

City of Hawthorne Traffic Engineering Presentation

Parking T Program
Red Curbs
Speed Hump Policy

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City of Hawthorne Parking T Program



AVIATION BLVD.



IMPERIAL

HIGHWAY

DEL AIRE

NORTH WEST

NORTH EAST

AIRPORT

HOLLY PARK

M.P.

HOLLY GLEN

LA COUNTY

RAMONA

BURLEIGH

MONETA GARDENS

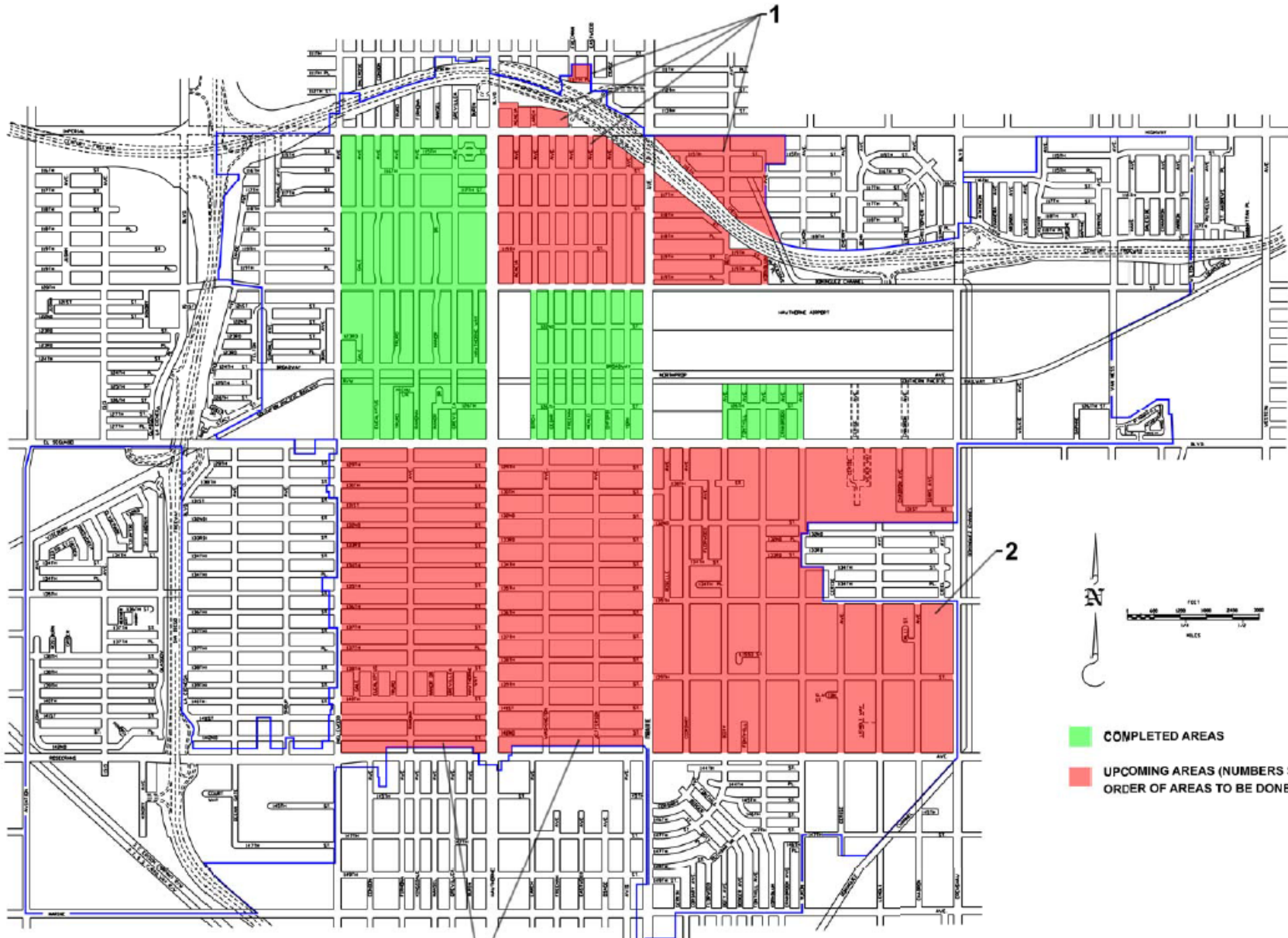
City of Hawthorne



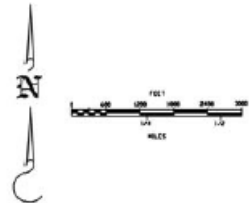
BODGER PARK

9

ROSECRANS



COMPLETED AREAS
 UPCOMING AREAS (NUMBERS SHOW ORDER OF AREAS TO BE DONE)



1

2

3

Parking T Pros and Cons

- Pros

- Optimizes the number of on-street parking stalls
- Deters residents from reserving parking for family or friends
- Prevents intentional, temporary occupying of multiple spaces to prevent others from occupying the space
- Prevents inefficient use of existing parking capacities
 - Reduces improper parking behavior (i.e. “double parking”, blocking residential driveways)

- Cons

- Longer vehicles/trucks have difficulty parking on the street

Hawthorne Municipal Code

- **10.36.100 Authority to establish “T” marked *parking*.**
 - B. The council, after study by the chief of public works and general services and recommendation by the city manager, is authorized to determine and establish by resolution or motion those streets and portions of streets along which “T” marked *parking* will maximize *parking* space utilization and increased *parking* efficiency in high *parking* space demand areas. The maintenance superintendent shall mark and sign such streets or portions thereof indicating the requirement of *parking* within the “T” markings as limit lines for *parking*.

Hawthorne Municipal Code

- **10.36.100 Authority to establish “T” marked *parking*.**
 - C. When signs or markings are in place indicating “T” marked *parking* or angle *parking* as herein provided, no person shall *park* or stand a vehicle other than within the “T” marking limitations. (Ord. 2088 § 1, 2015; prior code § 10-1009.)

Hawthorne Municipal Code – Commercial Vehicles

- **10.36.060 Parking of commercial vehicles, commercial trailers and publicly and privately owned buses.**
 - A. No person shall stop, stand or park a commercial vehicle, commercial trailer or a publicly or privately owned bus, on any street or alley for more than one hour, except while necessarily loading or unloading property.

Hawthorne Municipal Code – Oversized Vehicles

- **10.36.190 Use of streets for parking and/or storage of certain large vehicles, including recreational vehicles and house car, prohibited.**
 - C. Prohibited. No person shall, at any time, park or leave standing any large motor vehicle or nonmotorized vehicle on any public street, highway or alley except:
 - 1. In residential districts, large or oversized motor vehicles, or nonmotorized vehicles attached to a motor vehicle as defined in subsection A of this section, are not allowed to park in a public street without an oversized parking permit.

California Vehicle Code

- **DIVISION 11. RULES OF THE ROAD [21000 - 23336]**
 - **CHAPTER 9. Stopping, Standing, and Parking [22500 - 22526]**
 - **22500.** A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:
 - (e) (1) In front of a public or private driveway

California Vehicle Code

- If any part of the car blocks the driveway slope, thus limiting room for vehicles to enter or exit, it is a citable offense.
 - In cases where the vehicle is obstructing access to the property due to blocking, vehicles may be towed under 22651 (d) of the California Vehicle Code

Standard City Criteria

- The Engineering Division will determine whether the subject location meets the City's standard criteria for installing marked parking spaces. These standard criteria are as follows:
 - I. On-street parking is currently allowed at the subject location

Standard City Criteria

- II. The area for two on-street parking spaces, it shall be a minimum of 36' in length. Each of the end parking spaces shall have a distance of 18' long.
- III. The area for three on-street parking spaces, it shall be a minimum of 58' in length. Each of the end parking spaces shall have distance of 18' long. The parking space in the center shall have a length of 22;.

Standard City Criteria

- The Engineering Division will review the feasibility of marked parking spaced based on a case-by-case basis. However, in no case shall two on-street parking spaces be less than 30' long (15' each) and three on-street parking spaces be less than 52' long (15' end spaces and 22' center space).



Sample Measurements Between Driveways (Not to Scale)



Sample On-Street Parking Markings (Not to Scale)



On-Street Parking Markings



On-Street Parking Markings



On-Street Parking Markings



On-Street Parking Markings

Feedback from Residents

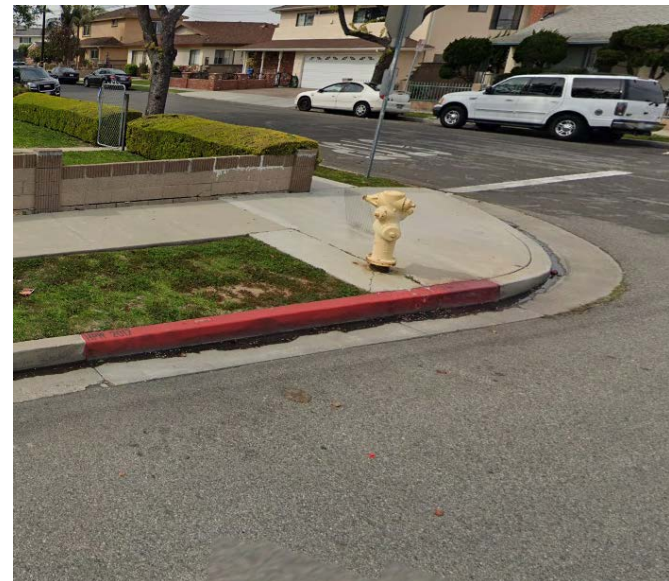
- Overwhelmingly positive
- Residents in neighborhoods that currently do not have marked parking spaces have been contacting Public Works to mark their street
 - Most common feedback are other cars not parking properly/reserving spaces
- Main criticism: citations (refer to Hawthorne Municipal Code)
- Educating residents about why some spaces are different lengths or why some spaces are not marked
- Importance of Parking Ts: maximizing on-street parking

City of Hawthorne Red Curbs



Red Curb

- Red zone: no stopping, standing or parking any time
- Red curb locations:
 - In front of fire hydrants (No parking within 15 feet)
 - In front of public transit bus stops
 - In front of USPS mailboxes
 - Corners of intersections (Improve visibility when approaching and making a turn)



Red Curb

- Red curbs can be installed in between driveways for non-standard parking spaces
 - Example: 25 feet between driveways, two cars try to fit and end up blocking driveway
 - Red curb can be installed to prevent cars from blocking driveway
- For locations with existing parking T's, red can be painted on the flare/slope of driveway
- Red curbs installed by Public Works have “HPW [Year]” stamp



City of Hawthorne Speed Hump Policy



Speed Hump Policy

- It is the policy of the City of Hawthorne to consider requests for speed humps as outlined below.
 - **Speed Humps on residential streets adjacent to schools.**
 - Speed humps on streets adjacent to schools will be considered for installation upon request from the School District Superintendent. The Police Department Traffic Bureau and the Public Works Department Engineering Division will confer on these requests and make recommendations to the City Manager. Upon approval by the City Council of specific speed hump installations adjacent to schools, it will be the policy of the City to pay for their installation.

Speed Hump Policy

- **Speed Humps on streets in residential areas not adjacent to schools.**
 - A Petition is Required.
 - Before the City will consider such requests, the residents making such a request must submit to the City Clerk a petition signed by at least 2/3rds of the residents on each city block where speed hump installation is requested.

Speed Hump Policy

- **Speed Humps on streets in residential areas not adjacent to schools.**
 - The Engineering Division report will determine whether the subject street meets the City's standard criteria for speed hump installation. These standard criteria are as follows:
 - Traffic volume on the subject street of between 500 to 2000 vehicles per day.
 - 85% of vehicles are 7 mph or more over the speed limit.
 - Example: Residential street speed limit is 25 mph. For 1000 vehicles, 850 have to be traveling at or below 32 mph. Or 150 vehicles traveling more than 32mph.
 - The street is a residential street not over 40 feet in width.
 - The gradient of the street does not exceed 2.5%.

Speed Hump Policy

- **Speed Humps on streets in residential areas not adjacent to schools.**
 - If upon investigation the Engineering Division determines that the street meets all of the above criteria, this will be reported to the City Council with the recommendation that a speed hump be installed at City expense.

Speed Hump Policy

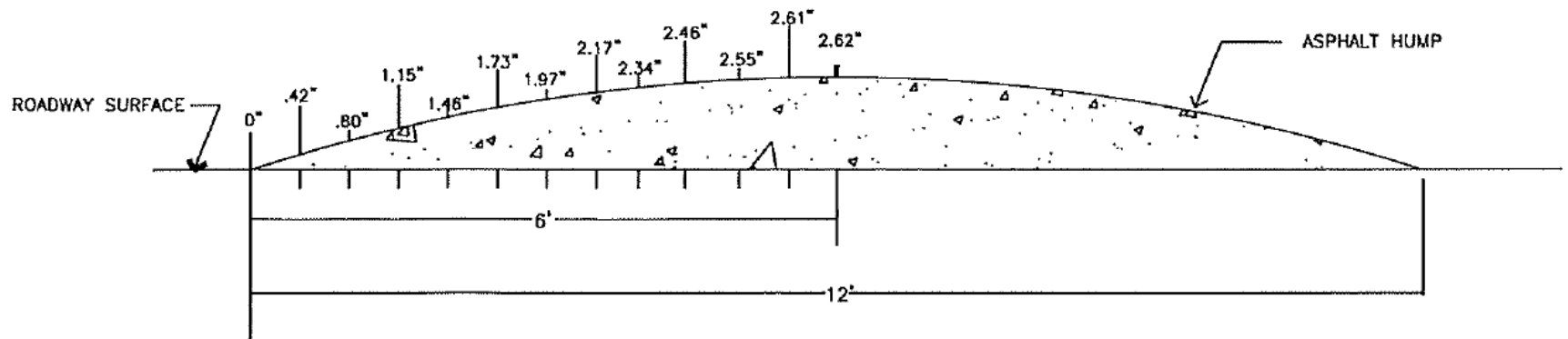
- **Speed Humps on streets in residential areas not adjacent to schools.**
 - If Standard City Criteria for Speed Humps are not met.

In the event that the criteria outlined are not met, the Engineering Division will report this to the City Council. In this event, the City Council may direct that the speed hump will:
 - Not be installed. In this case the residents will be informed of the City Council's decision or

Speed Hump Policy

- The City Council will direct the installation of the speed hump pending collection and deposit of funds sufficient to install the speed hump and appurtenant signs and striping. The Engineering Division will supply the petitioning residents with the approximate costs of the speed hump installation, and it will be the resident's sole responsibility to obtain the necessary funds from the residents on the affected street.

Speed Hump Construction



SECTION A-A

NO SCALE

Speed Hump Pros and Cons

- Pros
 - Reduces speed
 - Reduces accident rates
- Cons
 - Slows down emergency vehicles
 - Noise levels increase at the hump
 - Increases air pollution (acceleration/deceleration)
 - Causes traffic to divert to other streets so the problem just gets moved

Thank You

