

**Subject:** Monday's City Council Transportation Subcommittee meeting

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**To:** cmontano@milpitas.gov <cmontano@milpitas.gov>, echua@milpitas.gov  
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Dear Mayor Montano,

Thank you for rescheduling the Transportation Subcommittee meeting to Monday Jun 19. Unfortunately I will be out of town on that day, so I must express my thoughts on Personal Rapid Transit (PRT) via email to the Subcommittee, rather than in person.

Getting people out of their cars and into electric public transit would go a long way toward reducing carbon emissions of the transportation sector. Unfortunately most local public transit systems are anything but rapid. Bus trips, for example, are delayed by (1) the time it takes to reach the nearest bus stop, (2) wait times at the bus stop, (3) stops to pick up and drop off passengers along the way, (4) stops for red lights and stop signs, and (5) the time it takes at the end to reach your destination. That's why most people in Milpitas stick to their cars to get around town.

Rob Means founded a nonprofit corporation, Loopworks, which proposes a public transit system consisting of small cabs on elevated rails, which really would be rapid transit. At each station, cabs would be lined up waiting for passengers, like a line of taxis at airports. Each person or small group headed for the same station would get in a cab and travel nonstop above the streets to that station, unimpeded by traffic lights and stop signs. They would (2) and (3) which delay bus trips, and (4) which delays all street traffic. Such a system serving the Great Mall and vicinity would be very desirable, reducing street traffic by enticing shoppers and movie-goers from their cars to PRT cabs.

LoopWorks has chosen a well-engineered and successfully tested PRT system, which you can read about in this PDF: [https://milpitasprt.com/wp-content/uploads/Business\\_Plan\\_2019.pdf](https://milpitasprt.com/wp-content/uploads/Business_Plan_2019.pdf)

I urge the city of Milpitas to study Rob's plan and work with LoopWorks to provide easements for the PRT rail supports and stations. As you see on pages 21 and 45 of the PDF, these easements would be minimal.

Sincerely,  
Michael Pelizzari  
Milpitas