled porter, and tow it to the next exit and off the portway.

Whenever a section of portway becomes impassable, whether due to a disabled porter, or to portway malfunction, or to natural disaster, or to portway maintenance, porters are diverted away from entering the impassable section by the following means. If the impassable section is the left branch of a divergence (regardless of whether that divergence is designated as a left turn, or a right turn, or a left exit, or a right exit), the boxes approaching that divergence are commanded (by a maintenance person with a remote control) to say “approaching or in a merge area from the right”; of course these boxes are not in a merge area, but the effect is to cause all porters approaching the divergence to take the right branch regardless of their button settings. And symmetrically, if the impassable section is the right branch of a divergence, the boxes approaching that divergence are commanded to say “approaching or in a merge area from the left”. These boxes are restored to their former message when the emergency has cleared. If the impassable section of portway emanates from a merge, then the means described in this paragraph (recursively including this sentence) apply to both branches leading to the merge.

When a portway's electric power fails, the porters on it switch to battery power, which is at least sufficient to get to the next exit and off the portway.

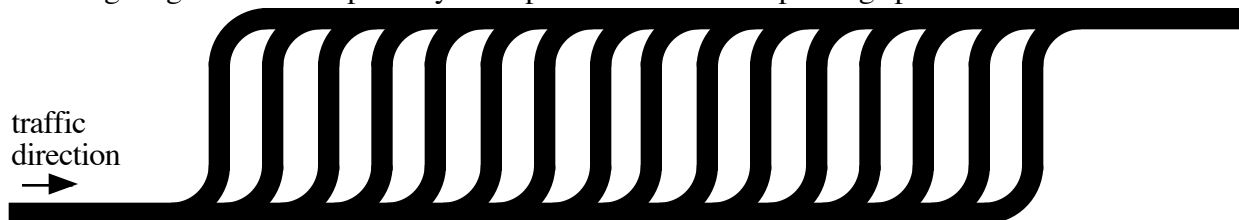
Portation does not require policing or traffic courts. It is possible (desirability is not discussed here) to design porters so that police can take over control of a porter's route, causing it to go where police want.

Finally under the safety heading, portation should cause fewer deaths and injuries to small animals, both pets and wildlife, than cars and trucks on roads cause.

Parking

A homeowner with a driveway or garage can park a porter just like a car. For apartment buildings and office buildings, a parking structure (underground or above ground garage) can accommodate many porters, just as it does now for cars.

A parking structure for porters can be built entirely with rails: no walls, no floors, no roof. You get out of your porter at the structure entrance, and then your porter finds a free spot and parks itself. Later, at the push of a button, you call your own porter to the exit where you get in. The following diagram shows a portway that splits into a series of parking spots.



Porters can be parked densely in three dimensions because there's no need to make room for people to park inaccurately and to open vehicle doors and to walk around.

Entries and Exits

An entry ramp to a portway begins at street level; a lane of a street has vertical side guides, 60 cm high (the usual portway height) 3 m apart (twice the usual portway width). As the entry ramp rises, the side guides gradually become narrower, funneling an entering porter into the proper place. Where the entry ramp becomes the usual portway width, it takes over control of the porter. An exit ramp does not have to become gradually wider, and it relinquishes control at street level. On an entry or exit ramp, a porter is powered by its batteries; for safety, a portway provides electric power only at elevation, not at or near street level.

A portway is elevated on slender poles, giving it a very small footprint. Adding portation to an existing community should not be a major disruption. Only the entry ramps and exit ramps require non-negligible space. Community planners will have to decide where entry and exit ramps will be. Perhaps one entry ramp and one exit ramp in any 10 block area will be sufficient.

Plans

The first task is a precise specification of the interface between portway and porter. The purpose of the specification is to enable portway designers and porter designers to work independently. It tells porter designers what they need to know about portways, and it tells portway designers what they need to know about porters.

Portways cross at different heights. The height difference between crossing portways puts an upper limit on the height of porters. The height of porters puts a lower limit on the height difference between crossing portways.

Portways may sit beside each other (either going in the same direction or in opposite directions). The distance between parallel portways puts an upper limit on the width of porters. The width of porters puts a lower limit on the distance between parallel portways.

Portway strength limits the weight of porters; the weight of porters requires enough portway strength.

Portway curvature limits the length of porters; the length of porters requires that portway curvature not be too tight. If two portways cross at an intersection where the roads are only 7 m wide, the curve of a connecting portway must have a radius of no more than 25 m. If a porter is 4 m long or less, its center wheels (facing up) are 8 cm or less off the center of the rails. This is well within the 30 cm width of each rail. If the roads are at least 14 m wide, there is room for both connecting portways. If the roads are less than 7 m wide, the portways cannot connect at that intersection.

Personal Rapid Transit

Personal Rapid Transit, or PRT, refers to several different systems being developed and sold by several companies. These systems are similar to portation in one respect: they use an elevated rail, with electric power. But they differ in other very important respects. One difference is that the vehicles in these PRT systems are confined to the rail. Unlike portation, they are not door-to-door. You have to go to a PRT station and wait there for the next available vehicle (contrary to advertising, there won't always be one immediately available). You have to carry your groceries from the nearest PRT station to your home. In contrast, portation is truly door-to-door, and your porter is always ready for your use.

When you get into a PRT vehicle, it is exactly the way the previous occupants left it moments earlier. After a few uses, it will be dirty and full of garbage. Cleaning these vehicles, and their general upkeep and maintenance, is the responsibility of the system owner (usually a municipality). If you accidentally leave something valuable in a PRT vehicle, it's gone. In contrast, a portation vehicle is typically owned by its user; its state of cleanliness and repair is its user's responsibility. What you leave in a porter is what you find the next time you use it. Community responsibility is just maintenance of the portways, which are designed for easy maintenance (no moving parts, no fancy technologies, no snow removal except at entry, ...).

Each PRT system is a one-company solution. When a municipality chooses a PRT system, the municipality is captured by the company; only that company can build, maintain, repair, and expand the system (rails and vehicles). The one-company solution prevents competition after capture by means of patents and contracts. The price for a PRT quoted initially by its company may be favorable, but after capture, an escalating price must be paid.

A company that stands to gain a lot can spend a lot on advertising, which makes their system look unrealistically good, and never honestly represents their system's disadvantages and limitations. For example, if the PRT vehicles sit on a solid guideway, do they mention the problem of snow removal? (Portway rails are covered, and they are separated by an open lattice, so there's no snow problem.) What happens when the PRT system power fails? Are all passengers stranded until power is restored? (Porters have batteries allowing them to continue to operate at reduced speed for long enough to exit the system.) Is there a central computer control, which limits system size to a maximum number of vehicles? How many? (Portation has no central control and is not limited in size.)

In contrast to a one-company solution, portation is an open system design; it belongs to no-one. Companies can bid for portway construction, and different companies can build different sections. Portation provides the specifications and standards of construction, just as road construction is done now. Companies can design and build porters and compete to sell them to anyone who will buy; portation provides the specifications and standards so that they will run safely on portways. Portation can always be expanded, piece by piece, choosing the best contractors, to fill a continent.

Unfortunately for portation, it is probably easier to sell shiny complex hardware to a community than to give away technical specification documents for a non-proprietary system.

Opposition

Any suggestion for change always meets opposition from those who benefit from the current situation. We may anticipate a host of powerful opponents to portation, including all those who build, maintain, and provide fuel for cars, and all those who plan, build, and maintain roads. Even transportation engineers whose expertise is all about cars and roads may oppose any change that would render their expertise irrelevant. And of course there will be opposition from those who have competing transportation proposals that they wish to sell for their own profit.

In addition to special interest opposition, there will be opposition from a car-loving society. Driving a car can be a pleasure for several reasons. It is a pleasure to be able to go exactly where you want, door-to-door, without changing vehicles, on your own schedule, protected from the weather, singing along to your favorite music, and carrying a load. Portation offers these same advantages. It's also a pleasure to enjoy the scenery along the route; driving a car partially limits this pleasure due to the need to pay attention to the road. Portation allows you to enjoy the scenery fully, or to read, sleep, or watch a movie. For some people, driving a car offers the thrill of controlling a fast and potentially dangerous vehicle. Portation does not have that advantage. If portation becomes the standard, perhaps closed-circuit racing car roads can offer this thrill without endangering those of us who do not choose to be endangered. This last point, that controlling a car is fun, should not be dismissed or underestimated. Cars are sold on the fantasy that you can drive fast, even though the reality is accidents and traffic jams.

There are also a great many serious efforts to improve our current transportation systems. Cars will be made of lighter materials that are as strong as the present materials. They will make even more efficient use of their gasoline power. Or perhaps batteries will be improved enough to power a car far enough to be practical. There are even attempts at automated control, with some success at automated parking; but automated driving is still impractical. Each of these improvements will alleviate some problem with car technology, but none of them solves its problem completely, and all of them together leave some of the worst problems untouched. They may, however, create the impression that with these and a few more improvements all problems will be solved, and we don't need a new technology.

Introduction of portation faces yet another impediment: the chicken-and-egg problem. Who will buy a porter when there are no portways for it to run on? And what community will build

portways when no-one has a porter to run on them? The problem has occurred before: who will buy a telephone when there is not yet any telephone system, and no other telephone owners? And who will build telephones and a telephone system for nonexistent customers? Radio and television had the same problem. So did the internet. But in all cases the problem was solved, and it can be solved for portation too.

Portation must begin as an added transportation system. In the golden future when portation is fully established, city streets can greatly reduce their commitment to cars, making more room for pedestrians, cyclists, gardens, and children playing safely.

Summary

Our current land transportation systems (cars and trains) were invented more than a hundred years ago. There have been improvements since then, and there are suggestions for further improvements, but none that change the main attributes: they are expensive to build and maintain, they occupy an enormous amount of space, they require an enormous amount of power, they pollute, and they kill. In contrast, portation is relatively inexpensive, fast, small, clean, and safe. It is time to upgrade.

I welcome suggestions for improvements. I consider a change to be an improvement if it improves any of the following attributes while not making the others worse: simplicity, economy of building, economy of maintaining, safety, capacity, speed. If a change improves some attributes while making others worse, it is a matter of judgement whether the change is an improvement. Generally, complications and fancy changes are not improvements.

All numbers in this essay are subject to revision.

Acknowledgement

I thank Rhys Goldstein for suggesting an improvement to the direction control.