Although lightly attended, this conference was dynamic with high-quality speakers and audience. There were two sessions devoted to PRT with a total of six PRT-related papers.

**Design and Innovation**

*Personal Rapid transit Live Applications Challenges* by Joerg Schweizer, Ph.D., University of Bologna, Italy, addressed the pros and cons of PRT systems with a focus on those presently in service. Dr. Schweizer set the stage for the following presentations by outlining PRT characteristics and explaining PRT functionality.

*PRT Urban Applications, Small to Large* by Peter Muller, PRT Consulting, investigated three potential PRT applications in urban settings. It concluded that PRT can be a great rail extension alternative – in the applications examined it could provide a wider service area for less cost. PRT also has good potential as an area-wide networked transportation system and could be quite cost effective even in relatively sprawling suburban neighborhoods.

*PRT Statewide Application: The Conceptual Design of a Transit System Capable of Serving Essentially all Daily Trips* by Alain Kornhauser, Ph.D., F.ASCE, Princeton University reported on a body of work undertaken by Princeton students to examine PRT in the State of New Jersey. Micro-modeling of population and demographics was used to determine trip demands.

**Planning & Operations**

*Planning for Personal Rapid Transit – How to Plan for this Paradigm-Breaking Mode of Transportation* by Peter Muller, PRT Consulting was a primer aimed at outlining key differences between PRT and conventional transit planning. It provided a summary of the characteristics of the Heathrow, Masdar City and Suncheon PRT systems and concluded that PRT could dramatically increase transit ride share, cover its own operating (and possibly capital) costs and thus potentially be a game changer.

*PRT Mode Share Estimations Using a Direct Demand Stated Preference Method* by Joerg Schweizer, Ph.D., University of Bologna, Italy described a fascinating study where PRT mode share was estimated by questioning potential riders without ever describing PRT to the respondees. In all cases, the study found that transit use would be boosted considerably if an area-wide PRT system was added.

*PRT as a Supplement to Existing Transportation Modes* by Ingmar Andreasson, Ph.D., LogistikCentrum, Sweden described various studies that had investigated how PRT could supplement conventional transit. It found that PRT could boost transit ridership by acting as a collector/distributor helping to solve the last mile problem. It also found that PRT could quite successfully deal with surge loads at a train station.