

Wednesday November 20, 2024

Dear Hawthorne Planning Commissioners,

We are here tonight to voice our grave concern for the traffic impact that may result from the Mc Donalds project. While there may be some opposition to yet another fast food vendor in the city our main concern this evening is safety and minimized traffic impact in our neighborhood. We want to ensure that the City has taken into consideration all the potential safety & traffic consequences. The safety and traffic issues we raise tonight need to be addressed prior to granting a Conditional Use Permit. It is understandable that, as commissioners, you will not have read the 127 page Traffic Impact Assessment (TIA) Report provided by the developers and have relied on staff's report for guidance. However, some of us, who are nearby residents and are directly impacted by the project have reviewed the TIA. Considerable time and effort has gone into reading the report and developing this document. We are here to present some findings and bring to light what we feel are important considerations related to traffic and safety. Just as you have relied on the Staff's recommendation document, we ask that you give equal consideration to the voice of the residents.

On any given day one will find a considerable number of residents enjoying a peaceful walk with their dogs on 133rd and 134th streets between Inglewood Ave and Ramona. On Page 16 of the Traffic Impact Assessment provided to the city, it is estimated there will be there will be 840 trips generated, per day, by

Table 6: Net Project Trip Generation

Land Use	Units	Amount	AM Peak Hour			PM Peak Hour			ADT ¹
			In	Out	Total	In	Out	Total	
Proposed Project Trips									
Fast-Food Restaurant w/ Drive-thru (ITE Code: 934)	KSF	3.781	86	83	169	65	60	125	1768
Pass-by Trips (52.5% Daily,50% AM, 55% PM)			-43	-42	-85	-36	-33	-69	-928
Total Trip Generation			43	41	84	29	27	56	840
Trip Generation Rates									

the project. Based on Table 6 shown above, the proposed Project is anticipated to generate **840 net daily trips. A total of 84 weekday AM peak hour trips, and 56 weekday PM peak hour trips.**

These trips factor differently for the streets of 134th and 133rd at peak hours and non-peak hours.

The chart anticipates AM Peak hour traffic, exiting Out, of 41 trips and PM Peak hour traffic, exiting Out, of 27. Therefore, 68 cars will exit the site at peak hour. Of those 68 cars we can estimate that maybe half or 34 drivers will be willing to try to exit into peak hour traffic onto Inglewood Ave. Unless one experiences attempting this personal, you are unable to appreciate the challenge.

134th St Peak hour AM & PM Issue

Exiting onto Inglewood ave. is already an issue when vehicles are parked near the intersection. One must edge out past the parked vehicle to view oncoming traffic. All residents on the block are aware of this. Drivers who wish to exit out through Inglewood exit will have the prospect of a northbound vehicle, entering the site, impairing their view of oncoming traffic forcing them to edge dangerously further out into the lane of traffic to view oncoming traffic. It is fair then to assume that, of the total 68 drivers, 50% or 34 drivers, will be more inclined to use exits on either 133rd or 134th streets. It is very unlikely that those same drivers will now attempt to return on to Inglewood Ave from either the 133rd or 134th street exits but will choose instead to head east and avoid the traffic. Of those 34 vehicles, say 2 thirds or 22 vehicles exit on 134th St.

Therefore, the residents of 134th St can anticipate 22 additional vehicles down their narrow street during the am and pm peak hours, while residents of 134th St are leaving for work or returning home. This increases the potential accidents on their own street with impatient drivers. Due to the narrow size of the street one vehicle normally must find an empty parking space, in which to veer into, to allow another vehicle to pass.

***** Was the narrowness of the street and increased AM PM Peak Hour traffic on 134th Street factored in the traffic study? *****

133rd St Exit Peak Hour AM & PM

At the 133rd St, exit, there may be up to 11 of the 38 cars not exiting either on Inglewood Ave or 134th St during the peak traffic hours. These, too, are drivers that choose not to exit onto Inglewood Ave during peak traffic. What are the prospects that they will then what to attempt to access Inglewood Ave from the intersection of 133rd St and Inglewood Ave? It has been sited that the 133rd St exit will have a sign directing outflow traffic to not make a right turn heading east into the neighborhood. We are all aware of the disregard for the law and that crime is epidemic in today's society. With today's disregard for authority a "No Right Turn" sign will do little to prevent vehicles from turning right into the neighborhood.

***** The city must provide a more realistic barrier against drivers making a right turn exiting on the 133rd St exit. A sign will not do!**

Denied access issue at 133rd St

The staff report from the Planning Department states:

The Applicant and the City will take an additional precaution to reduce the burden of traffic at the intersection of Inglewood Avenue and 133rd Street. A curb cut on the property along 133rd Street will serve as an exit only, directing vehicles toward Inglewood Avenue. This will mitigate the potential for vehicle pile-up on 133rd Street.

While this seems like a sincere attempt to mitigate the traffic on 133rd St, there is an unintentional impact from this measure:

Southbound drivers on Inglewood Ave, intending to enter the McDonalds will see that the property begins at 133rd St. It is easy to imagine a southbound driver desiring to enter the Inglewood Ave entrance has held up traffic waiting for a clear opportunity to proceed with his left turn. There is no reason the not believe another driver, held up behind in the queue a few cars back, will turn left at 133rd St drive to the “Curb Cut” only to find it is an “EXIT ONLY”. The driver will then be forced to proceed east on 133rd St creating the very issue that was it attempting to prevented.

***** Was there any discussion or consideration given regarding this unintended consequence?**

133rd St Vehicle Pile-up

Currently resident on 133rd St already face considerable wait times to make a left turn onto Inglewood Ave at peak hours and often are backed up with one to two vehicles waiting. Adding additional vehicles exiting the proposed 133rd St exit, will only serve to exacerbate the back up of vehicles and create even more incentive for a driver to make a right turn and travel east on 133rd St.

133rd St Blocked lanes already exist

Immediately adjacent to the 133rd street northeast corner of the project property is a 26 unit and a 5 unit apartment complex. Throughout any given day these 31 units draw Amazon, UPS, Uber and US Mail vehicles which become positioned on the south side of the street creating a single lane pathway for any vehicle attempting to pass through. The entrance to the 26-unit complex is directly across from the proposed 133rd St exit. The vehicle pile-up that already exist is then greatly increased by vehicles exiting the 133rd St exit.

This most likely was not addressed in the review because unless you live on 133rd St or regularly drive through that intersection, it would not be evident.

***** Were these service vehicle blocking lanes realized or considered in the review?**

134th St Blocked lanes already exist

Immediately adjacent to the 134th St southeast corner of the project property exist a 19 unit apartment complex and across the street is a 12 unit apartment complex. In this case, we again have 31 units that throughout any given day Amazon, UPS Uber and US Mail vehicles are positioned so as to create a narrow single lane passage for any vehicle attempting to pass through either east bound or west bound.

Peak Hour Left Turns to exit the project

Drivers wishing to leave the project property and make a left turn from either the Inglewood exit or the 134th St or the 133rd St exit during peak hours:

It would be quite simple to convince you of the very intimidating prospect of making a left turn on to Inglewood Ave at the corners of 133rd or 134th St if you were to attempt it yourself, at peak traffic hours.

These intersections do not have a traffic signal and most drivers in the neighborhood will avoid attempting left turns onto Inglewood Ave during peak traffic hours. It is a given that an impatient driver needing to make a left turn during peak hour traffic will choose to head east instead rather than wait for a break in traffic on what is describe in the TIA Report as a “4 lane major Major Arterial in the City of Hawthorne”.

Why risk a left turn at peak hour at an unsignalized intersection?

Non Peak Hours Impact

So far, we have addressed the Peak Hour Time Frame- what about non-peak hour traffic?

As was stated in the Traffic Impact Assessment, it is estimated there will be 840 daily trips generated by the project. Since trips include entries and exits from the project, we estimate one half or 420 exits from the project on a daily basis. We have already accounted for 68 vehicles during AM and PM peak hours, so there are 352 exits for the project that can be spread out over the remaining hours of operations. Most of the trips likely occur between 7:00 am and 10:00 pm (15 hours). Taking out, say 3 hours, for AM- PM peak hours, leaves 12 hours of non-peak hours in which to spread the remaining 352 daily trips. We estimate that 80% or 282 of the remaining trips will occur in non-peak hours and 20% or 70 trips will occur in the remaining 9, late evening/early morning hours, since the drive-thru operates 24 hrs.

Therefore, the 282 exit trips over 12 hours equal about 29 vehicle exits per hour. Sometimes more sometime less, with an additional an 70 trips spread out throughout the late evening/early morning hours. It is very realistic to assume that of those 29 cars per hour a decent percentage will exit down 134th St and some will disregard the 133rd St “NO RIGHT TURN” sign. And there will still be 70 trips that occur in the very late evening or early morning, of which some percentage will choose to travel east on either 134th St or 133rd St.

135th St and Inglewood Ave Impact

Decision makers need to experience the current situation of evening Peak hour at 135th St and Inglewood Ave. Every driver in Hawthorne that has attempted a left turn from 135th St onto northbound Inglewood Ave knows what a quagmire it is at evening traffic hour. Often vehicles are backed up into the southbound lanes of Inglewood Ave.

The TIA provided a chart that identifies the current traffic conditions that exist there.

The TIA states

If the intersection is currently operating at an unacceptable LOS (LOS E or F) without Project traffic, it is assumed that there would be no impact to the intersection.

F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	>80	>50 or v/c > 1
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Source: Highway Capacity Manual, 7th Edition

For intersections within the City, LOS D or better will be considered as acceptable. If Project traffic causes operations at an intersection to go from acceptable (LOS D or better) to unacceptable (LOS E or F), the Project would have a significant project-related impact at the intersection. If the intersection is currently operating at an unacceptable LOS (LOS E or F) without Project traffic, it is assumed that there would be no impact to the intersection.

The chart below shows 135th St and Inglewood Ave Intersection is already operating at a “Loss of Service of F” It is inconceivable that the additional added traffic entering and exiting the project at 134th St will have “no impact on the intersection”. The only thing can be considered as valid is that the rating is already at “F” so any addition impact from the project cannot impact the rate to go any lower – but it will have an impact!

Table 4: Existing (2024) Intersection Level of Service

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Inglewood Ave & 132 nd Street	Signalized	11.70	B	13.90	B
2	Inglewood Ave & 133 rd Street	TWSC	14.02	B	37.61	E
3	Inglewood Ave & 134 th Street	TWSC	14.79	B	29.38	D
4	Inglewood Ave & 135 th Street (E)	Signalized	11.60	B	5.50	A
	Inglewood Ave & 135 th Street (W)	Signalized	10.20	B	81.60	F

Meaning of TWSC Control Type in Traffic Study

In a traffic study, TWSC stands for Two-Way Stop-Controlled. This type of intersection control provides priority to vehicles on the major street, while vehicles on the minor street are required to stop and yield before entering the intersection². Drivers on the minor street must look for gaps in the traffic flow of the major street to safely enter and complete their maneuver

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No Traffic Impact Study for 133rd St or 134th St.

A Traffic Impact Assessment was conducted only for Inglewood Ave between the streets of 133rd & 134th streets and not the street traffic of 133rd or 134th streets between Inglewood Ave and Ramona. It should be considered that 133rd St was provided with traffic street humps to reduce the traffic and to slow down speeding vehicles.

***** Why is there no traffic study for the residential streets deemed as exits for the project?**

Inconsistencies in the Traffic Impact Assessment

Below is an extract from the TIA page 29. Please note the highlighted text: *Adequate access to the site would still be provided via the driveways on 133rd Street and 134th Street.*

VI. Left Turn Pocket Analysis

Average Daily Traffic (ADT) counts with lane utilization information were collected along Inglewood Avenue. Based on the counts (shown in Appendix B), vehicles utilize the #1 and #2 lanes along Inglewood Avenue evenly, with the southbound direction being the higher volume direction. Additionally, the Project traffic used in the operational analysis (Figure 8) shows that the volume of vehicles making a southbound left into the proposed site are under 10 vehicles per hour for both the AM and PM time periods.

The additional traffic generated by the Project could be accommodated without the addition of a left turn pocket, since the low volume of vehicles turning into the site would be able to queue in the travel lane without significantly increasing delay for through vehicle traffic. Adequate access to the site would still be provided via the driveways on 133rd Street and 134th Street.

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As previously stated, the 133rd Street driveway is now proposed to be only for exiting with traffic being diverted west towards Inglewood Ave. As stated above, the TIA was developed based on the use of the 133rd St driveway as an entrance to remediate the possible need for a left-turn-pocket on Inglewood Ave.

Making a left turn off of Inglewood Ave is already risky due to the fear of being rear ended. Residents are well aware of the frequency of accidents that occur at the intersections of Inglewood Ave and 133rd and 134th Street.

Cross Walk Review

Below is an extract from page 31 of the TIA:

... peak hour pedestrian volumes do not warrant the installation of crosswalk

The TIA raises considerable concern by the statement that concludes a crosswalk is not needed because “the peak hour pedestrian volumes do not warrant installation of a crosswalk”. While that is true for the current condition, would not the fact of a future McDonalds create a much greater volume of and a need for a safe crosswalk.

From Table 9 above, the appropriate countermeasures would include a high-visibility crosswalk, advance yield striping and signage, a pedestrian refuge island, and a PHB.

CA MUTCD Analysis

The CA MUTCD guidelines identify the following four criteria to determine if a PHB is warranted:

Major Street Pedestrian Volume

Major Street Vehicle Volume

Speed Limit

Crosswalk Length

Appendix F shows the application of the guidelines based on the information along Inglewood Avenue. Based on the CA MUTCD guidelines, a PHB would not be warranted at the intersection of Inglewood Avenue and 134th Street.

Although existing conditions and roadway configuration allow for the installation of a PHB or RRFB, the peak hour pedestrian volumes do not warrant the installation of crosswalk with a RRFB or PHB. Therefore, a crosswalk at the intersection of Inglewood Avenue and 134th Street is not recommended.

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Existing Conditions - Parking both sides of streets

The excerpt below from page 8 of the TIA states: On-street parking is provided on both sides of the road along 132nd Street / 133rd Street/ 134th Street/ 135th Street within the study area to provide parking for the residents.

This is incorrect for each and every one of those streets and once again raises concerns as to the detailed accuracy of the report.

Existing Conditions

The roadway system in the study area is comprised of a network of arterials, collector streets, and local streets. A brief description of each roadway within the study area is provided below. Existing Street System

The key roadways in the vicinity of the Project Site and study area are:

Inglewood Avenue – Inglewood Avenue is classified as a Major Arterial in the City of Hawthorne. Oriented in the north-south direction, it is located along the west side of the Project Site. It has four travel lanes in the study area, two lanes in each direction. On-street parking is provided on both sides of the road along Inglewood Avenue within the study area.

W 132nd Street – West 132nd Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the northside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both sides of the road along 132nd Street within the study area to provide parking for the residents.

W 133rd Street – West 133rd Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the northside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 133rd Street within the study area to provide parking for the residents.

W 134th Street – West 134th Street is classified as a Local Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the southside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 134th Street within the study area to provide parking for the residents.

W 135th Street – West 135th Street is classified as a Collector Street in the City of Hawthorne. Oriented in the east-west direction, it is located along the southside of the Project Site. It has 2 travel lanes in the study area, one lane in each direction. On-street parking is provided on both side of the road along 135th Street within the study area to provide parking for the residents.

Annual Traffic Safety Report

The Hawthorne Municipal Code Chapter 10.12.030 states that the Police Department shall prepare and file with the council an annual Traffic Safety Report. Attempts have been made to obtain such a report from the city offices of Traffic Engineering, Planning and the Police Department. None of these departments were aware of such a report.

***** Was the report of traffic accidents and injuries within the project 's proximity reviewed when considering this Conditional Use Permit?**

*City of Hawthorne, CA
Tuesday, November 12, 2024*

Title 10. Vehicles and Traffic

Chapter 10.12. TRAFFIC ACCIDENT REPORTS AND STUDIES

§ 10.12.030. Traffic accident reports.

The police department shall maintain a suitable system of filing traffic accident reports. Accident reports, or cards referring to them, shall be filed so as to provide prompt information to lawful and legitimate inquiries.

(Prior code § 10-202)

§ 10.12.040. Annual traffic safety report.

The police department shall annually prepare a traffic report which shall be filed with the council. Such report shall contain information on traffic matters in the city as follows:

- A. The number of traffic accidents, the number of persons killed, the number of persons injured, and other pertinent traffic accident data;
- B. The number of traffic accidents investigated and other pertinent data on the safety activities of the police;
- C. The plans and recommendations of the department for future traffic safety activities.

(Prior code § 10-203)

In Conclusion

We have come tonight as the voice of those who are in the immediate proximity of the project and will bear the brunt of its impact related to traffic and safety. We have brought forth a variety of concerns that appear not to have been considered in either the Traffic Impact Assessment Report or by staff's recommendation report to the Planning Commission Members but have now been fully disclosed to this governing body.

In closing we appeal to the commission for a review of, at least, the past 2 years of the Annual Traffic Safety Report as it relates to traffic accidents in the project's proximity. We also request a traffic study to be conducted on both 134th St and 133rd St that encompasses all the traffic and safety issues brought up in this document before a Conditional Use Permit is granted. We believe, after addressing the above issues we all will have a more accurate overview of the current conditions and the true impact of this project.

Thank you!