

## Long Beach City Council – 11.17.09

Good afternoon Mayor Foster, city council members. My name is Roy Reynolds – my firm, **PRT Strategies**, consults in and brokers Personal Rapid Transit systems. 10/10

Personal Rapid Transit needs to be included in any future discussion of transit for your city. My firm's been promoting it in Long Beach since we discussed the Queen Mary with the Save the Queen group. It was evident then that the redevelopment of the property, and its future, depended on two things – **first**, making a faster and more convenient connection to the Convention Center, and **second**, using the ship's parking lot for development, and then connecting guests and staff to **OTHER** parking assets downtown and near the convention center. We also discussed reaching the Airport with PRT. 35/45

Lacking in this study was a serious analysis for reaching the Queen Mary with faster, more frequent transit– that's unfortunate if the city still believes in its value as a hotel, event venue, tourist draw and revenue generator. The ship needs better accessibility and might finally succeed as a municipal asset if a lightweight, inexpensive elevated system was designed to reach it. This would surely attract another developer for the property. We believe the primary reason this study said that reaching the Queen Mary was "problematic" is that a single-track streetcar can **NOT** navigate either Ocean Avenue or Queensway Bridge to the property – a PRT loop easily **COULD**. 43/88

Street-running "at-grade" light rail systems are also dangerous – since its inception, the Blue Line has been involved with over 800 accidents and over 90 fatalities. Our elevated technology would **NOT** have those issues – the first American-built PRT system in West Virginia has never had a serious accident or killed anyone in over 30 years of operation. You'll need to carefully explore your City's liability here. Unlike a streetcar, PRT causes **NO** street congestion or delay as it does not compete for space in traffic. 34/120

We especially believe that our technology could be built without City funds as PRT could be supported via Measure R. PRT also create opportunities for Public/Private Partnerships where, for example, a hotel could build its own station for connection to the PRT grid, and perhaps even own or lease its own branded vehicles. 20/140

As I only have three minutes to make this pitch, we'd appreciate the opportunity to make a more detailed presentation to your Council and use the videos we've collected from our vendors which demonstrate Personal Rapid Transit in testing today at various international locations. I'd also urge you not to assume that our smaller vehicles are incapable of moving the **same** passenger loads as light rail – that's simply not the case and computer models can be run to prove that. 26/178

If I can answer any questions, I'd be happy to – and I thank you for your time. 32/172