

**To: Queen Mary Development Task Force**

C/O City Clerk

**From: Jess Johansen, 700 E Ocean, #1206, Long Beach CA 90802**

**Comments for the Queen Mary Development Task Force meeting 1/6/16**

I want to thank each of you for serving on this task force, and to thank Mayor Robert Garcia for his foresight in establishing this committee, and to Vice Mayor Suja Lowenthal for her long time commitment to seeing something special happen at the Queen Mary location.

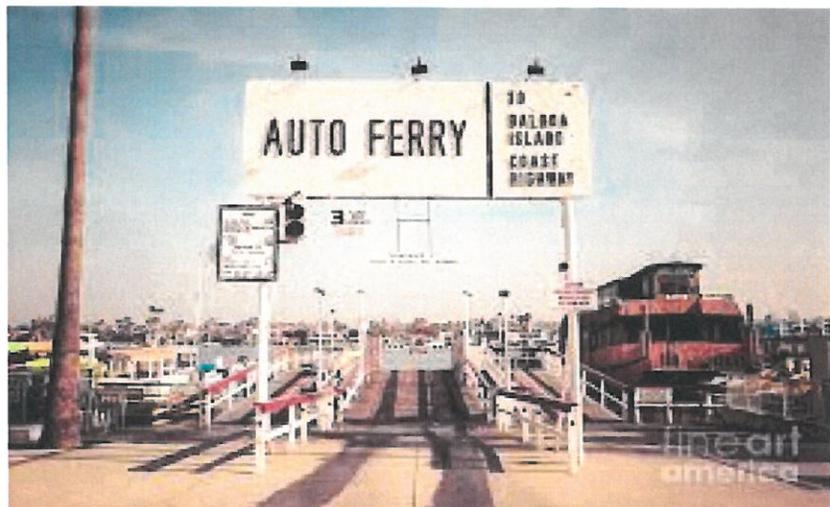
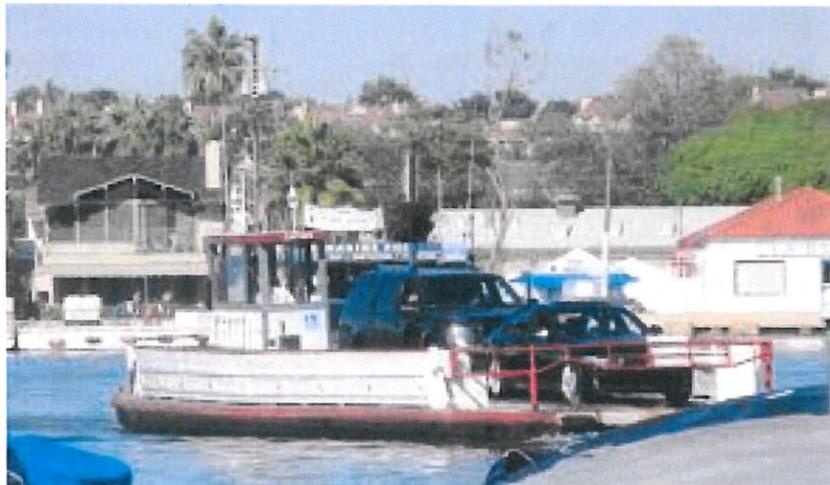
I wanted to forward this information as I'm not sure I can attend the meeting scheduled for Wednesday. First, I'm excited this meeting is taking place and look forward to what comes out of it and successive meetings, along with those of the Queen Mary development team. What ultimately is built at the site is very important, and should be nothing short of spectacular. At least I hope so.

While I'm looking forward to hearing ideas of what is possible, my bigger concern is how best to get visitors and residents over and back to the site. This is a vital keystone of any proposed Queen Mary development. I realize each of the Task Force members are very aware of this, and it may be the most challenging component.

The first two suggestions below would be the easiest, and least expensive. Possibly they should be a part of any transportation equation being considered. I believe multiple options will be required to solve the transportation issues connecting the Queen Mary development site with the downtown waterfront.

Suggestions 3-5 become increasingly more expensive, but also more exciting. While each of you I'm sure have considered at least some of these already, I feel they still need to be placed on the table for evaluation;

- 1) Increase the frequency of the existing Passport bus service
- 2) Increase Aqua Link service to year around with higher frequency
- 3) Build a ferry system similar to that in Newport Beach connecting Balboa Island from the peninsula. At peak times this private enterprise utilizes three small ferries that are always on the move, which carry up to four cars and dozens of walk on passengers each one way trip. Perhaps this too could be a privately owned endeavor with larger and more modern ferry boats.



- 4) Build a pedestrian bridge such as the Bob Kerry Bridge across the Missouri River in Omaha, shown below. This unique “Lazy S” design attracts large numbers of visitors all by itself. It could also be made wide enough to accommodate a small multi car motorized tram/train along the lines of something the LA County Fair uses for parking lot service, or similar to what Disney provides for their parking garage. This would give people the choice of walking or riding.



- 5) Build a high volume aerial tramway that would preferably land on the west deck Promenade of the convention center between the Hyatt and the Pine Avenue staircase. By extending the tramway to the Promenade, a better connection to downtown would be established. Perhaps an escalator from lower Pine to the Promenade deck could also be installed. Like the Palm Springs tram, this slowly rotating tram car could have recorded narratives educating riders about the port and ocean traveling toward the Queen Mary, and updates on shopping and attractions in downtown returning northward. The pictures below are of the Palm Springs tramway which has a capacity of (80) riders in each cab. At the south end, a new wide pier should be considered as a landing spot. There wouldn't be any reason why this pier couldn't be several hundred feet long, wide enough to add additional area for attractions, and provide a coveted photo opportunity location for visitors to have their picture taken with the bow of the majestic Queen Mary looming over their shoulder. This new pier should be considered, with or without an aerial tram.





I'm looking forward to the development process and the ideas that come out of it. Thanks again to your commitment in helping the Queen Mary development someday, hopeful soon, become a wildly successful destination.

Sincerely,

Jess Johannsen

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