

**Griffith Park Aerial Transit System Feasibility Study - Virtual Pop Up #1 Q&A - 08.26.2020**

**Q&A Report**

<b>Question</b>	<b>Attendee Name</b>	<b>Answer(s)</b>
<b>Feasibility Study Process</b>		
1 What is the timeline of the various phases of the Study?	Anonymous Attendee	<b>Round 1</b> (Initial Feasibility Research) began in June 2019 and ended in August 2019. <b>Round 2</b> (Presentation of Initial Study Findings) began in March 2020 and was delayed due to COVID-19, then restarted in August 2020 and slated to continue through October 12, 2020. <b>Round 3</b> (Presentation of Final Study Findings) is tentatively scheduled to begin in November/December 2020 and conclude by December/January 2020. The final step in the Feasibility Study process is the <b>Post-Study Decision Making</b> and the timing for that is to be determined by the City.
<b>ATS Construction</b>		
2 The four tram options have 19, 21, 24 and 24 towers, respectively. On average what depth will the piles go below ground level? What equipment will be used to drill them? What other equipment will be needed? How will this equipment be transported to the ridgelines where so many of the towers will be placed? How will all the concrete and rebar be delivered to each site? Finally, on average, what will be the disturbed area for each tower in sq footage?	Gerry Hans	The foundation design for the towers are anticipated to utilize spread footings without the need for piles. Overall depth of these footings is anticipated to be between 5 to 8 feet deep. The area of disturbance will be based on size of the foundations, which is a level of detail that is beyond the scope of the feasibility study. However upper and lower bound limits are anticipated to be between 64 square feet and 230 square feet. Where shallow rock is encountered, rock anchors may be employed in lieu of spread foundations. Typical construction methods involve standard excavators. Equipment and materials may be walked in with excavators, or flown by helicopter. When access is difficult or sensitive spider hoes may be utilized to excavate for foundations, and materials would be flown in with helicopters. The appropriate approach for construction would be determined during final design.
3 Sorry one more... will Stantec ultimately be the builders of this tram	Alex Phillips	The ATS has not been identified as a project, has not undergone environmental review, nor has it been approved by the City. A builder has not been selected. We are in the Feasibility Study phase, which precedes all of those steps.
4 Is there any consideration to remove the power lines from tryolian to the top of mt. lee?	Steve Alper	No, that is not within the scope of this project.
5 I know this is just about 'feasibility' at this point, but do we have any sense of potential construction duration? When you look at the average gondola/tram system they take several years to construct, is that a valid assumption for this project too?	Alex Phillips	Construction of the ropeway equipment is anticipated to take approximately 5-7 months. Stations and public facilities may take longer depending on the architectural features and requirements of these buildings.
<b>Cost and Financial Feasibility</b>		
6 I know a third party firm is doing financial feasibility, do you have a sense of ballpark cost at this point or no?	Alex Phillips	Estimates to ride are at \$5-\$10.
<b>Route Options</b>		
7 Talk about the viewing plateau station. Will it be foot accessible from the nearby neighborhood? (Which would make the whole traffic problem there worse, which is why I ask)	Tom Beyer	The Viewing Plateau Station (only part of Routes 1, 2, and 3) will not be accessible by foot from the nearby neighborhood. ATS passengers who land at the Viewing Plateau Station also would not be able to depart from the Viewing Plateau Station.
8 I was under the impression this is a transit option. why is the Observatory not an initial destination. and having a station in Hollywood not Included	Mike Hain	There is not sufficient power located at the south end of the park to power a direct link of the ATS from the North to the Observatory. Such a route would require a power source to be constructed at the ridgeline, which has been deemed as infeasible without the construction of a first leg (either Route 1 or Route 2). Then such a route could potentially be extended from the angle station for one of those two routes.
9 Why is aerial tram not going to Observatory? LTJ	Lynne Jewell	Please see answer to <b>Question 8</b> .

10	How about the Soccer area by the river?	Mary Page Williams	The Ferraro Soccer Complex is on the northeast side of the Interstate 5 / Highway 134 interchange. A ropeway alignment from this location would have to cross several interchange ramps and bridges.
11	Sorry one more... could you ask Stantec how high they think the Gondolas will hang over mulholland trail (we know tower heights are 40-50ft) and if that trial WILL remain open or if that's a potential casualty of routes 1-3	Alex Phillips	The distance of the gondolas from the ground would be determined as part of final design should the City decides to move forward with developing a formal project and not the feasibility study.
12	Could the angle station be a possible drop-off point? Because then people would have the option of more destinations, ALL originating from the north side, to REALLY reduce congestion on the south side.	Tom Beyer	The angle station is needed to allow the cables and carriers to deflect the ropeway alignment. In doing so, passengers stay in their carriers. Should future expansion of the ATS system include other ropeway destinations, the angle station may be able to be revised to include passengers to exit and change carriers.
13	Do you have a rendering of the tram from a beachwood canyon view point?	Steve Alper	No, we do not currently have that rendering.
14	If the tram riders are corralled does that mean it will not be possible to board the tram at the top? also where will the power for the tryolian station come from?	Steve Alper	Please see answer to <b>Question 7</b> . The power driving the carriers on Routes 1, 2, and 3 will come from existing DWP electrical systems on the north side of Griffith Park. The power for the lighting and typical electric devices at the Viewing Plateau Station will come from the nearby local DWP power system.
<b>Stakeholder Outreach</b>			
15	When are you going to talk to the Zoo about this proposal?	George Grace	The Feasibility Study team spoke to the Zoo during a briefing of park entities that occurred in March 2020, we also spoke to them during Round 1 in Spring/Summer 2019.
16	Which Equestrian group/s have you been consulting with? We have concerns due to the 'prey' nature of horses and how any choices could be done safely?	Liz Radley	We have briefed the Equine Advisory Committee.
17	Is my council member, ryu, represented here?	Steve Alper	The Councilmember was not present at this meeting but the report will be provided to his office.
18	Can we get a list of the stakeholders you interviewed?	George Grace	The stakeholders we reached out to are: Los Feliz Improvement Association, Beachwood Canyon Neighborhood Association, Lake Hollywood Homeowners Association, Friends of Griffith Park, Hollywoodland Homeowners Association, Los Feliz Neighborhood Council Executive Committee, Hollywood United Neighborhood Council, Forest Lawn Cemetery, Mount Sinai Cemetery, Junior Achievement SoCal, Oaks Homeowners Association, Sierra Club - Los Angeles Chapter, Griffith Trust, Hollywood Chamber of Commerce, Equine Advisory Committee, Griffith Park Advisory Board, Greek Theatre, LA ZOO, LADWP, Autry, Park Services, Pony/Train, Merry Go Round, Golf Course, Griffith Observatory, Park Maintenance, Travel Town. The Zoo Magnet Center school was reached out to but has not yet been interviewed as of October 27, 2020.
19	Where do LFIA and Friends of Griffith Park stand on this?	Glenn Purdy	The Feasibility Study team are not spokespersons for those organizations.
<b>Traffic and Ridership</b>			
20	where did the traffic reduction stats on the website come from? Particularly about magnitude of reduction on south side and increase on north side	Alex Phillips	Multiple sources including the Dixon Study, traffic counts from LA Department of Transportation, pedestrian counts, park visitor surveys, parking utilization, and existing points of access and viewpoints were used to estimate the number of visitors seeking a viewpoint of the Hollywood Sign and formed the basis of potential ATS riders for that specific purpose. Traffic volume reductions in the southerly neighborhoods reflect a redistribution of visitors from those areas to an ATS station in the northern portion of the Park.
21	If traffic comes from the south, does that mean we reduce traffic by making people driver further?	Steve Alper	A redistribution of visitor generated traffic would occur with a shift of visitors from the southerly portion of the Park to the northerly area. A net decrease in traffic would occur in the southerly neighborhoods and a net increase in traffic volume would occur in the northern portion of the Park.

22	If everyone's destination is the Hollywood sign, why is the Warner Bros tram listed as "least reduction" option?	Karen Thornton	The Warner Bros alignment may have similar traffic benefits as the other alignments. However, the fare associated with this alignment may be higher. In addition, riders using this alignment may include visitors to Warner Brothers Studios rather than those solely interested in seeing the Hollywood sign.
<b>Misc. Questions</b>			
23	When we talk about 'technical team' is that Stantec or in house at Consensus	Alex Phillips	The technical team preparing the Feasibility Study is Stantec.
24	If this is only to get people to and from a Hollywood Sign viewing platform, how can it possibly help park accessibility?	George Grace	By reducing car trips on overburdened streets to the south of the park and offering another mode of travel to access a desirable Sign viewpoint, park accessibility is enhanced.
25	The Dixon Report states that the Martinez Arena is "an under utilized" area. How was that conclusion arrived at? Is there a Data Report on this available?	Nori Walla	The Dixon Report says "Currently, there is a significant amount of underutilized land in Griffith Park near the Martinez Arena." The Dixon Report is not within the scope of the Feasibility Study and we do not have additional information on how that conclusion was made, however RAP may be able to provide further information.
26	Who paid for the Dixon report? Who wants any of this?	Karen Thornton	The City of Los Angeles paid for the Dixon Report.
27	Who started all this? The mayor? Someone at parks and rec?	Karen Thornton	In March of 2017, the Los Angeles City Council approved Councilmember David Ryu's request for a comprehensive study for improving access, safety, and mobility in and around Griffith Park and around the Hollywood Sign. Based on Dixon Resources Unlimited (Dixon) existing project with RAP in Griffith Park, Councilmember Ryu's office reached out to Dixon to inquire of services for the comprehensive access and mobility study. As such, Dixon was retained and completed an initial site visit to the neighborhoods within District 4 and Griffith Park on July 3, 2017.
28	Define what you mean by "accessibility". Does this mean making a viewing platform to see the Hollywood Sign accessible? Have you done any research to see if regular park goers - and not just tourists - would like a tram?	George Grace	Accessibility is about making it easier for all park patrons to enjoy our parks. We have conducted a survey open to all but most of the responses were from regular park visitors.
<b>General Comments</b>			
29	What happened to Warner Brothers?	Mary Page Williams	After conducting the initial feasibility research the Study team learned more about this potential route. In the spirit of providing the City with a tool to consider all potentially feasible options, we have added the Warner Brothers route to this Feasibility Study process. As of today, it needs further study and has not been evaluated to the level of detail as the other three routes.
30	I think this entire proposal will destroy the integrity of Griffith Park. I am in the park several days a week. It is a waste of people, time and resources. Just say no.	Doug Jones	Thank you for participating. Your comment has been noted.
31	What is the group or organization that is proposing this scheme?	Doug Jones	This is not a proposed project. The City of Los Angeles Department of Recreation of Parks has initiated a study of the feasibility of an Aerial Rapid Transit System.
31	How do we find the survey?	Karen Thornton	Until Oct. 31, 2020, you can find the survey on <a href="http://griffithparkaerialtransit.com/participate/">http://griffithparkaerialtransit.com/participate/</a> .
33	I thought the pop-ups were Q/A and comments, per David.	Gerry Hans	We received questions and comments during the pop ups.
34	It would hurt the hiking and equestrian area in Oak Canyon. It would impact wildlife!	Mary Page Williams	Thank you for participating. Your comment has been noted.
35	Considering the negative impacts on residents currently, would you be investigating view sights away from residential areas	Anonymous Attendee	If the Aerial Transit System undergoes environmental review it is possible that additional viewing stations could be considered as an alternative.

36	Very few people know about this survey and outreach. How are you publicizing it so more stakeholders can participate?	Liz Radley	The outreach program has been publicized via a project website, emails and calls to key stakeholders in the Griffith Park area, social media advertisement, three community pop ups, community open house, presentations and briefings to key stakeholder groups including publicly advertised meetings such as Griffith Park Advisory Board. We appreciate community members who continue to spread the word among their networks. We have received over 3,000 survey participants and approximately 400 who have participated in meetings.
37	Why would the terminal points be so close to residents?	Anonymous Attendee	The Viewing Plateau Station for Routes 1, 2 and 3 at Tyrolian Tank was identified as the best point that could be reached with the available power sources, proximity to the Hollywood Sign (which is a source of much of the traffic to the Park) and an area that did not create any engineering challenges. The Viewing Plateau station sits at the the berm, but homes are lower allowing the station to be hidden behind an earthen berm and not visible to nearby residents. The Warner Brothers Route (4) terminal point is further away from residents and much closer to the Hollywood Sign.
38	Your website indicates that there are "frequent" brush fires. That is not correct. Where did you get this information?	George Grace	That wording was included in error and has since been corrected on our website. Thank you for your comment.
39	In looking at the map it is obvious that the main areas you are looking at are what is left of the natural habitat. How sad!	Mary Page Williams	Thank you for participating. Your comment has been noted.
40	Will the questions and answers for all 3 Pop Ups be available on your website?	Nori Walla	Yes.
41	Are you guys employed by the city?	Steve Alper	Stantec was hired by the City of Los Angeles as the prime contractor to complete the Feasibility Study.
42	Seeing all the towers that have to be built, it seems obvious that large earth moving equipment will have to be brought into the park and destroy a lot of habitat. How does this enhance the park? It just destroys it.	George Grace	Numerous methods are available for construction of the ropeway system when sensitive habitats are encountered. These methods will be employed as necessary to protect these habitats. This level of detail would be analyzed during a potential final design of the system.
43	What will the meeting tomorrow cover?	Mary Page Williams	All three pop-ups will cover the same information.
44	Soccer area for the tram instead of Oak Canyon. It's way behind the Zoo Magnet school	Mary Page Williams	Thank you for participating. Your comment has been noted.
45	Could you please speak a bit to the format of the Sept 3rd meeting?	Alex Phillips	The format of the meeting will be a presentation conducted via zoom with a question and answer session, with participation by the technical team preparing the Feasibility Study.
46	Wouldn't all tourists go there? since all trams go the same place?	Karen Thornton	Ridership could potentially come from tourists and locals.
47	Why doesn't it say Warner Bros is paying for route 4? Money is feasibility	Karen Thornton	We have communicated that a benefit to Route 4 is that it would be funded by Warner Brothers.
48	I think LFIA is upset that the Griffith Observatory route was demoted as an option	Tom Beyer	Thank you for participating. Your comment has been noted.
49	Would it be possible to get "trails" added as a feature of the park you visit as part of the survey?	Alex Phillips	Yes. That was added.
50	Why would we spend all this money and possibly ruin the environment of the park so people can visit one site. There should be a ground system that will take tourists to a few destinations and not just the sign.	Penny Johnson	Thank you for participating. Your comment has been noted. A ground transportation system is not part of this study but is a potential method to help with park accessibility being considered by Recreation and Parks and has been implemented in part with the Parkline.
51	Thanks for answering all of my questions! appreciate your taking the time	Alex Phillips	Thank you for participating. Your comment has been noted.
52	Will you answer today's questions tomorrow?	Gerry Hans	All questions will be compiled and responses will be provided at a later date.
53	Thank you	Mary Page Williams	Thank you for participating. Your comment has been noted.
54	Thanks!	Alex Phillips	Thank you for participating. Your comment has been noted.