

Transfers between the people mover and minibus/bus systems were assumed to be made at no charge.

Of the total daily riders, more than half (42,000 plus) travel to or from the four peripheral parking sites. These riders are relatively unaffected by variations in fare. However, fare plays a significant role in the number of transfers between the proposed system from and to regional transit and surface bus. When no fare is charged, 20,700 riders make this movement every day. When fare is introduced, the figures drop off to 12,600 at 10¢ fare and 7,760 for 25¢ fare which represents a considerable loss in patronage.

SYSTEM OPERATIONS

Two forms of Personalized Rapid Transit (PRT) were also considered in the evaluation of a downtown people mover for Jacksonville. The first, called APRT (the A standing either for Advanced or for Areawide), consists of an extensive network of guideways on which small two- to four-passenger vehicles travel at high speeds and close headways directly from a traveller's origin station to the station nearest his destination. The second type of PRT (modified PRT) consists of 10- to 20-passenger vehicles operating along a limited network guideway from off-line stations, with nonstop service between stations in operation when passenger demands are not high. The Morgantown PRT now being tested is a good example of the second type. No

APRT system has yet been completed, although test tracks are under construction in Germany and Japan, and it is anticipated that NASA will sponsor the development of such a system in the United States.

APRT systems were considered inappropriate for the Jacksonville downtown people-mover application, since they have been conceived principally for regionwide service in which point of origin (home) to point of destination (work, shopping, business, etc.) is provided. Also, the study goals and objectives for the Jacksonville Study specified that systems for which the hardware had already been produced and demonstrated be considered, and APRT cannot satisfy this specification.

The Morgantown type of PRT is quite similar to the system recommended for Jacksonville. The principal difference is that the recommended system does not include off-line stations; therefore, each people-mover vehicle must stop at all stations. The longest trip length on the recommended system is less than 7 minutes, and the time savings that could be realized with off-line stations were not substantial. Construction of off-line stations on the elevated guideway recommended for Jacksonville would result in the guideway covering the whole street in the vicinity of the stations. Some existing buildings would probably have to be torn down to accommodate the system. Off-line stations would significantly increase the capital cost for the people-mover system.