

Griffith Park Aerial Transit System Feasibility Study - Virtual Pop Up #2 Q&A - 08.27.2020

Q&A Report

Question	Attendee Name	Answer(s)
Stakeholder Outreach		
1 What was the date of the meeting with the Equine Advisory Committee where you met with Lynn Brown and Dale Gibson?	Nori Walla	A brief introduction was made during the public meeting on July 22, 2019. The Committee later provided a response to our questionnaire.
2 Will our comments in surveys and emails go to the City unedited or will they be summarized by Consensus?	Nori Walla	Comments in surveys and emails will be provided unedited to the City.
3 Will our comments in surveys and emails go into the official City file on this issue?	Nori Walla	All comments and feedback collected will be consolidated and provided to the City. There is no "official City file" on the project, since this is not an environmental analysis for CEQA purposes.
4 How do Spanish Speakers participate in the Survey, and can the Survey be mailed to those who are unable to participate online?	Nori Walla	The Survey is not currently offered in Spanish. Requests for translation and hard copies from individuals will be considered on an as-needed basis.
5 When will you have Round 3? And will you have more details such as results of safety studies, etc?	Fran Reichenbach	Round 3 is tentatively scheduled to begin in November 2020 A recommendation will be provided citing many considerations including safety.
6 Who did you speak to on the Equine Advisory Board?	Karin Costa	Lynn Brown and Dale Gibson.
Traffic and Ridership		
7 Regarding the Traffic Numbers, how did you arrive at the "Anticipated Condition" numbers? What specific research has been done to answer this question? Do you have a plan to present additional information regarding weekend traffic numbers when the traffic in the park is significantly higher?	Anna Josenhans	The traffic findings are preliminary and are based on traffic and pedestrian data sourced from Dixon Resources Unlimited's Comprehensive Strategies Report, historic traffic counts available from the City of Los Angeles' website, historic Metro and DASH ridership, and data from comparable ATS projects. Therefore, findings are subject to change pending further ridership analysis and a detailed traffic impact analysis. A more detailed traffic analysis would be completed if the City decides to analyze the Griffith Park Aerial Transit System as a project under an environmental review process.
8 Who will bear the cost of changing the freeway on & off ramps for 9,000 to 13,000 people using them daily? There are already accidents regularly at the Forest Lawn off-ramp when the freeway backs up all the way to Victory Blvd. on-ramp for a funeral.	Liz Radley	Any potential traffic mitigations are not within the scope of this study. A more detailed traffic analysis would be completed if the City decides to analyze the Griffith Park Aerial Transit System as a project under an environmental review process.
9 How do we know that the ATS will attract sign-viewers away from the existing highly congested areas, like Beachwood Canyon and Lake Hollywood Park? What specific research has been done to address this question?	Anna Josenhans	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. The traffic findings are preliminary, and a more detailed traffic analysis would be completed if the City decides to analyze the Griffith Park Aerial Transit System as a project under an environmental review process.
Equestrian Activites		
10 What has the team done to study and consult about horse behavior and impact of this project and the safety of the hundreds of riders and hikers who use the park. Especially in light of the animal death on the new equestrian bridge in Atwater.	Anonymous Attendee	There is no specific analysis as part of this feasibility study to address how gondola carriers may impact horse behavior and rider safety. The feasibility study will note this as a potential impact when comparing the alignment alternatives.
11 What would the noise factor be? If it goes up Oak Canyon over horse trails, is there also a risk of items being dropped onto riders and trails?	Lois Westphal	They are mostly quiet. The primary noise generator is the electric motors that would be located at the entry point end of the Aerial Transit System on the north side of the Park. These motors are typically enclosed and are relatively quiet. The gondolas carriers would be enclosed thereby mitigating the potential for objects to be dropped from the carriers to the ground.

12	How far above the horse trails would the gondolas be? Because horses are prey animals, they are sensitive to what they believe might be predators overhead. There is a risk to both private riders and tourists on rented horses being thrown. Please be sure this concern is added to the public safety concerns.	Liz Radley	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 is not part of the feasibility study.
13	How would horses access Oak Canyon if you were to block off Equestrian Traffic at Martinez Arena? Where would you propose to put another public riding arena?	Karin Costa	The feasibility will note this as a potential impact when comparing the alignment alternatives.
Route Options			
14	If Griffith Observatory is one of the top attractions in the city, why is the focus of the ATS the Hollywood sign and not the Observatory?	Amy Gustincic	The Hollywood Sign a significant attractor of visitors to the Griffith Park Area. The Dixon Study identified an ATS as one of the potential measures to reduce neighborhood traffic intrusion that results from Hollywood Sign visitors. The potential for future expansion of the ATS to the Griffith Observatory is enhanced with Routes 1 and 2 because of the angle station for those two routes.
15	Why isn't a observatory station included as a potential station?	Pastor Herrera Jr	Please see answer to Question 14 .
16	How would Warner Bros route affect Forest Lawn Dr and Toluca Lake Tennis Club?	Karin Costa	That has not been studied yet, Warners Brothers was added late in this process and not studied to the extent of the other three routes.
Cost and Financial Feasibility			
17	Other than the WB route, who will be providing the funding for the other 3?	Jacob Wasserman	The funding plan will be determined as part of the financial analysis currently underway.
18	How much will this cost?	Sarajane Schwartz	We estimate it could cost between \$50-70 million.
19	As a revenue generator, any plans for food / beverage stands?	Pastor Herrera Jr	None are planned as part of Routes 1-3. There may be food and beverages provided as part of the Warner Brothers route.
20	How much will an EIR cost and when would it begin?	Anonymous Attendee	An EIR is not currently underway or procured. It is unknown how much exactly an EIR would cost or if a project will be proposed by the City of Los Angeles.
21	Won't people prefer free options	Sarajane Schwartz	This question is unclear but if you mean a free route, one could presume that depends on the mode, the path, design and a variety of factors.
Safety			
22	At the viewing station Will there be supervision there? Will there be bathrooms? are the gondolas completely enclosed so people can't drop cigarettes?How will you vacate the viewing platform in csae of a fire?	Sarajane Schwartz	Yes there would be supervision and a restroom at the viewing station platform. The gondolas would be enclosed. Design and operations associated with evacuation of the viewing area would be detailed should the City decide to move ahead with a project.
23	At the viewing station will there be supervision? will the gondolas be enclosed so people can't drop cigarettes? How will you evacuate the vieiwng platform in case of an emergency?	Sarajane Schwartz	Yes there would be supervision. No smoking would be allowed on the gondola. In addition, carriers would be enclosed so people could not drop cigarettes. There will be an emergency exit at the viewing platform. An evacuation plan would be a part of final design should the City decide to move ahead with a project.
24	How much supervision would be required of a private venture attrcting 13,000 people daily	Sarajane Schwartz	Operational aspects and personnel requirements will be determined should the City decide to move ahead with a project.
25	Is the study or the team considering how to control tourists exiting through the neighborhood for example. The tanks area. There's no gates or blocked access. People freely walk thru the end of Deronda meets Mt. Lee. Currently traffic between cars, rides share and people is horrible	Luis Goitia	The viewing platform would be enclosed and visitors would not be able to exit the platform into the neighboring areas.
ATS Operations			
26	Is there a time limit for visitors to spend at the Visitor's Center platform?	Nori Walla	The specific design and operational aspects of the viewing area would be determined should the City decide to move ahead with a project.
27	Also what are the proposed hours of operation? There is a major potential impact to the wildlife.	Lois Westphal	The aerial transit system is planned to run during daylight hours.
28	Describe the various maintenance roads that will exist under the final route.	Rran Reichenbach	No maintenance roads are required.
29	How many bathrooms will be at the viewing platform? Can people come from the end of Deronda and get on the tram? How many riders are you projecting daily?	Sarajane Schwartz	Most likely it would be just one restroom. People from the end of Deronda would not be able to board the gondola.
30	What will the hours of operation be for the tram?	Anna Josenhans	Please see answer to Question 27 .
General Comments			
31	If you don't think there will be supervision at the platform how will you evacuate in case of an emergency? It seems like you are making conditions more dangerous	Sarajane Schwartz	There will be an emergency exit at the viewing platform and an evacuation plan as part of the fire safety analysis.
32	There are tons of people there now.	Linda Barnes	Thank you for participating. Your comment has been noted.

33	Isn't it more about making money?	Mary Page Williams	The purpose is to improve access in and around Griffith Park.
34	Why are you spoiling the natural setting that has always been there in Griffith Park and how it was meant to be when the land was left to the city of Los Angeles by the family	Linda Barnes	Thank you for participating. Your comment has been noted.
35	So your taking a few thousand cars to this area. Forrest lawn drive is bumper to bumper now at certain times of the day. Is this a good plan?	Mary Page Williams	Thank you for participating. Your comment has been noted.
36	Do you think it's right to bring 13,000 people within 50 feet of homes?	Sarajane Schwartz	Thank you for participating. Your comment has been noted.
37	Will you be doing a formal EIR?	Sarajane Schwartz	If the City decides to move forward with a project an environmental document would be prepared.
38	All options are far from the proposed Visitor Center which would be in Hollywood. The idea of a VC is a place where visitors can load a shuttle to go to a vista of the sign. The hope is to cause visitors to use METRO, not cars.	Anonymous Attendee	Thank you for participating. Your comment has been noted.
39	How many attendees were on the call yesterday and today?	Joseph LaRocca	21 participated in the virtual pop up on Aug. 26, 2020 and 27 participated on Aug. 27, 2020.
40	Route 4 seems to be the least impactful on horses, hikers, zoo animals and visitors.	N Lowe	Thank you for participating. Your comment has been noted.
41	Why can't you take people to a location that isn't 50 feet away from homes?	Sarajane Schwartz	The routes 1-3 are designed to address the primary source of the traffic.
42	Doesn't this contradict the original grant by Col. Griffith?	Mary Page Williams	The feasibility study is focused on alignment of potential routes. The real estate aspects of the project would be addressed should the City decide to move ahead with a project.
43	It seems like none of these options fit well with the idea of having a Visitor Center in Hollywood giving the City better control of tourists. Aren't shuttles to these landing just too far away?	Anonymous Attendee	The Viewing Station Platform is designed to be serviced by the gondolas only. Not shuttles.
44	Will pedestrians be able to continue to enter through the pedestrian gate at the top of Deronda?	Fran Reichenbach	Yes access to that gate will not be impacted.
45	Routes 1-3 all end over the Sunset Stable Ranch and follow overhead of their main trail. This is especially dangerous over rental riders whose riding abilities vary.	N Lowe	Thank you for participating. Your comment has been noted.
46	What is Consensus' exact relationship with Stantec?	Mary Button	Consensus is a consultant to Stantec.
47	Why do we want to destroy a beautiful park with ugly cables and post ? What will be the impact to the nature ? Definitely an eye sore.	Anonymous Attendee	Thank you for participating. Your comment has been noted.
48	Why is Route #1 entitled "Travel Town" when the base station and the towers	Nori Walla	Because it is near Travel Town.
49	Why should there be access to the hollywood sign?	David Jourdan	People are traveling and traversing neighborhoods to view this culturally significant attraction. The goal is to reduce traffic and provide a method for park visitors to enjoy the Hollywood Sign without impacting the adjacent neighborhoods.
50	Where EXACTLY is the information (on your website) to directly answer the question about pulling sign-viewers away from Beachwood? I have not seen it!	Anna Josenhans	There is information under learn more that provides information on current traffic estimates compared to anticipated traffic conditions. It is under Learn More under
51	Also why not make the Observatory route a starting point instead of Travel Town?	Sheila Irani	The Observatory was considered as a base station for the project, however after utility research, the Department of Water and Power's existing electrical power supply is inadequate to power the motors for a gondola station in the vicinity of the Observatory.
52	Why not cut out the visitor center on Route 4, and save money and the visual impact of this, and instead connect visitors with a electric shuttle to Tyrolian Tank.	Sheila Irani	Thank you for participating. Your comment has been noted.
53	You haven't spoken about the other end and its impacts and safety issues	Sarajane Schwartz	You can find more information on the Viewing Station Platform under the learn more section of griffithparkaerialtransit.com .
54	It appears this presentation is being recorded. Will this be posted for public viewing? If not, how can we obtain a full copy?	Joseph LaRocca	The presentation is available on the website. The video recording will be provided upon request. The Open House video recording will be posted on the website.
55	Did your survey - that found Martinez Arena under-utilized as stated in yesterday's Zoom, take into account that access to Martinez Arena is restricted because the road-access gates are locked? And that most riders use it early/late in the summer and depending on their work schedules (pre-Covid!). Martinez Arena use by equestrians is restricted by locked gates preventing horse trailers being parked there, although there is plenty of room and it is labelled as such. Many of us would like to use the arena more if it was made more accessible to bringing horses to it. Right now you have to ride to get to the arena, which can be quite far even if you live locally.	Liz Radley	The Feasibility Study did not determine that Martinez Arena is underutilized. That was a finding of the Dixon Report. Thank you for your comment it has been noted.
56	Sounds like a couple of large parking garages on the south side of the park are needed, along with a free park tram system. no aerial tram is needed.	N Lowe	Thank you for participating. Your comment has been noted.
57	What is the Lake by travel town in the first slide? Also the large P for Parking?	Mary Page Williams	The image on the map referred to is the reservoir. The P is for parking.
58	Re my question above, there is no option for horseback or mention of equestrian activities.	Joseph LaRocca	This equestrian activities has been added to the survey as of Aug. 27, 2020.

59	On your survey, specifically the question "How do you arrive to Griffith Park?", did you consider horseback as a mode of entering? If not, why?	Joseph LaRocca	The question in the survey regarding how do you arrive to griffith park is referring to from what direction not mode.
60	The P to the left	Mary Page Williams	Thank you for participating. Your comment has been noted.
61	Thank you	N Lowe	Thank you for participating. Your comment has been noted.