



As a research project, the PRT serves as a transportation laboratory for engineers and engineering students. As a result of class changes, there are at least five peak demands for transportation during each weekday compared to only morning and evening peak demands in non-university cities. Thus researchers will be able to obtain more data in a shorter time because of this greater variety of transportation demands.

As a demonstration project, the PRT also serves as a model to help cities solve their transportation problems. (The Kobe Rapid Transit System at the International Ocean Exposition on Okinawa was the first to be built utilizing the Morgantown technology.) If the PRT concept can work in Morgantown, it can work in almost any other city in the country. This is true because of the variety of problems the Morgantown system must cope with—the hilly terrain, the constant class changes, and the varied climate which includes a fair share of ice, snow, rain, fog and sunshine.

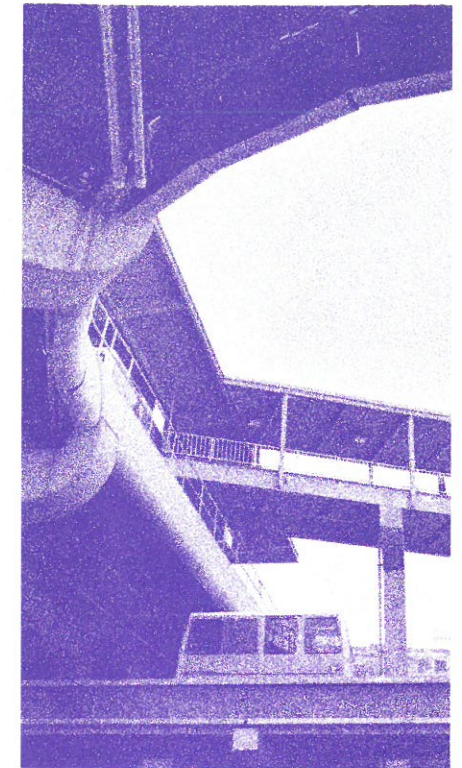
The PRT consists of five stations—on Walnut Street in Morgantown's central business district, on Beechurst Avenue



at WVU's Downtown Campus, across from the Engineering Sciences Building, at the Towers Residence Halls, and at the Medical Center; 73 vehicles, 8.7 miles of single-lane guideway, and maintenance and control facilities.

Contracts totaling about \$60 million were let during Phase I of the PRT. This included the cost of the system's research and development, construction of three stations and their associated guideways, 45 vehicles, and testing. Since the PRT is the first of its kind, research and development accounted for about 40 percent of those costs. Contracts totaling about \$63.6 million were let during Phase II. This included construction of the new stations and their guideways, 28 new vehicles and the retrofit of the Phase I vehicles, and replacement of the Phase I power rails with heated ones. Boeing Aerospace Company of Seattle, Washington, was system manager in developing the PRT for the Urban Mass Transit Administration of the U.S. Department of Transportation.

—WVU Office of Communications Services



PRT

PERSONAL RAPID TRANSIT

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