

umta **TRANS** script

Formerly
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Newsnotes

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West Virginia University students arrive at one of Morgantown PRT system stations. The UMTA-funded system began limited service on October 3, and now operates 13 hours per day, from 7:30 a.m. to 8:30 p.m. The system carried more than 200,000 passengers (and ran about 170,000 fleet miles) through December 5. The 2.3 mile system of double guideways transports WVU students between distant stretches of the university campus. Students gain access to the system by using magnetic prepaid fare cards; non-university passengers pay a 25 cent fare for each trip.

HOLIDAY GREETINGS

Administrator Patricelli will hold an "All Hands" holiday get-together on Thursday, December 18, at 11:30 a.m., room 2230. Punch and cookies will be served.

Programs, Policies

AGT TERMINOLOGY AND R&D PROGRAMS

With the publication of the Congressional Office of Technology Assessment (OTA) report in May 1975, standardized terminology for the different classes of automated guideway transit (AGT) have been accepted.

AGT, a family of transportation systems and concepts that use automatically controlled, driverless vehicles on guideways separated from the conventional traffic flow, is divided into three major categories: shuttle-loop transit (SLT), group rapid transit (GRT), and personal rapid transit (PRT). Following is a brief description of each category.

SLT is the simplest form of AGT where the vehicles or vehicle trains move along fixed routes with little or no switching. In a shuttle system, vehicles move back and forth along a short single lane guideway with possibly a bypass section to permit bi-directional vehicle flow. A loop system features a closed single lane path. SLT stations are normally on-line permitting either all-stop or demand-stop service. The vehicle capacity can vary greatly from less than 20 to over 100 passengers with accommodations for a large percentage of standees.

GRT encompasses the broadest range of AGT systems. GRT is primarily distinguished from SLT by a more extensive use of switching and greater route flexibility. GRT stations may be off-line or on-line. GRT systems can offer a greater range of service policies from all-stop shuttle type service to nonstop origin-to-destination service. The vehicle size also varies from 10 to 50 passengers with a large percentage of seated passengers. GRT systems operating with minimum headways of 15 to 60 seconds can be implemented using conventional rapid rail control technology. Group Rapid Transit systems with headways in the range of 3 to 15 seconds require more innovative control concepts.

PRT systems are characterized by very short (less than three second) minimum headways, small (three to six all-seated passenger) vehicles and smaller, less obtrusive guideways. PRT guideway networks permit a high degree of connectivity and routing flexibility. Stations are generally off-line. PRT also permits a broad range of service policies to meet dynamic demand requirements.

The recently opened Morgantown (W.Va.) system provides an individual case with sometimes -- confusing terminology. While generically a group rapid transit system (GRT), its official title is Morgantown Personal Rapid Transit (PRT) System because it was called a PRT system long before the GRT designation was accepted.

UMTA has several AGT programs in various stages: Morgantown PRT demonstration - This integrated GRT development and demonstration program, now in service, is demonstrating an automated guideway transit system in an urban environment.

(continued on p.3)

AGT TERMINOLOGY

(from p.2)

Advanced Group Rapid Transit System Development - This program, formerly High Performance PRT, is intended to develop a more advanced AGT system.

Dual Mode Transit (DMT) - Systems utilizing both PRT and GRT sized vehicles capable of either automated operation on dedicated guideways or manual, driver-controlled operation on conventional streets and roads.

Automated Guideway Transit Technology (AGTT) - A set of technology tasks oriented to support the total AGT spectrum. Systems technology areas being covered are operation studies, safety and passenger security, hardware reliability and service availability.

Automated Guideway Transit Socio-Economic Research - Studies requested by Congress (and conducted by URD) to determine present and future urban transportation needs best served by AGT systems and the local acceptability, impact, and patronage of such systems.

FREEDOM OF INFORMATION REQUESTS

Don't forget -- requests made under the Freedom of Information Act (FOIA) must be coordinated with the Director of Public Affairs, the designated officer entrusted with the administration of this program. All correspondence relating to FOIA requests should be dated and immediately sent to the Director of Public Affairs.

PHILADELPHIA OPENS TRANSITWAY

The Philadelphia Chestnut Street Transitway, an auto-restricted zone project, was inaugurated on November 24. The project, funded by a \$5.9 million UMTA grant awarded in July 1974, consists of a downtown exclusive bus and pedestrian mall. Auto traffic is banned on the Transitway and commuters must use three SEPTA bus routes to travel through the area. Higher bus speeds and reduced vehicle travel time made possible by the reduced auto traffic will result in an annual saving of \$200,000. The mall, which features passenger shelters, special lighting, and transit information centers, was designated a Bicentennial project and is part of the city's campaign to ease transportation problems during the 1976 celebrations. The State of Pennsylvania and the City of Philadelphia provided the local one-fifth share of the total project cost.

People, People, People

UOA-I PARTICIPATES IN DOMESTIC POLICY FORUMS

On December 9, Administrator Robert E. Patricelli participated in Vice President Nelson Rockefeller's White House Public Forum on Domestic Policy, a series of six regional forums in cities across the nation designed to provide the President with input and assistance from local experts and the general public to help resolve current domestic problems. The Los Angeles forum was the last one of the series. The forums will contribute to the development of the domestic program the President will present in his State of the Union message in January.

(continued on p.4)



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DOMESTIC POLICY

(from p.3)

Regional Director Franz K. Gimmler of Philadelphia, and Regional Chief Glen Ford of Fort Worth also were involved in the preparation of briefing papers and other arrangements for earlier forums held in Austin and Philadelphia.

While in Los Angeles, Patricelli held a press conference on the city's urban transportation situation.

ENOS ACTING UPA-I

Administrator Patricelli has named Diane G. Enos as Acting Director of Public Affairs, effective December 1.

APTA'S SLOAN

Robert Sloan, Deputy Executive Director of the American Public Transit Association (APTA) retired on December 4, after 44 years of service to the transit industry.

RETIREES

In congratulatory letters sent to him, Administrator Robert E. Patricelli and Secretary William T. Coleman thanked him for a job well done on behalf of the industry and the riding public.

Around the Regions

REGION VI

A conference on the joint UMTA/FHWA new planning regulations governing urban transportation improvements has been scheduled for December 15 and 16 at the Dallas/Fort Worth Airport Marina Hotel. State and local officials, metropolitan planning organizations and transit operators will attend the conference.

REGION III

Regional Director Franz K. Gimmler and staff recently met with SEPTA officials to discuss the impact of the Rail Reorganization Act and conveyance to Conrail of property acquired from bankrupt Northeast railroads. The group identified rail segments, currently used in commuter service, that are not part of Conrail's final system plan, and which, unless acquired by Conrail prior to February 27, 1976 at the net liquidation value, will revert to the bankrupt railroads' trustees. UMTA expects to receive several applications for Section 3 assistance that will enable local commuter rail operators to obtain these rail segments. Other segments to be abandoned will be reviewed by SEPTA under the Advanced Land Acquisition Loan Program.

UMTA Transcript is published every week. Deadline for receiving copy is Wednesday at noon. Please direct all information to your office contacts: Tim Wolgast, Bob Abrams, Gwen Cooper, Vicky Seal, Nancy Terry, Joanna Paxson, Irvin Bromall, and Jo Tucci.

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