

Advanced Transit for the Transit Area Personal Rapid Transit (PRT)



Meeting Agenda

- Marketing Research
- What is PRT?
- History of this Project
- Location of Stations and Guideways
- PRT "Flavor" for BART Circulator
- MOU (Memorandum of Understanding) for BART Circulator
- Q & A
- Meeting Completion

Community Networking

Marketing Research

- 1 Milpitas City Council and staff
- 2 Nextdoor.com
- 3 The Milpitas Beat
- 4 Homeowners/apartment people in Transit Area
- 5 PRT supporters: petitioners, funders, others
- 6 Political activists
- 7 Cities interested in PRT

Marketing Research

- 8 City of Milpitas Commissioners
- 9 Elected representatives and candidates
- 10 Right-of-way property owners
- 11 Transit Area businesses
- 12 San Jose Peace & Justice Center's calendar
- 13 Flyers handed out in Transit Area
- 14 Someone invited you

What is PRT?

Light Electric Vehicles (cabs) on elevated guideways with off-line stations: clean, safe non-stop travel from origin to destination.

3-minute PRT video of Microsoft Campus



History of this PRT Project

- Yosemite/Curtis crossing since mid-90's (25 years ago)
- 2000's: build-out limits options ==> PRT crossing (2008)
- 2009: Council votes to ask VTA about PRT funding
- 2013: City Manager proposes BART Circulator
- 2014: BART Circulator with pinched-loop Pilot Project
- 2017: Mayor Tran convinces Rob to lead the project
- 2018Q1: Rob inquires about Franchise Agreement
- 2019: BART Circulator version 2 with Mini-Loop
- 2019Mar19: MOU offered to Milpitas City Council
- 2019Aug8: Community Outreach Meeting

This project needs the community to succeed.

MOU (Memorandum of Understanding)

Whereas Transit Area congestion is bad, but can be mitigated with this transit project ...

Therefore, the City encourages the project, and expects these conditions will be met:

- The Cooperative (LoopWorks) will lead the effort to build a locally owned and operated BART Circulator;
- Major design decisions follow from the cooperative input of Milpitas residents, civic and business groups, property owners, and LoopWorks;
- Capital/building costs from foundations and governments;
- Goal of free PRT service subsidized by advertising;
- Prefer local businesses that pay prevailing wages;
- Demonstrate transparency and accountability.

Economic Benefits

Save \$38M by substituting PRT for bike/ped crossings.

- ~~\$14M—eliminate a bike/ped crossing of Montague Expressway (BART/Great Mall)~~
- \$14M - eliminate a bike/ped crossing of Montague Expressway (BART/new school)
- \$10M - eliminate a bike/ped crossing of the railroad tracks at Yosemite/Curtis

1% increase in property values resulting from improved transit ==>
1% increase in annual property tax revenues to the City of Milpitas.

Difficult-to-measure value of 1) increased tourism at PRT "attraction",
2) public health/safety benefits, and 3) jobs & careers created.

Consequences of runaway Climate Crisis: Immeasurable!

Summary

Advanced transit would

- reduce CO₂ emissions
- improve public health, safety, air quality
- mitigate traffic congestion
- be fast, free and FUN!

Start with Mini-Loop,
then extend with BART Circulator loop.

Let's Work Together. Contact City Council:
<http://www.ci.milpitas.ca.gov/our-government/city-council/>

Please fill-in brief 6-question PRT Survey

Further Information

PRT Details (plus poster and MOU):
<https://sunnyhillsneighborhood.org/crossing.html>

Welcome to Sunnyhills Neighborhood Association Advanced Transit Feeder from Sunnyhills to BART: Mini-Loop Project

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Cycling and walking are critical to a sustainable transportation future. In European cities renowned for their public transit, fewer than one in four trips involve transit. More than half, however, involve walking or biking. Here in Milpitas, like many cities across America, walking and biking is discouraged by physical barriers that prevent people from easily moving across town without a car. Here in Milpitas, those barriers include creeks, freeways, railroad lines and Montague Expressway.

With the 2017, 2018, 2019 arrival of BART in Milpitas and the rapidly-growing population in the transit area around the station, the need for a bike/pedestrian crossing of Montague Expressway is rapidly growing. The map below, from the **Transit Area Specific Plan**, shows three blue hash-marked, double-ended arrows that indicate where pedestrian/cyclist barrier crossings are needed. The north/south crossing from the BART station to the PIPER DR area is already in the plans and has funding identified. The circled east-west crossing of Montague Expressway is the one that must now be included in the **Capital Improvement Program** to qualify for grant funding from transit agencies (which could cover up to

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[Milpitas BART Loop](#)
[MOU to Milpitas Council](#)
[Goliath vs. David](#)
[\(BART Burrow vs. PRT network\)](#)

88% of the cost).

This slide presentation:
<https://sunnyhillsneighborhood.org/slides.pdf>