

Re [MILPITAS CITY COUNCIL AGENDA PACKET](#) for May 17, 2022, Item 18: *Adopt a Resolution to Adopt the Trail, Pedestrian, and Bicycle Master Plan Update*

Mayor and Council Members,

The [World Meteorological Organization forecasts](#) that within 2 years, there is a 20% chance that global temperatures will breach the critical 1.5 degrees Celsius (2.7 Fahrenheit) mark that scientists have warned us about for decades – and a 50% chance within 5 years. Given our dire situation, big and bold efforts - outside the box thinking – is critical to reducing CO₂ emissions and the survival of our civilization.

While the Plan fails to mention the 3 pedestrian overcrossings (POC) recommended by LoopWorks, page 116 identifies for further study 4 completely different locations “where a new crossing is needed.” Absence of the 3 recommended POCs is especially curious because one of them is already in the *2023-2027 Capital Improvement Program*: the Montague POC (Pedestrian Over Crossing) at Penitencia (project #2018, page 202). Two more POCs are needed to cross barriers presented by railroad tracks to the Parktown and The Pines neighborhoods. Details about all 3 POCs are in the email sent to Ms. Yu on [April 12, 2021](#). When LoopWorks completes the \$60M **dual-loop PRT project** serving the Metro Area, it will provide barrier crossings at all 3 locations and dramatically increase mobility at no cost to the City of Milpitas.

Although PRT ranks highly on the Plan’s various [Project Priority descriptions](#), it was not mentioned nor ranked with other projects.

[Safety](#) is emphasized in the Plan in a graph (page 545) showing that over 50% of the fatalities in local accidents were pedestrians and cyclists. PRT has demonstrated over 80 million passenger miles without serious injury. The question of personal safety also applies to people using POCs. What is the the safety record for use of POCs?

[Level of Traffic Stress](#) is highlighted, but not relieved for residents of The Pines neighborhood. Their pedestrians and cyclists must endure 5000’ of high-speed, high-traffic streets to get from Cedar Way to the Transit Center (whether heading north or south). PRT provides the easy access that will encourage people to use those transit options.

The [Connectivity Analysis](#) (starting on page 549) shows areas of the City where walking and biking makes sense. It fails, however, to incorporate the difference that the LoopWorks initial dual-loop PRT system would make – or how extensions to the system might impact other areas.

As a pioneer in promoting e-bikes and scooters since 1996, I was gratified to see the Plan recommend that Milpitas implement electric bike and e-scooter share systems. LoopWorks anticipates the City will locate some system hubs at our station locations.

As stated in Circulation Element GOAL CIR 5 (page 444), “Implement measures that increase transit use and other non-motorized travel modes that lead to improved utilization of the existing transportation system, ...” As noted on our [website](#), PRT will dramatically increase transit use. PRT will also contribute substantially to all of the other 6 goals.

LoopWorks hopes that you will find these comments useful in seeing the potential of PRT to advance the goals of this Plan. We hope you will take the first step toward an easement agreement with LoopWorks by reviewing the [Memorandum of Understanding](#) submitted to you in 2019.

Sincerely,

Rob Means, LoopWorks Secretary

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<https://MilpitasPRT.com> Transit for all of us!



LoopWorks