

An Example of a Smart District Operation Center

The yellow line illustrates a path of a driverless circulator. There are about 15 to 20 stations in the mountains where this may be more appropriate. The size of the station is about 3,000 sf on 3 levels. The larger station allows travelers to wait inside. This image shows the Smart Skyways vehicles traveling across the deck from left to right and stopping for loading at the doors in the middle.



Every Car maker shown has a driverless vehicle research project going on.

Some Cities have built obstacle could for them to test. Tesla and Uber seem to be the leaders in America but internationally it is the two below.



As shown in the image at the Top we proposed a driverless circulators that collect and distribute traffic from the station for Skyways Backbone on I-70. This image shows where it loads at the station. This is one of the major differences with all other transportation system. The town choose the route and can change it as desired. For tourist there should be a charge as a part of their visit.



Tesla Robovan / Autonomous Shuttle
Concept — a 20-passenger electric, self-driving bus-van hybrid.

- **Driverless layout** — no steering wheel, flat floor, open cabin.

- **Multiple variants** exist in concept form: gold/black, stainless steel, and red/black versions



- Waymo's all-electric **Jaguar I-PACE robotaxis** operate **without a human driver**.

- Uber and Waymo expanded their partnership to **Austin and Atlanta**, starting early **2025**, with fleets growing to **hundreds of vehicles**.

- Riders requesting **UberX, Uber Green, Uber Comfort, or Comfort Electric** may be matched with a Waymo for qualifying trips.



Ford Driverless

depiction of the Escape-based platform Ford used in its AV trials, but it's testing Level 4 prototypes for logistics and urban mobility.

- The company's strategy emphasizes gradual rollout — refining safety and data systems before full autonomy.



GM's Driverless Vehicle: Cruise Origin — GM's purpose-built, fully autonomous vehicle.

Designed **without a steering wheel or pedals.**

Seats face inward for shared rides.

Powered by GM's **Ultium electric platform.** Built at GM's Factory ZERO in Detroit.



Hyundai Ioniq 5 robotaxi

Its **LiDAR dome and sensor array** emit faint blue pulses as they scan the environment, while pedestrians and cyclists move through illuminated crosswalks. The turquoise Motional branding glows subtly against the dark glass and metallic body, and digital signage reads **digital** signage reads **“Autonomous Mode Active.”**



Mercedes Driverless Circulator

- **F 015 Luxury in Motion** — Mercedes' flagship autonomous concept unveiled at CES.
- **Fully driverless interior** with lounge-style seating and interactive panels.
- **Exterior** features smooth, pod-like aerodynamics and blue LED lighting that signals autonomous mode.



Designed by [Conceptual Design Group](#) our new Consultant in Transit Planning. This is a driverless vehicle that we planning on using in some of our neighborhood driverless circulator that are linked to the Skyways backbone.

Other Possibilities



Kent Bingham purchased the rights from Disney to manufacture the Disneyland trolley shown here. He established a plant on Simi Valley and gave one of his employee a job of building a manufacturer team. This plant has thrived and is selling all over the world. Each car cost over a million, but now they have adopted fuel cell technology, so the car can run for days. They build one the farmer market shopping center that used automated charging at every stop.

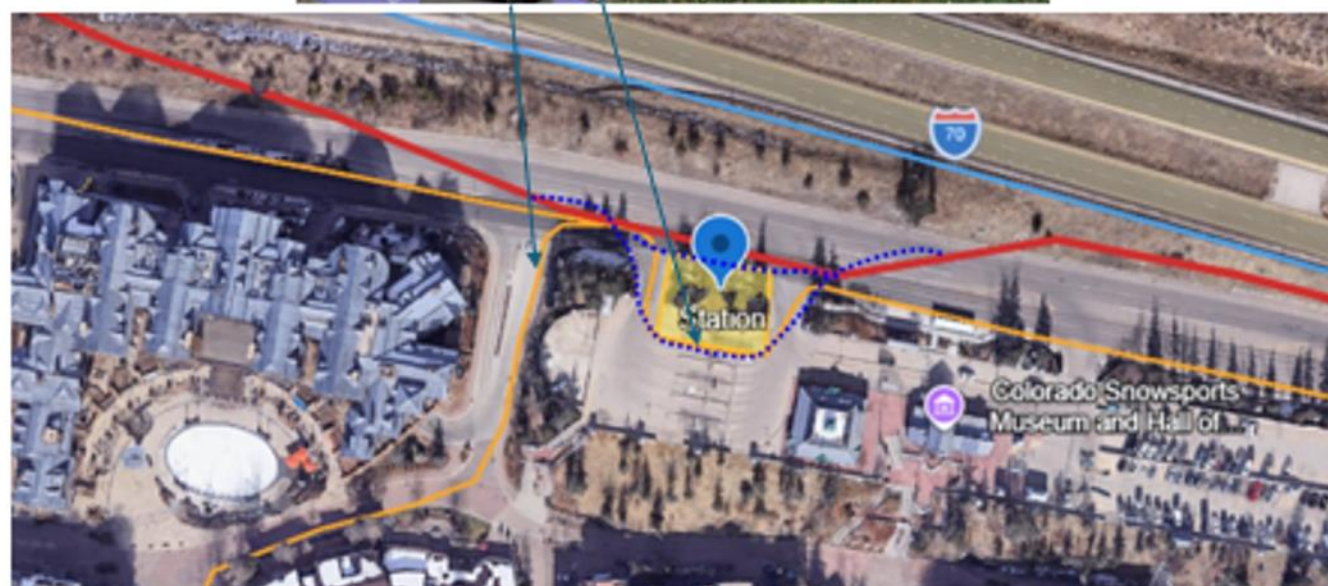


Here's a **zoomed-in station-level view** of the proposed **Green Loop gondola network** in downtown Denver. This concept focuses on the **Union Station hub**, showing how a typical station might integrate with the surrounding urban fabric:

- **Platform height:** roughly 30 feet above street level, supported by slender steel pylons.
- **Cabin spacing:** gondolas arrive every 20–25 seconds, each carrying 6 passengers.
- **Access:** elevators and stairs connect the street plaza to the boarding deck.
- **Design language:** glass-and-steel canopy with LED lighting and signage reading “DEN-VAIR Green Loop.”
- **Integration:** pedestrian paths link directly to RTD rail, 16th Street Mall, and bike lanes.
- **Safety:** enclosed boarding area with transparent barriers and automated doors synchronized with cabin arrival.
- The surrounding context includes the **South Platte River**, **Ball Arena**, and **Elitch Gardens**, with the gondola line visible overhead crossing toward Coors Field.

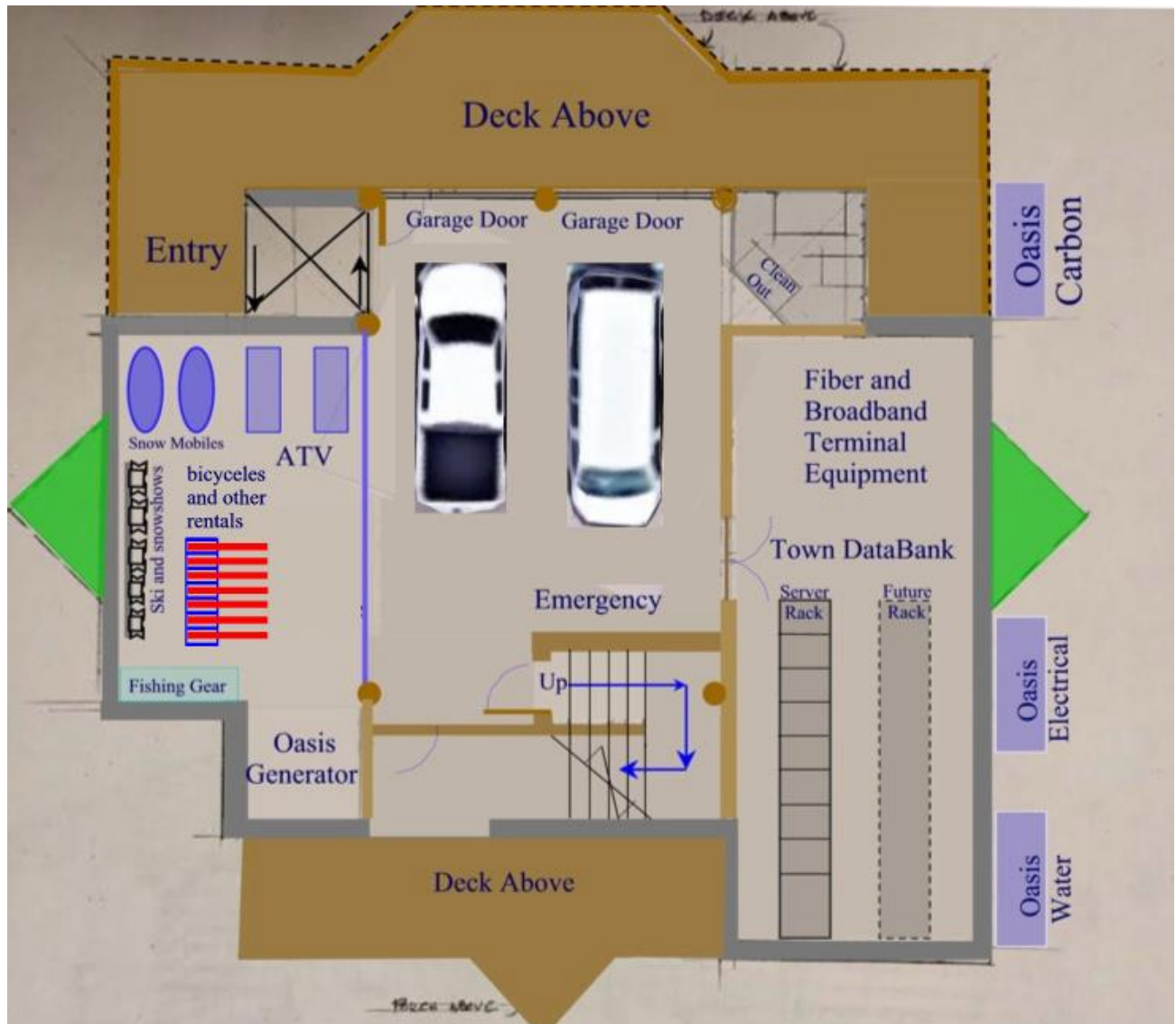
Below, pedestrians move through a plaza connecting directly to RTD rail, bike lanes, and 16th Street Mall. LED lighting traces the platform edges, and transparent safety barriers synchronize with cabin doors. In the background, the **South Platte River**, **Ball Arena**, and **Elitch Gardens** are visible, with gondola lines crossing toward Coors Field under the evening sky

	Technology Archives - 2getthere Masdar City is a carbon neutral, car-free city, featuring Personal Rapid Transit (PRT) to accommodate mobility. Phase 1A of the Masdar PRT system is approximately 1.4 kilometers long and features 2 stations: Shown is their mini bus but they have many model to choose from
	https://ultraglobalprt.com/about-us/ It has been built at Heathrow Airport and in Amritsari, India. Systems start at \$7.5 to \$15 Million for a short one.



Skyways off Ramp Configuration

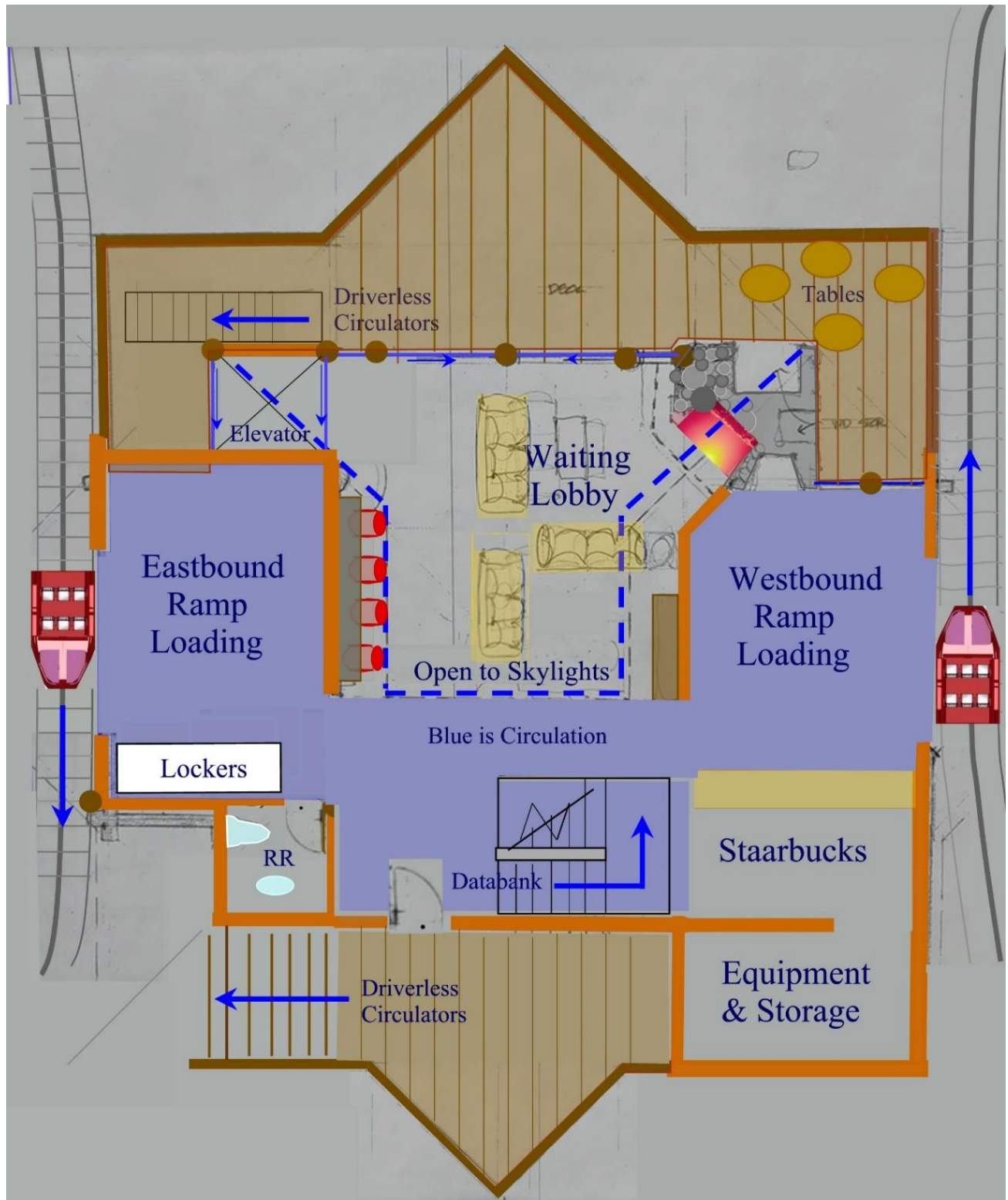
Ground Floor



This is the ground floor and connects all the smart equipment need to operate this driverless circulator, emergency equipment, the towns data bank, fiber optic, outside generators for electric, water and Carbon. There could be room for a small ski, fishing and bicycle rental shop if desired. It also has the loading area for the driverless circulator on the left side.

We plan to use electrolysis here to power all the equipment and machinery in the building. It will need solar where on the roof to start the process. Since it is a 24 hour generator and battery will be needed for nighttime operation.

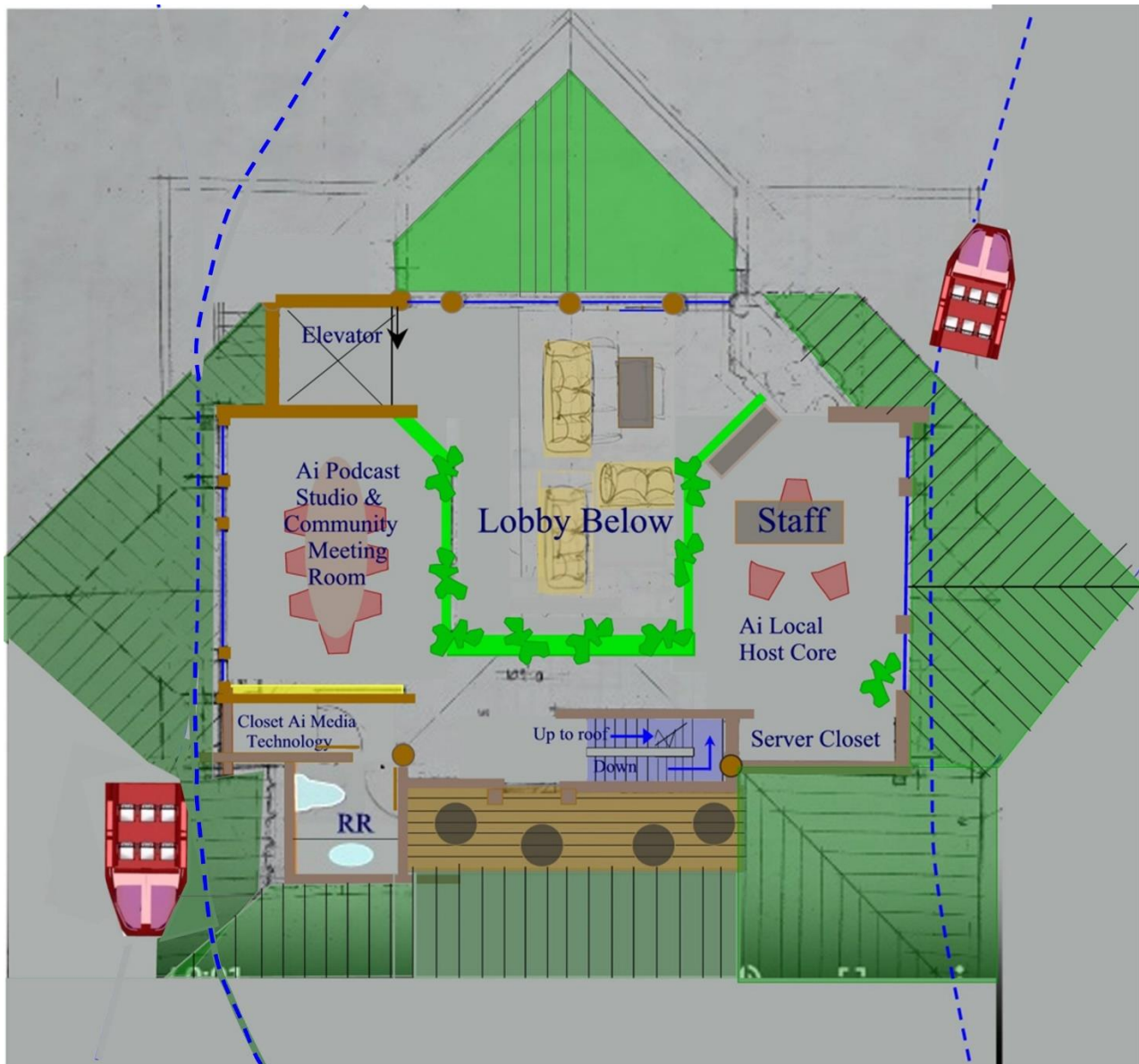
The Second floor is the Skyways station



By providing traveler services, like Starbuck, CPU plug In, fireplace, lockers, outside tables and lobby waiting, the station is more popular and functional.

3rd Floor Smart District Administration Offices and AI Studio

This level pays the rent. Income from the Smart District will pay the cost of staffing this floor and help build it. The dotted lines above show the route of the Skyways car below. The smart grid is operated from the room at the right where the local AI servers process the data and store it in the Databank on the ground floor. The AI Media is operated from a conference room and AI Studio at the left. The driverless circulators can be paid for from the earnings of these two smart district infrastructures. A solar area should be on the roof. See Universal Mind below



The Universal Mind Project With Google

Bingham Labs would like to introduce you to a DeepMind-level Google initiative we are studying in Colorado. We call our version the Universal Mind Project, and it forms a central component of a proposed \$10 billion National Experiment for the Colorado. Together, these corridors could connect roughly 40 towns into an integrated network of smart infrastructure.

A key focus within Column 1 on our website is the AI Media Factories initiative. <https://binghamlabs.blogspot.com/2026/02/smart-infrastructures-ai-media-factories.html>.

This concept envisions every town along the corridor hosting its own specialized research center. For example, Denver could concentrate on banking and finance, Boulder on space technologies, Fort Collins on crop and forest systems, and Vail on outdoor recreation and tourism, etc. Over time, this distributed approach would create a rich, statewide research ecosystem spanning approximately 40 communities someday. By introducing advanced machine learning capabilities in each location, the network would generate a continuous flow of new knowledge tailored to local strengths and needs.

The name “Universal Mind” draws from both our current [AI Tablet](#) and the AI Media Factories framework. It is further informed by the [UniversalMind.pdf](#) study conducted several years ago, which outlines the kind of integrated intelligence we aim to build collaboratively with these towns.

To coordinate operations, we propose organizing a smart district in each town to manage the full suite of smart infrastructure systems. This shows unified control over two primary digital layers— in addition to transportation on I-70 and local circulation. The first layer is a smart grid of Personal Agents, and the second is AI Media processing and display. Each station would be equipped with the necessary technology and staffed appropriately.

All districts would feed their findings into a central coordination hub initially located in Downtown Denver until a permanent site is selected and constructed. The most promising location is the Auraria Campus. This campus is uniquely

positioned because it is shared by the University of Colorado, and Metro University, and Community Collage of Denver. Researchers could move data directly into the academic environment, where faculty and students in teaching, nursing, AI media, and related fields could begin applying and expanding it immediately. The Community College of Denver, which could provide blue-collar and trade training in maintenance, setup, logistics, and coordination. This combination would create a rare and powerful environment, elevating the Auraria Campus to world-stage status while making the generated data immediately accessible and actionable.

The system would produce two primary types of information for the research centers. Overnight, machine-driven research outputs would be generated automatically. During the day, teams would perform coordination, deeper analysis, and narrative synthesis to describe and contextualize those results. Every town would receive the latest media processing techniques, display technologies, and live event capture capabilities. Each community could manage its own distribution channels or work through a shared provider linked to the central research hub and the world-stage campus.

Denver offers a rare alignment of large-audience facilities situated directly beside a triple-university campus on the edge of downtown. The fit feels almost pre-planned, waiting for the right initiative to activate these assets on a global level. We hope this proposal sparks interest. We would welcome the opportunity to discuss these ideas further and hear peoples thoughts and reactions.

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