
APPENDIX M

DESCRIPTION OF AUTOMATED PEOPLE MOVER SYSTEMS

Alternative A

The Alternative A Automated People Mover (APM) system serves passengers (both secure and non-secure), employees, and visitors. The APM serves the west parking garage, the west terminal, midfield concourse, east concourse, Tom Bradley International Terminal (TBIT), and two Central Terminal Area (CTA) stations; one in front of Terminal 5 and the other in front of Terminal 7. The trains will operate in a pinched-loop configuration; traveling in one direction on one guideway to an end station and then switching over to the opposite guideway and travel back the other direction. The alignment is planned to be underground. There will be an APM vehicle maintenance facility west of the west parking garage.

Since the ridership is low on the non-secure route, secure and non-secure passengers are carried on each train in segregated cars instead of separate trains dedicated to secure and non-secure passengers. Each of the station platforms are segregated into non-secure and secure sections with the exception of the midfield and east concourse stations that only serve secure passengers. All trains will stop at all the stations and at the midfield and east concourse stations only the secure car doors will open. These additional stops provide a lower level of service to the non-secure passengers than would be offered by dedicated non-secure trains which could be designed to bypass the secure only stations. However, since Alternative A is intended to be a low cost alternative, the passenger service criteria were relaxed to reduce guideway infrastructure costs.

Alternative B

The Alternative 3 APM systems serve passengers (secure, non-secure, and sterile), employees, and visitors. There are two APM system alignments. One alignment serves the international arrivals (sterile) passengers. The trains operate in a pinched-loop alignment connecting to center platform stations at the West Terminal, the midfield concourses, the east concourse, and the TBIT. The other Alternative 3 APM system carries secure and non-secure passengers, and serves the long-term parking/rental car facility, the west parking garage, the West Terminal, midfield concourse, east concourse, TBIT, and two CTA stations, one in front of Terminal 5 and the other in front of Terminal 7. The trains will operate in a loop around the CTA and then a pinched-loop at the southwest end of the alignment (meaning that trains travel in one direction on one guideway to an end station and then switching over to the opposite guideway and travel back the

other direction). The alignments are planned to be underground. There will be an APM vehicle maintenance facility west of the west parking garage.

To meet the ridership demand requirements for sterile passengers a separate pinched-loop alignment has been provided for a sterile APM system. In addition, to meet the criteria for the non-secure and secure service two dual-lane guideways are required since the combined headway on one guideway of the non-secure and the secure routes is less than the minimum desired headway of 120 seconds to meet the rest of the operational criteria. The secure route will operate on the inner alignment and the non-secure route will operate on the outer alignment. The circulator will share the inner alignment around the CTA. All these routes operate in the same direction.

Alternative C

The guideway configuration for the sterile and secure service is a dual-lane pinched loop alignment where trains would operate in one direction on one guideway and at the end stations switches over to the other guideway and travel back in the opposite direction. It is envisioned that the trains operating on the sterile route would operate in a shorter route by traveling west bound to the West Terminal FIS and then switch to the other guideway and travel back to the east. Sterile platforms are provided at the West Terminal, the midfield concourses, and the Tom Bradley International Terminal. Secure platforms are provided at the Rental Car Facility/West Side Long Term Parking, the West Terminal concourse, the Midfield concourses, and the Tom Bradley International Terminal. The guideway will be underground.

The guideway alignment for the non-secure service is a dual lane pinched loop alignment with the inner lane in the being connected to make a loop. Two routes operate on the non-secure alignment. One route operates as a circulator in the CTA and connects five CTA stations, two on the north, two on the south and one on the east side of the Tom Bradley International Building. The other route connects the four CTA stations (two on the north and two on the south), a station on the north side of the Tom Bradley International Building, a station that serves the West Terminal and the West Parking Garage and a station serving the Rental Car Facility and the West Side Long Term Parking Garage. The alignment is underground on the west side of the airport and transitions to an elevated APM in the CTA.