

Frequently Asked Questions Regarding Solar Personal Rapid Transit and JPods

What is SolarPRT?

In JPODS SolarPRT, you alone, or only with your party all going to the same destination enter a podcar and type in the station you want to go to. The podcar leaves the main track to let passengers get on and off. That way all of the other podcars on the main track travel at top speed. Unlike a train that stops at every station, you only stop once, at your destination. That makes JPods very fast.

What is the capacity of JPods?

57,600 seats per hour with a .25 second headway (space between podcars).

How much space does a station require?

At the ground level, a standard station requires land equivalent to two to four parking spaces, one for the stairs and the other for an elevator. The size of the platform depends on the number of users expected at any one time. Generally stations will support 1 to 4 persons concurrently loading. If there are larger numbers of people, more stations will be clustered near each other rather than build larger stations. As a thought experiment, consider that you can move more people through a wall by making more doors than by making bigger doors.

How many JPods vehicles are there?

We put as many podcars on as the riders and freight movers require. It can be adjusted depending upon needs. More podcars will be waiting at the stations or on the main track going to stations during rush hour and other busy times. More cars can be added to the track as needed.

How big are the support columns?

Vertical supports have about a 3-foot diameter. The span between vertical supports is about 100 feet.

How many people ride in a podcar?

Think of JPods as you would a chauffeured car. JPods vehicles carry 1-4 passengers typically with 6 possible.

Do I ride with people I do not know?

No. Again, think of JPods as you would a chauffeured car. If you rent a chauffeured car you do not get in with people you do not know and you do not go to places you do not want to go to.

Can I carry things in JPods vehicles?

Podcars can carry wheelchairs, bicycles, strollers, and other things you might have with you. Special podcars will be designed to carry freight and trash. The maximum payload (you and your things) is 1200 pounds.

Is it safe?

The main example in Morgantown West Virginia has had 110 million **accident free** passenger miles since opening in 1975. We expect to meet that record. We use amusement park standards for our safety requirements and they are much stricter and safer than automotive standards.

What happens in an emergency?

The riders can push a button to signal an emergency which will redirect the vehicle to best meet the emergency services needed. The vehicle may be rerouted to an Emergency Room, a police station, or the nearest station where services are available.

How much will it cost to ride the JPods?

As much as people are pleased to pay for a Rapid Transit ride. If we charge too little we will not have money to build more. If we charge too much, people will not pay us. The fares will vary by time of day so people can save money by selecting the time that best fits their needs and budgets.

JPods networks are not subsidized by governments. So for people to have good service, it is important that ticket prices be high enough to assure networks are built near by. Employers, businesses and others may choose to subsidize fares. Monthly and other passes will be available. Prices will be adapted to the market.

How fast does it go?

Approximately 30 MPH in the City. Since JPods vehicles do not have to start and stop, travel times in cities should be significantly less than cars, subways and buses. In many cities during rush hour [bicycles are faster than cars](#).

How can they go so quick?

JPods networks are quick because you travel non-stop from your origin to your destination. You go directly from where you got on, to where you get off with no other stops. In the yearly NYC Great Commuter Race from Brooklyn to Manhattan's Union Square (4.1 miles) times are:

- Bicycles: 16.5 minutes
- Cars: 22 minutes
- Subways: 27 minutes
- JPods: 8.5 minutes once JPods networks are built. BTW, you can carry a bicycle on a JPods vehicle.

How much does it cost to build it?

Approximately ten million dollars per mile. Add another two million per mile if it's necessary to work around existing utilities such as overhead wires. The first 20 miles will likely cost twice that much because of the costs of ramping up the manufacturing base.

How does it get paid for?

JPods networks are privately funded. There will be NO government funding, no taxes, so JPods must delight customers so they are willing to ride and pay for the networks.

It will cost about a nickel per passenger per mile to operate, including staff at stations, monitoring, and maintaining. Income will be used to pay off the cost of construction and pay for the next sections. Five percent of income will be paid to the joint rights-of-way holders (the City and/or State).

Who owns the JPods Networks?

JPods are owned by people. To keep JPods networks from creating a monopoly that will fail just as government transportation monopolies provide poor service, JPods will retain 15% of ownership.

Where is there PRT now?

The longest existing one is in [Morgantown West Virginia](#). There is one at Heathrow Airport in England.

How does it handle snow?

First, unless there is 15 feet of snow, JPods vehicles are not affected as they travel suspended from overhead rails. Podcars travel inside protected guideways. JPods networks are designed to handle normal snow loads. There are a number of patent pending mechanisms for removing snow from the solar panels. These mechanism will be revealed as the patents are processed.

How much electricity does it make?

The entire canopy is covered with solar panels. They produce about a megawatt per mile of electricity, or 40,000 vehicle miles of power. That's more than we would need for daytime use and battery storage for overnight operation of the podcars.

What is the business model?

There are three tiers to how JPods networks will be built and operated. We believe that companies can be the “best in the world” at one thing:

- JPods Inc. will enforce excellence in construction and operation of its technology. JPods will license its technology to Master Mobility Companies (MMCs).
- Master Mobility Companies such as Bay State Sunway, will build networks meeting JPods requirements. Each week completed networks will be sold to Local Mobility Companies (LMCs).
- Local Mobility Companies will own and operate the networks catering to the needs of the fare box payer. The current plan is for LMCs licenses to require that 65% of the voting shares of the company be owned by people who live within 3 miles of the LMCs area of operation and that LMCs will be established per 100,000 population or special economic communities. An airport district (airport, parking, hotels, car rental, etc...) is an example of a special economic community.

Can I participate in building JPods networks?

Yes, you can work with the MMC or the LMC. Please contact Judeth Van Hamm at one@hullportside.net, (781) 925-5665 or Owen Toney at owen.toney@jPods.com, (617) 259-7593 to find out what you can do.

Ending dependence on foreign oil will require building about 500,000 miles of solar-powered mobility networks. In the coming oil supply crisis the 140,000 miles of freight rails that average 476 ton-miles per gallon will be the logistical arteries. The nearly 2 million lane-miles of urban roads will lose their usefulness without debt buying foreign oil. So our guess is JPods solar-powered networks will be the logistical capillaries. The 500,000 miles is about 4x the freight rail lines and 1/4th the urban highways.

The task of building 500,000 miles of solar-powered mobility networks within 15 years cannot be controlled, but can be empowered; “many hands make light work.” JPods intends to empower people to model networks in their communities via our RouteTime and 3D modeling software. Based on the quality of efforts and commercial viability of network, JPods will strive to capitalize and have built viable plans.