

Griffith Park Aerial Transit System Feasibility Study - Virtual Pop Up #3 Q&A - 08.28.2020

Question Report

Question	Attendee Name	Answer(s)
ATS Operations		
1 The trams and towers would probably require a maintenance road which is not addressed in any of the concerns for each route. Such a road would be a huge scar on the land and destroy wilderness areas. What are the plans for maintenance access for these routes?	Kris Sullivan	We do not anticipate any new roads will need to be created for maintenance. Maintenance of the gondola route and towers will be accessed by existing roads and trails.
2 What is the approximate decibel level of the engine room for the tram?	Anna Josenhans	That would be part of a noise study in an environmental document and is not part of the feasibility study. However, the motor would be electric, which is relatively quiet.
3 Ticket cost	Christine Kent	Current estimates are at \$5-\$10.
4 How many people will the viewing platform hold at one time?	Christine Kent	The design, dimensions, and capacity of the viewing area below the Hollywood sign are not a part of this feasibility study. These aspects will be determined should the City chooses to move forward with a project.
5 But what about the cables and tower maintenance?	Kris Sullivan	The cables and towers are maintained from the aerial carriers. As such, we do not anticipate any new roads will need to be created for maintenance.
6 Your chart showed 1950 people per hour during peak hours. How is that number of people going to be accommodated at the viewing place on Deronda?	Kris Sullivan	The design, dimensions, and capacity of the viewing area below the Hollywood sign are not a part of this feasibility study. These aspects as well as operational passenger loading will be determined should the City choose to move forward with a formal project.
7 Will there be supervision on the platform? Fires are a problem. No smoking?	Mary Page Williams	Yes, the platform will be supervised and no smoking will be allowed.
8 How many hours a day will the ATS operate? When calculating the ridership data, how many hours of tram operation were considered? Would the tram operate after sundown? If so, has any consideration been made to address the eventual demand to lighting the sign?	Anna Josenhans	The aerial transit system is planned to run during daylight hours. Operational hours in the summer months are expected to be longer than the winter months. Consideration of lighting of the Hollywood sign is not a part of this study.
Equestrian Activities		
9 Has safety for the equestrian community been evaluated in conjunction with the Travel Town option? Seems extremely dangerous as that is the entry point to the trails for a large part of that community, including boarders at LAEC.	Beth Schaefer	Safety considerations are part of the Feasibility Study. But there is not an equestrian-specific analysis. Those issues could be analyzed as part of an environmental document if the City chooses to move forward with a project.
10 Horses are roughly five ft. four inches. The person riding takes that height to nine ft or more in the air. A sixteen to seventeen hand horse will put that height to over eleven ft. If the tram is taking off at 20 to 30 ft then there is around eight ft to ten ft, clearance between someone's head and the tram.	Mary Page Williams	Final tower and cable heights will be will be determined should the City choose to move forward with a formal project.
11 You just stated that there is a specific Equestrian Safety Consultant that is looking at equestrian safety. What is the name of that entity or the name of that person?	Nori Walla	URTA is studying safety issues but a specific equestrian safety consultant is not part of this study. Safety considerations are part of the Feasibility Study. But there is not an equestrian-specific analysis. Those issues could be analyzed as part of an environmental document if the city chooses to move forward with a project.
12 What are you doing to preserve the ability for horseback riders to use Martinez Arena and the Griffith Park horseback riding trails SAFELY? Do you realize the park is open to the public ONLY based on the contingency that it REMAIN a park for equestrian use and that it will be returned to the family if it is not maintained as an equestrian park FIRST? We all know this will CREATE MORE congestion/tourism in Griffith Park so how will that truly be managed - Forest Lawn Drive is already a very dangerous speedway with lots of fatalities - what is the plan to manage the concern of more traffic there?	Anonymous Attendee	The feasibility study team is reviewing this and will take this under consideration. A recommended route has not yet been determined.
Traffic and Ridership		
13 How will any of the proposed routes decrease automobile traffic? None of them connect to the Metro.	Brian Morrison	The distribution of traffic would change based on the use of this new transit option. The Dixon Study identified an ATS as one method to redistribute traffic from the south of the Park to the northerly areas.

14	What metrics did you use to determine traffic congestion?	Christine O'Brien	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. Findings are subject to change pending further ridership analysis and a detailed traffic impact analysis.
15	How will the ATS address address transit issues within the park if it is a closed-loop system that does not connect to any other existing transit? It appears the "transit" system just redirects traffic from Lake Hollywood/surrounding neighborhoods to within the park. Is this a "transit" system or a tourist attraction?	Bryan Mercke	The distribution of the traffic would change based on the use of this new transit option. The departure points are to the north while currently much of the traffic is currently located in the south.
16	Why does the Warner route have the least traffic congestion reduction?	Christine Kent	The Warner Brother's route is currently not as advanced in the Study process as Routes 1-3 are. 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.
17	With 6-10 passengers per car, how many per hour?	Valerie Jacobson	Preliminary analysis indicated approximately 650-1950 riders per hour, however the ridership estimates are not finalized as the project team continues to analyze as more information becomes available.
18	Given the Zoom representation that each gondola will hold 8-10 riders, and the representation that the daily ridership of the Tram will be between 9,000 and 13,000 riders daily, what is the estimate of the number of gondolas that will be in the air simultaneously?	Nori Walla	The number of gondolas on the system will be based on demand. It could be as many as 95-100 cabins.
19	How will the Travel Town/Zoo and WB routes take into consideration the already existing horrible traffic backup on Cahuenga Pass and Forest Lawn Drive at the 134 on/off ramps?	CJ Bailey	Traffic and pedestrian data is 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. Findings are subject to change pending further ridership analysis and a detailed traffic impact analysis.
20	How many riders are expected to ride each day - what are the hours and what is the estimated cost?	Christine Kent	The ticket price is estimated at \$10.00. The aerial transit system is planned to run during daylight hours. Under the initial ticket price estimate, a preliminary estimate of approximately 9,000 to 13,000 daily riders were anticipated to ride the ATS. However, the project team continues to analyze ridership as more information becomes available.
Route Options			
21	Where would people park for the Zoo parking option? That lot already causes awful back ups on holiday weekends.	Beth Schaefer	In this option, the ATS system would use the existing parking lot. Final design would likely consider addition of a parking structure to increase parking counts.
22	Do you have any images of what the towers would look on ridgeline?	John Dotto	We have topography cross sections available on our website under Learn More.
23	*towers, gondolas, etc - how does it all look on ridgeline	John Dotto	The topography cross sections available on our website under Learn More show the ground surface directly under the proposed cable routes. In all four potential routes, the majority of the towers and cables are below the primary ridgeline.
24	Where exactly is the viewing station on plan 1 to 3? There are home very close to that water tower.	Louis Tarantino	We have detailed plans of the viewing station platform available on our website under Learn More.
25	How much the viewing platform on the hollywood sign will impact the aesthetics of the iconic sign?	Marcos Oliveira	The viewing area for Routes 1, 2, and 3 is approximately 1,400 feet southeast of the sign. The visitor's center and cantilevered platform for Route 4 is approximately 500 below the sign.
26	Would people be exiting at the summit on the Warner plan to hike or are they required to return to starting point, as in the first 3 routes?	Anonymous Attendee	For Route 4 - Warner Brothers, people will not be allowed to exit from the Visitor Center other than by riding the ATS back to Warner Brothers.
27	Is there only one viewing platform for 1,2, and 3 - or is there also one being proposed near the Hollyridge trail?	Anonymous Attendee	There is only one viewing platform, located near the Tyrolian Tank.
28	Would the Magnet School be eliminated?	Beth Schaefer	Yes, it is possible that the Zoo Magnet School would be impacted or need to be relocated if Route 3 was selected.

Stakeholder Outreach		
29	16 organizations reached out to by Consensus. Read them off, please?	Gerry Hans 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 School was reached out to but not yet interviewed as of October 27, 2020.
30	On your website you state that you met with 12 groups of Stakeholders. You amended that number to 16 in the Zoom meeting of 8/27. Were any of those Stakeholder groups official representatives from the City of Burbank or the City of Glendale?	Nori Walla Please see answer to Question 29 .
31	Was there any specific outreach to the City Councils or City Management of Burbank and Glendale?	Nori Walla Not at this time.
32	Will you provide a list on your website of the Stakeholder Groups that you spoke with regarding the Aerial Tram?	Nori Walla Please see answer to Question 29 .
33	Have you contacted Forest Lawn about this project?	Mary Page Williams Forest Lawn Cemetery is one of the groups reached out to.
34	Has the Zoo Magnet school been asked to participate in discussions?	Anna Josenhans Yes.
35	What government and or outside agencies, non profits or groups has consensus met with to develop the original narrative (before meeting with the 16 groups) for this project?	Christine O'Brien In addition to the entities outlined in the answer to Question 29 . Consensus has participated in Recreation and Parks meetings with CD-4 and Warner Brothers. RAP also met with Metro Office of Extraordinary Innovation but Consensus was not present.
36	Has the teams involved had any discussions with leaders at the Los Angeles Equestrian Center? Hundreds of horses live and frequent the trails at Griffith Park. Daily. Swinging gondolas can spook horses and lead to injury and death. Has anyone considered the LAEC?	Kelsey Blair We have briefed the Equine Advisory Committee. An introduction was made during the public meeting on July 22, 2019. The Committee later provided feedback.
Cost and Financial Feasibility		
37	If the Parkline Shuttles has been suspended due to lack of funding, how can the City justify funding an aerial tram?	Anonymous Attendee A financial analysis is part of the feasibility study and will be cited when a recommendation is made.
38	Have you considered making the tram free? If people have to pay to ride it, then people are just going to drive up Beachwood anyway to avoid the fees—negating any efforts to ease crowding.	Anonymous Attendee Yes, financial analysis is part of the feasibility study and will be cited when a recommendation is made.
39	Is this seen as a potential revenue source for the city? would the tram be free to ride?	Melanie Onofrio A financial analysis is part of the feasibility study and will be cited when a recommendation is made.
ATS Construction		
40	What is the target date for the completion of the construction of the Tram, should there be one?	Nori Walla As this is currently in the Feasibility Study phase and is not a formal project, there is no construction timeline.
General Comments		
41	Are there mobility issues being addressed beyond affluent neighborhoods?	Bryan Mercke Griffith Park is used by stakeholders of all socioeconomic backgrounds. This analysis is to address mobility and access to in and around the park.
42	Your own chart on the site showed 1950 people per hour will use the system during peak periods and about 800 during lower periods. Why was your number much lower?	Kris Sullivan Examples of peak days will likely include weekends, public holidays, school days, etc. Under the initial ticket price estimate, a preliminary estimate of up to 1,950 passengers per hour were anticipated to ride the ATS. The project team continues to analyze ridership as more information becomes available.
43	What's the city's purpose of creating a tram system? Are you examining whether a tram system would 1. increase the use and congestion in the park and adjoining neighborhoods, or to 2. Reduce congestion ?	Anonymous Attendee The purpose is to improve access in and around Griffith Park.

44	3D visual would be great!	Valerie Jacobson	Thank you for participating. Your comment has been noted.
45	I suggest you also try to meet with the Save The Riverside Rancho Group and Burbank-Glendale-Griffith Park Equestrians as well as the local feed stores DaMoors, Trickee Tack and the local trail strings.	CJ Bailey	Thank you for participating. Your comment has been noted.
46	What marketing considerations and funding are being looked at to promote this to drive "traffic" to the various start points and out of our communities to indeed lessen the overcrowding, gridlock, and to improve homeowners safety?	Anonymous Attendee	Your question is noted. The feasibility study team is reviewing this and will take this under consideration.
47	The survey is phrased in a way that only asks preferences about the tram with its construction being a foregone conclusion.	Jennifer Susich	Thank you for participating. Your comment has been noted.
48	Please revise the survey to make opposition to the tram a clearer option	Jennifer Susich	Thank you for participating. Your comment has been noted.
49	Will my question be answered?	Marcos Oliveira	Yes, via the project website and email. Thank you for participating. Your comment has been noted.
50	Who in the city specifically commissioned you guys?	Anonymous Attendee	The feasibility study is being managed by the Department of Recreation and Parks.
51	Was RAP funding for this study from other sources other than the RAP budget? If so what, who?	Christine O'Brien	Your question is noted. The feasibility study team is reviewing this and will respond as soon as possible.
52	Can you please include more information about the insufficient power source to reach the south side of the park in your responses?	Brian Morrison	The Department of Water and Power does not have a 34.5 kV source on the south side of the Park needed to power ATS motor drives near the Observatory.
53	re: equestrians...it's not just the LAEC that should be considered, but the entire equestrian community. your questionnaire didn't mention the horse use on the trails. so it seems that you didn't consider them.	Bonnie Sachs	Thank you for participating. Your comment has been noted. Equestrian uses were added to the questionnaire as of August 27, 2020.
54	Sorry if I missed this, but who's paying for this website and survey?	Anonymous Attendee	The Feasibility Study falls under the Los Angeles Department of Recreation and Parks.
55	the ridership at full capacity use will cover 9.5% of the tourist visitors to LA - this doesn't account for uptick with the upcoming olympics. Will multiple trams be a consideration as the ridership capacity with a single line doesn't seem to align with making a significant impact.	Anonymous Attendee	No, not as part of this feasibility study.
56	There will be almost 90 towers!	Adele Baughn	To clarify, the 4 routes shown are options and only one of the routes would be chosen to move forward. The maximum number for any of the 4 route options is approximately 24 towers.
57	both Forest Lawn and Barham Boulevard are 4 Lane Limited roadways. they already have daily traffic jams.	Nancy Lowry	Thank you for participating. Your comment has been noted.
58	Why weren't equestrian groups included since horses are a big component of the park?	Valerie Jacobson	We met with the Equine Advisory Group. We have also added others as recommended by stakeholders to our notification database.
59	The travel town route	Mary Page Williams	Thank you for participating. Your comment has been noted.
60	I am a member of the Griffith Park Advisory Board - you have not presented to our Board yet.	LUCINDA PHILLIPS	The Griffith Park Aerial Transit System Feasibility Study team planned to meet with GPAB earlier this spring, but the Covid-19 pandemic led to GPAB going on a hiatus. The team presented at GPAB's September 24, 2020 meeting.
61	<u>I have read about what is required to replace a pole for a ski lift in Oregon. It is a very extensive process and those working on this plan need to know: https://www.fs.usda.gov/nfs/11558/www/nepa/83570_FSPLT3_1453850.pdf The info about replacing the pole/tower is on page 7.</u>	Kris Sullivan	Thank you for participating. Your comment has been noted.
62	The magnet school is small	Adele Baughn	Thank you for participating. Your comment has been noted.
63	How are you going to ensure that visitors know to go to the aerial base station to take the tram (and not just wander up Beachwood looking for it?)	Anonymous Attendee	Thank you for participating. Your comment has been noted. Signage, marketing and various restrictions could be implemented, that has not yet been determined.
64	Have you considered holding a meeting specifically for the equestrian community at LAEC? All the questions and data on your website completely ignore the hundreds of horses and riders that frequent Griffith Park- what do you plan to do about this? The survey doesn't even have a transportation option for horseback.	Kelsey Blair	We have briefed the Equine Advisory Committee. An introduction was made during the public meeting on July 22, 2019. The Committee later provided a response to our questionnaire. We have received numerous inquiries from equestrians that have been responded to as part of this process. Specific analysis related to equestrian uses are not part of this feasibility study but could be analyzed as part of the environmental review process should the City decide to move forward with considering a project.
65	Can you please work with LA Metro to give this project public transit value, rather than it being just for tourists?	Brian Morrison	There are ongoing discussions with LA Metro regarding potential public transit integration.
66	Sorry if I missed this, but who's paying for this website and survey?	Anonymous Attendee	The Feasibility Study falls under the Los Angeles Department of Recreation and Parks.
67	You mentioned Greek Theater with heavy traffic but not included in proposed routes	Valerie Jacobson	Thank you for participating. Your comment has been noted.

68	One of the strategies of the Dixon report has already been implemented but is a total failure. The Lake Hollywood Park area overhaul is an eyesore that now endangers motorists by decreasing road visibility and sending pedestrians into the street. How do we know that the ATS will not backfire the same way Lake Hollywood has? How can you assure us that this tram will pull existing tourists to the tram and not make a new attraction for "new" tourists? Has this issue been researched? Where can I find that research?	Anna Josenhans	Information from the Dixon Study, as well as additional data acquired as part of this feasibility study, indicates a demand for viewing the Hollywood Sign that is currently affecting the southerly neighborhoods. The ATS alone will not fully alleviate the current conditions, but as determined by the Dixon Study, an ATS will aid in reducing neighborhood traffic impacts.
69	Some people have filled out the survey and haven't been able to submit it. Also the ranking of important items doesn't seem to work.	Kris Sullivan	Thank you for participating. Your comment has been noted. The functionality of our survey is regularly monitored. We have had over 3,000 stakeholders who have successfully participated in the survey. If you have any technical issues with the survey please reach out to us at hello@griffithparkaerialtransit.com so we can assist you.
70	We are adamantly opposed to ANY / ALL routes - this will have a devastating environmental impact in the park. This is just another attempt at commercialization of the park. This is a natural area, not a theme park. Our ultimate concern is wildlife and protecting the habitat from these destructive proposals. Your survey is an assumption that your project has been approved. Your survey does not allow for opposition.	Kat Halsey	Thank you for participating. Your comment has been noted. The survey is designed to enable people to provide feedback on the proposed options. We also have added no route as an option. Providing specific reasonings as to why each of the four routes need improvement, have issues to be considered by the feasibility study team or are better than others is also helpful.
71	How many people are on today's call?	Nori Walla	Approximately 50 people attended this virtual event.
72	Is the community meeting in early Sept open to the public and how will it differ from the pop-ups?	Anonymous Attendee	The Virtual Community Open House was open to the general public. It included more detailed technical information regarding the Feasibility Study.
73	All routes end at Deronda Drive. The street, especially intersection of Deronda and Rockcliff, suffers severe traffic congestion. Why is there no icon for traffic congestion on Deronda such as seen on Vermont north of Los Feliz	Robert Louis	Thank you for participating. Your comment has been noted.
74	When will the Pop Up Questions and Answers be available on your website?	Nori Walla	Thank you for participating. Your comment has been noted. The pop up questions will be made available as soon as possible. The study team received over 400 questions and will provide them before the survey is closed.
75	Your audio cut out near the beginning when you were talking about 8-10... then it cut out. Please confirm the amount of cars per hour and how many people per car. What would be the total cars on the route at one time?	LUCINDA PHILLIPS	Please see answer to Question 18 .
76	How about the overcrowding that this will cause in our area? It will impact the natural habitat, that should be saved from what this will cause.	Mary Page Williams	Thank you for participating. Your comment has been noted.
77	The powers-that-be want to build an aerial tram in Griffith Park that will take thousands of people everyday to the Hollywood sign for pictures. Every proposal has its own problems. Cost, destruction of the natural state of the park, flying aerial trams over zoo animals, or rental Riders on their first horseback ride, none of them has a very good outcome. I think replica signs would work for most people. There could be a visitor center in the park that shows clips of movies shot in the park. sell souvenirs.	Nancy Lowry	Thank you for participating. Your comment has been noted.
78	It sounds as if it has been decided already. Will there be a voting process to overturn it a since you have already decided?	Adele Baughn	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.
79	I want a list of everyone that decided this. What I have seen so far, no one involved is actually in the community	Adele Baughn	Please see answer to Question 29 .
80	What is the URL for the presentation?	Brian Morrison	The presentation can be found on griffithparkaerialtransit.com on the Learn More page, within the Outreach Toolkit.

81	<p>Had a thought about the whole aerial tram situation.</p> <p>Everyone wants a selfie with the sign. It is hard to get a good picture with the location the sign.</p> <p>Why not build a replica signed for selfies?</p> <p>People want the picture, aren't really that interested in location. Build one down in the park, sign on a hill with a platform for photos.</p> <p>Build a replica at every amusement park. People will get their selfies. Better than they could get with the real thing. It will cost a fraction of what this other project would. And it serves the purpose. People want a selfie.</p>	Nancy Lowry	Thank you for participating. Your comment has been noted.
82	<p>Yesterday, you said you would get back to me regarding the questions you couldn't answer. How will this be done? Private email? Or will updated information be posted to your website? If it's the later, will you reach out to me and make sure my question has been answered to my satisfaction?</p>	Anna Josenhans	Thank you for participating. Your comment has been noted.
84	<p>Why is the park being commercialized, the sign too?</p>	Christine O'Brien	Thank you for participating. Your comment has been noted.
85	<p>thank you would like to see that photo</p>	Louis Tarantino	Thank you for participating. Your comment has been noted.
86	<p>Thank you!</p>	Valerie Jacobson	Thank you for participating. Your comment has been noted.
87	<p>Thank you - it was a good presentation</p>	Anonymous Attendee	Thank you for participating. Your comment has been noted.