

# Personal Rapid Transit

Planning and Programming Committee

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**Metro**

# Characteristics of Personal Rapid Transit (PRT)

- Direct, point-to-point service
- No intermediate station stops
- Smaller vehicles (up to 8 passengers)
- Requires more stations for direct service



**Metro**

Heathrow Pod System  
Source: [ultraglobalprt.com](http://ultraglobalprt.com)

# PRT Systems in Operation

System	Location	Vendor	Date of Opening of Service	System Length & Number of Stations	Seating Capacity	Operating Context
Morgantown PRT	Morgantown, West Virginia	Boeing (no longer in the market)	1975	8.6 miles 5 stations	8 (+ 12 standing)	Circulation on campus and to downtown
Masdar PRT	Masdar City, Abu Dhabi, United Arab Emirates	2gether	November 2010	1 mile 2 stations	4 to 6	Circulation in master planned city and university
Heathrow Pods	London, England	ULTra	September 2011	2.4 miles 3 stations	4	Between an airport terminal and a parking garage

# Comparison of PRT and Other Transit Modes

Transit Mode	Maximum Capacity		Operating Environment		Status of Technology
	Passengers per Hour per Direction*	Maximum Operating Speed*** (mph)	Typical Markets		
Light Rail Transit	5,472	65	Concentrated Demand		>200
Automated People Mover (non-PRT forms)	2,808	50	Concentrated Demand		>100
Bus Rapid Transit	2,220**	65	Any Market (both Dispersed and Concentrated)		>200
Personal Rapid Transit (a lower-capacity, on-demand version of APM)	720	25	Dispersed Demand		3

\*Capacity assumes frequencies of:

- One train every 2 ½ minutes for Light Rail Transit and Automated People Mover
- One bus every minute for Bus Rapid Transit
- One pod every 30 seconds for Personal Rapid Transit

\*\* Bus system capacity varies by the size of the bus

\*\*\* Actual operating speed varies depending on station spacing

