



EXECUTIVE SUMMARY

March 18, 2008

The following discussion summarizes the findings of a Review conducted by Minagar & Associates, Inc. of the August 2007 Draft Traffic Study (DTS) for the Transportation and Circulation element of the Autry National Center DEIR by Fehr and Peers/Kaku Associates. The proposed Autry National Center project will include a 79,000-SF museum expansion of the existing "Center," the addition of a new 50,000-SF museum building, and a full parking lot reconfiguration to accommodate progressive site traffic throughout the proposed construction period (to be completed in 2014).

The Review consisted of two parts: 1) An objective review of the Initial DTS as a stand-alone document, and 2) an independent study of existing traffic conditions to compare with the results found in the DTS. Together, Steps 1 and 2 of the review process revealed various discrepancies, inadequacies, inconsistencies and/or errors, which were summed up as roughly 19 conclusive major points of notice.

Due to the absence of any standard rates used in determining the potential number of trips to be generated from a *museum*-type development, the DTS has based the expected number of vehicular trips to be generated by the Autry project on the Center's existing visitor rates. This assumes that the Autry Center expansion will experience the same rate of visitation in the future as does the "current" museum. In lieu of the aforementioned unavailable standards, however, it is suggested that further research beyond the site's current traffic patterns be conducted for potentially more accurate planning. This might possibly include a micro-study of the differences (if any) in the specific use for the proposed expansion in comparison with the existing museum facilities, or perhaps an effort to collect available data from existing national surveys on related uses. However, even if utilizing the existing Autry Center traffic as a base for determining future traffic demonstrates sufficiency, as observed in the report it is not clear whether or not the Initial DTS completely surveyed all the four driveways, an oversight that would reflect an understated calculated "visitor rate."

Other factors that may understate the projected traffic conditions for the seven intersections studied in the DTS include the oversight of several active projects in the vicinity, which are planned to be complete within the same time frame as the Autry Center. These include the Greater Los Angeles Zoo developments—Campo Gorilla Reserve, Golden Monkey Exhibit, Pachyderm Forest Exhibit, HISS Center, and Rainforest of the Americas—expected to draw increased numbers of visitors, the Atwater Creek Stream Restoration, and the L.A. Bureau of Sanitation's Alternative Technology Facility. Despite the fact that these projects seem to have been excluded from the original MOU between the consultant and the City, it is still likely that given their considerable proximity to the proposed Autry Center expansion, albeit being within the City's standard 2-mile influence area radius, these projects will generate important traffic in the Autry Center vicinity that should be examined for potential additional impacts.

Between the aforementioned elements in need of reconsideration, as well a number of computational errors observed in the Initial DTS (including use of incorrect traffic volumes for multiple intersections and scenarios, and the miscalculation of the distributed percentage of trips entering and exiting the site), it is the position of Minagar & Associates, Inc. that these items must be appropriately addressed in a typical Traffic Study Revision in order to accurately reflect the project's potential traffic impacts on the surrounding neighborhood. In general, the revised study should also exhibit full conformance to the 2002 *LADOT Traffic Study Policies and Procedures* by providing all relevant figures (i.e., dimensioned Site Map, Related Projects and Proposed Project traffic volumes maps, map of regional trip distribution assumptions, etc.) for documentation, support and future expeditious review.

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