

Docket Optical System - Morgantown PRT (09-ALT-1 2010-2011 Investment Plan)

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Attachments: WVU PRT.ppt

DOCKET	
09-ALT-1	
DATE	<u>MAY 26 2010</u>
RECD.	<u>MAY 26 2010</u>

Commissioner James D. Boyd

I am pleased to submit for the docket a power point presentation that identifies the benefits that the citizens of Morgantown and faculty, staff, and students at West Virginia University have enjoyed regarding PRT application for 35 years. The attached power point provides an overview of the Morgantown personal rapid transit system. It is my hope that you will give PRT consideration as an alternative transportation mode in California.

Sincerely,

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Personal Rapid Transit At West Virginia University



***Hugh E. Kierig, AICP, Director
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■ **What Is Personal Rapid Transit?**

*PRT as defined by Advanced Transit Association
(ATRA)*

- On Demand Service Rather Than Fixed Schedules
- Direct Origin-to-Destination Service
- No Transfers Or Intermediate Stops
- Fully Automated Exclusive, Small Vehicles
- Available 24 / 7
- Vehicles Use An Exclusive Guideway
- Vehicles Use All Guideways On A Fully Connected Network

■ **The Morgantown PRT Experience**

- **Designed By Boeing**
- **Phase I Started Construction In 1973**
- **Service In 1975 With Phase II Completed 1978**
- **\$125 Million**
- **Only Public Transit System Providing Passenger Chosen Destination To Destination Transportation On Fixed Guideway**

■ **The Morgantown PRT Experience**

- **4.5 Miles Of Parallel Heated Guideway With 10% Grades**
- **5 Stations – Downtown To Health Sciences**
- **71 Electric Powered Vehicles With 20 Passenger Capacity**
- **3 Phase, 575 Volt Electric Power System**
- **Current Operation Funded By Student Transportation Fee Of \$70/Semester (\$3.3 Million)**
- **\$1.2 Million Annual FTA Maintenance Grant**

■ **The Morgantown PRT Experience**

- **Advantages Of The Morgantown PRT**
 - Safest public transit system in U.S. (No fatalities or serious injuries)
 - Moves Large Volumes Of People
 - Highest Single Day Ridership Over 32,000 Trips
 - Average Weekday of 14,500 Trips (85% Student, 8% F/S, 7% General Public)
 - System Can Accommodate 6,700 Passengers / Hour
 - Allows Identity Of The Separate Campuses While Maintaining Interrelationships
 - Integral Part Of Mobility Network
 - Demonstration Program Attracts Worldwide Interest
 - University Icon

■ **The Morgantown PRT Experience**

Lessons Learned For Future PRT Systems

- **Reduce system moving parts**
- **Develop standards for open source, scalable automation software**
- **Develop vehicle and guideway standards**
- **Engage regulatory bodies to develop standards**
- **Safety, Safety, Safety!**

Morgantown PRT System



Main non-stop guideway ^



Vehicle interior >



Vehicles waiting for riders at off-line station ^

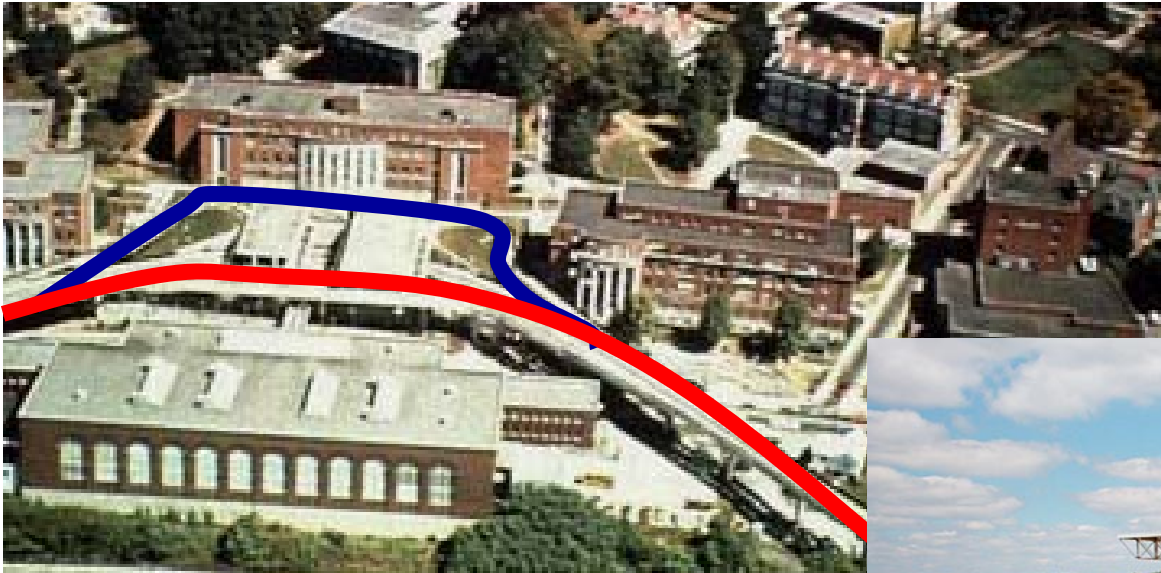
Unscheduled, On Demand Availability



Elevated Off-line Station



Off-Line PRT Station Design



Morgantown WV, Aug 1999
© 2003 Jon Bell



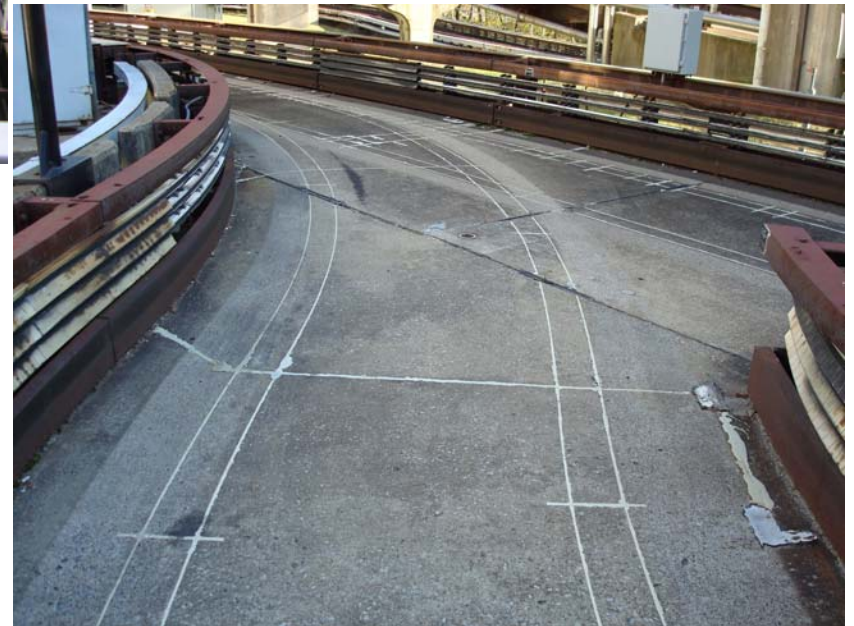
— Main non-stop guideway

— Off-line station guideway

Off-Line Guideway Switch



Switch allows an arriving vehicle to enter off-line station (left) and all other vehicles to proceed non-stop to their specific station destination.



Street Views of PRT system in Morgantown

