



**AGENDA**  
**REGULAR MEETING OF THE MAYWOOD CITY COUNCIL AND THE**  
**SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY**  
**REDEVELOPMENT AGENCY**

**WEDNESDAY, SEPTEMBER 28, 2022 AT 7:00 PM**

Maywood City Council Chambers  
4319 E. Slauson Avenue, Maywood, CA 90270  
[www.cityofmaywood.com](http://www.cityofmaywood.com)

**I. CALL TO ORDER/ROLL CALL**

CALL TO ORDER  
ROLL CALL

**II. CITY OFFICIALS**

MAYOR  
Heber Marquez

CITY CLERK  
Andrea Aguilar

MAYOR PRO TEM  
Frank Garcia

CITY TREASURER  
Mary Mariscal

COUNCIL MEMBERS  
Eduardo De La Riva  
Ricardo Lara  
Jessica Torres

CITY MANAGER  
Jennifer E. Vasquez

CITY ATTORNEY  
Roxanne Diaz

**III. COVID-19 MEETING PROCEDURES**

**PUBLIC ADVISORY:** This meeting will be conducted pursuant to the provisions of Government Code Section 54953(e) (as amended by AB 361), which authorizes teleconferenced meetings under the Brown Act in compliance with Government Code Section 54953(e) during a proclaimed State of Emergency. For this regular meeting, members of the City Council and City Staff are permitted to attend the meeting by teleconference and such teleconference locations are not accessible to the public and are not subject to special posting requirements. Some members of the City Council and staff may attend the meeting at City Hall in the City Council Chambers located at 4319 E. Slauson Avenue. The City Council Chambers, however, will not be open to the Public.

The meeting will be broadcast using the Zoom platform as well as broadcasted live on the City's Facebook page.

To maximize public health and safety while still maintaining transparency and public access, members of the public can observe and participate in the meeting virtually via Zoom or follow the meeting live via the City's Facebook page. Public participation is highly encouraged using the virtual platform. Below is information on how the public may observe and participate in the meeting.

**If you would like to speak on an agenda item, you can access the meeting remotely via zoom :**

Join by phone 1-669-900-6833 Enter Meeting ID: 871 5100 7135 Passcode: 408602  
OR Please click the link below to join the webinar:

<https://us02web.zoom.us/j/87151007135?pwd=YnVkU2tjc3FjTkkrSHlqSFR5cVprZz09>

Passcode: 408602

**To participate in the meeting by providing public comment via teleconference/video conference:**

Live real-time verbal public comments may be made by members of the public joining the meeting via Zoom. Zoom access information is provided above. Use the "raise hand" feature (for those joining by phone, press \*9 to "raise hand") during the public participation period for agenda items or during the public participation period for non-agenda items. The Zoom Host will call on people to speak by name provided or last 4 digits of phone number.

**Before the meeting:** You can also submit your public comments for the record in advance by 4:30 pm the day of the meeting by email to [shirley.quinones@cityofmaywood.org](mailto:shirley.quinones@cityofmaywood.org); or if you are unable to email, please call the City Clerk's Office at (323) 562-5714. Your comment will be made part of the written record but will NOT be read verbally at the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Council meeting, please contact the City Clerk's Office, (323) 562-5714 within 48 hours of the meeting.

#### **IV. MAYOR, COUNCILMEMBERS AND STAFF COMMENTS**

#### **V. PUBLIC PARTICIPATION (Agenda Items; Time allotted: 3 minutes)**

Speakers wishing to address the City Council on an item on the agenda may use the instructions provided in section **III. COVID - 19 MEETING PROCEDURES** on page 1 of this agenda.

#### **VI. PRESENTATIONS**

METRO PRESENTATION REGARDING THE 710 SOUTH CORRIDOR INVESTMENT PLAN

## VII. PUBLIC HEARING

1. CONTINUANCE OF THE CONSIDERATION OF A RESOLUTION ADOPTING THE 6<sup>TH</sup> CYCLE (2021-2029) GENERAL PLAN HOUSING ELEMENT AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

## VIII. CONSENT CALENDAR

*All matters listed under CONSENT CALENDAR are considered to be routine and can be acted on by one roll call vote. There will be no separate discussion of these items unless members of the City Council request specific items to be removed from the Consent Calendar for separate discussion or action.*

2. MINUTES OF SEPTEMBER 14, 2022 CITY COUNCIL MEETING
3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MAYWOOD AND SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY REDEVELOPMENT AGENCY APPROVING THE WARRANTS FOR PAYMENT
4. REVENUE REPORT JULY - AUGUST 2022
5. RECONSIDERATION OF THE CIRCUMSTANCES OF THE COVID-19 STATE OF EMERGENCY AND DETERMINE THAT THE CITY WILL CONTINUE TO HOLD MEETINGS VIA TELECONFERENCING AND MAKING FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 54953(e)(3).

## IX. DISCUSSION/ACTION ITEMS

6. CONSIDERATION OF ADOPTING RESOLUTION NO. 6267 APPROVING THE CITY OF MAYWOOD LOCAL ROADWAY SAFETY PLAN (LRSP).
7. CONSIDERATION OF APPROVING THE COMMUNITY BENEFIT FUND APPLICATION FROM RIVER IN ACTION IN THE AMOUNT OF \$10,000.
8. CONSIDERATION OF APPROVING THE COMMUNITY BENEFIT FUND APPLICATION FROM THE CSU FULLERTON/CSFU PHILANTHROPIC FOUNDATION IN THE AMOUNT OF \$10,000.

## X. CLOSED SESSION

CONFERENCE WITH LABOR NEGOTIATOR, GOVERNMENT CODE SECTION 54957.6: CITY NEGOTIATOR: JENNIFER VASQUEZ, CITY MANAGER; EMPLOYEE ORGANIZATIONS: AMERICAN FEDERATION of STATE, COUNTY & MUNICIPAL EMPLOYEES (AFSCME) DISTRICT COUNCIL 36, LOCAL 4319, MAYWOOD EMPLOYEES ASSOCIATION

CONFERENCE WITH LEGAL COUNSEL, EXISTING LITIGATION, GOVERNMENT CODE SECTION 54956.9(D)(1); *JOSE MENDOZA AND LA LABS, INC. V. CITY OF MAYWOOD, ET. AL.*, LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 20NWCV00592

**XI. PUBLIC PARTICIPATION (Non-Agenda Items; Time allotted: 3 minutes)**

Speakers wishing to address the City Council on a non- agenda item you may use the instructions provided in section **III. COVID - 19 MEETING PROCEDURES** on page 1 of this agenda.

**XII. ADJOURNMENT** - The next Regular Meeting of the Maywood City Council is Wednesday, October 12, 2022 at 7:00 p.m.

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**PUBLIC ACCESS TO MEETING AGENDA AND AGENDA PACKETS**

I, \_\_\_\_\_, Andrea Aguilar, City Clerk or Shirley Quinones, Deputy City Clerk, hereby certify that this agenda was duly posted by law at 4319 E. Slauson Avenue, Maywood, CA 90270 and the City Website. Any public record, relating to an open session agenda item, that is distributed within 72 hours prior to the meeting is available for public inspection at the Maywood City Hall, 4319 E. Slauson Avenue, Maywood CA 90270. If you challenge in court any discussion or action taken concerning an item on this Agenda, you may be limited to rising only those issues you or someone else raised during the meeting or in written correspondence delivered to the City at or prior to the City's consideration of the item at the meeting. In compliance with the ADA, if you need special assistance for the meeting, call (323) 562-5723 within 72 hours prior to the meeting so the City can make reasonable arrangements to ensure accessibility.





# Welcome!

Metro 710 South Corridor Presentation

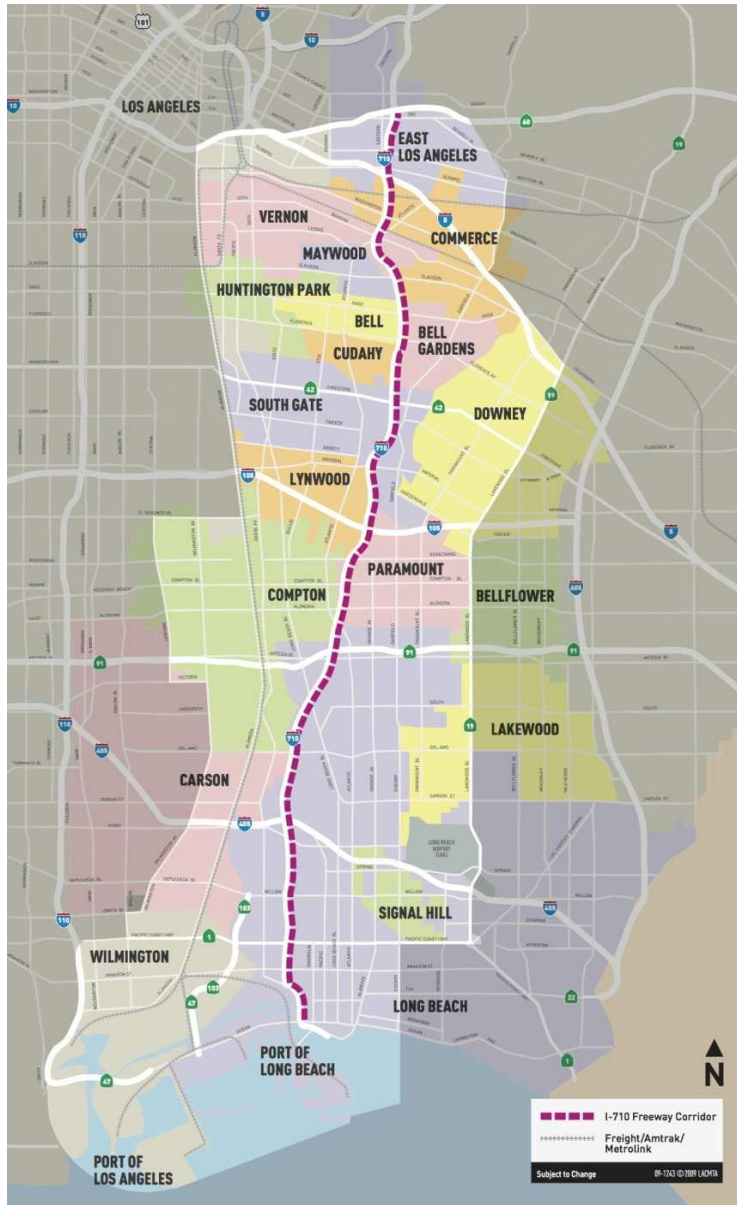
City of Maywood

***City Council Meeting***

September 28 2022 7:00 pm



# 710 South Corridor Cities and Communities



- Bell
- Bell Gardens
- Boyle Heights
- Commerce
- Cudahy
- East Los Angeles
- East Rancho Dominguez
- Long Beach
- Lynwood
- Maywood
- Paramount
- Signal Hill
- South Gate
- Walnut Park
- LA County Supervisorial Districts 1, 2 and 4
- Port of Long Beach

# Task Force Members and Working Groups

|    | AGENCY                                                                      | LEAD                                               |
|----|-----------------------------------------------------------------------------|----------------------------------------------------|
| 1  | Access Services, Inc.                                                       | Randy Johnson                                      |
| 2  | Alameda Corridor Transportation Authority (ACTA)                            | Michael Leue                                       |
| 3  | Breathe Southern California                                                 | Tigran Agdaian                                     |
| 4  | Burlington Northern Santa Fe (BNSF) Railway                                 | Lena Kent                                          |
| 5  | California Air Resources Board (CARB)                                       | Robert Krieger                                     |
| 6  | CALSTART                                                                    | Alycia Gilde                                       |
| 7  | City of Bell Gateway Cities Council of Governments (GCCOG) Ad Hoc Committee | Councilmember Ali Saleh                            |
| 8  | City of Commerce GCCOG Ad Hoc Committee                                     | Mayor Oralia Rebollo                               |
| 9  | City of Cudahy GCCOG Ad Hoc Committee                                       | Mayor Elizabeth Alcantar                           |
| 10 | City of Long Beach                                                          | Councilmember Suely Saro                           |
| 11 | City of Los Angeles                                                         | Dan Rodman                                         |
| 12 | Coalition for Clean Air                                                     | Chris Chavez                                       |
| 13 | Communities for a Better Environment (CBE)                                  | Jennifer Ganata & Dilia Ortega ( <i>co-leads</i> ) |
| 14 | County of Los Angeles, Supervisorial District 1                             | Martin Reyes/Ben Feldman                           |
| 15 | County of Los Angeles, Supervisorial District 2                             | Lilly O'Brien-Kovari                               |
| 16 | County of Los Angeles, Supervisorial District 4                             | Luke Klipp                                         |
| 17 | Earthjustice                                                                | Fernando Gaytan                                    |
| 18 | East Yard Communities for Environmental Justice (EYCEJ)                     | Laura Cortez                                       |
| 19 | Harbor Trucking Association (HTA)                                           | Matt Schrap                                        |
| 20 | International Brotherhood of Teamsters, Local Union 848                     | Eric Tate                                          |
| 21 | LA County Business Federation (BizFed)                                      | Chris Wilson                                       |
| 22 | LA County Department of Public Works                                        | Steve Burger                                       |
| 23 | LA County Economic Development Corporation (LAEDC)                          | Stephen Cheung                                     |
| 24 | LA Unified School District                                                  | Fidencio Gallardo                                  |
| 25 | Legal Aid Foundation of LA-Long Beach (LAFLA-LB)                            | Ghirlandi Guidetti                                 |
| 26 | Long Beach Alliance for Children with Asthma (LBACA)                        | Sylvia Betancourt                                  |
| 27 | Long Beach Transit (LBT)                                                    | Marisol Barajas                                    |
| 28 | METRANS Transportation Consortium                                           | Dr. Genevieve Giuliano                             |
| 29 | Metrolink (Southern California Regional Rail Authority)                     | Roderick Diaz                                      |
| 30 | National Resources Defense Council (NRDC)                                   | Natalia Ospina                                     |
| 31 | Pacific Merchant Shipping Association (PMSA)                                | Michele Grubbs                                     |
| 32 | Port of Long Beach (POLB)                                                   | Commissioner Sharon Weissman                       |
| 33 | Port of Los Angeles (POLA)                                                  | Kerry Cartwright                                   |
| 34 | South Coast Air Quality Management District (AQMD)                          |                                                    |
| 35 | Southeast Los Angeles (SELA) Collaborative                                  | Dr. Wilma Franco                                   |
| 36 | Southern California Association of Governments (SCAG)                       | Scott Strelecki                                    |
| 37 | Union Pacific (UP) Railroad                                                 | Lupe Valdez                                        |
| 38 | USC Equity Research Institute (ERI)                                         | Edward Muna                                        |

- Community Leadership Committee
- Equity Working Group
- Zero Emission Truck Working Group
- Community Strategies Working Group
- Coordinating Committee

# Vision Statement

## Vision

A concise statement that captures the collective aspirations, desires, and outcomes of the project

## Vision:

***Approved by the Task Force on July 11, 2022***

*An equitable, shared I-710 South Corridor transportation system that provides safe, quality multimodal options for moving people and goods that will foster clean air (zero emissions), healthy and sustainable communities, and economic empowerment for all residents, communities, and users in the corridor.*

# Guiding Principles

## Guiding Principle

A value that guides all processes and outcomes through a cohesive and intentional framework

## Equity

"A commitment to: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and 3) eliminate disparities in project processes, outcomes, and community results."

"The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710."

## Sustainability

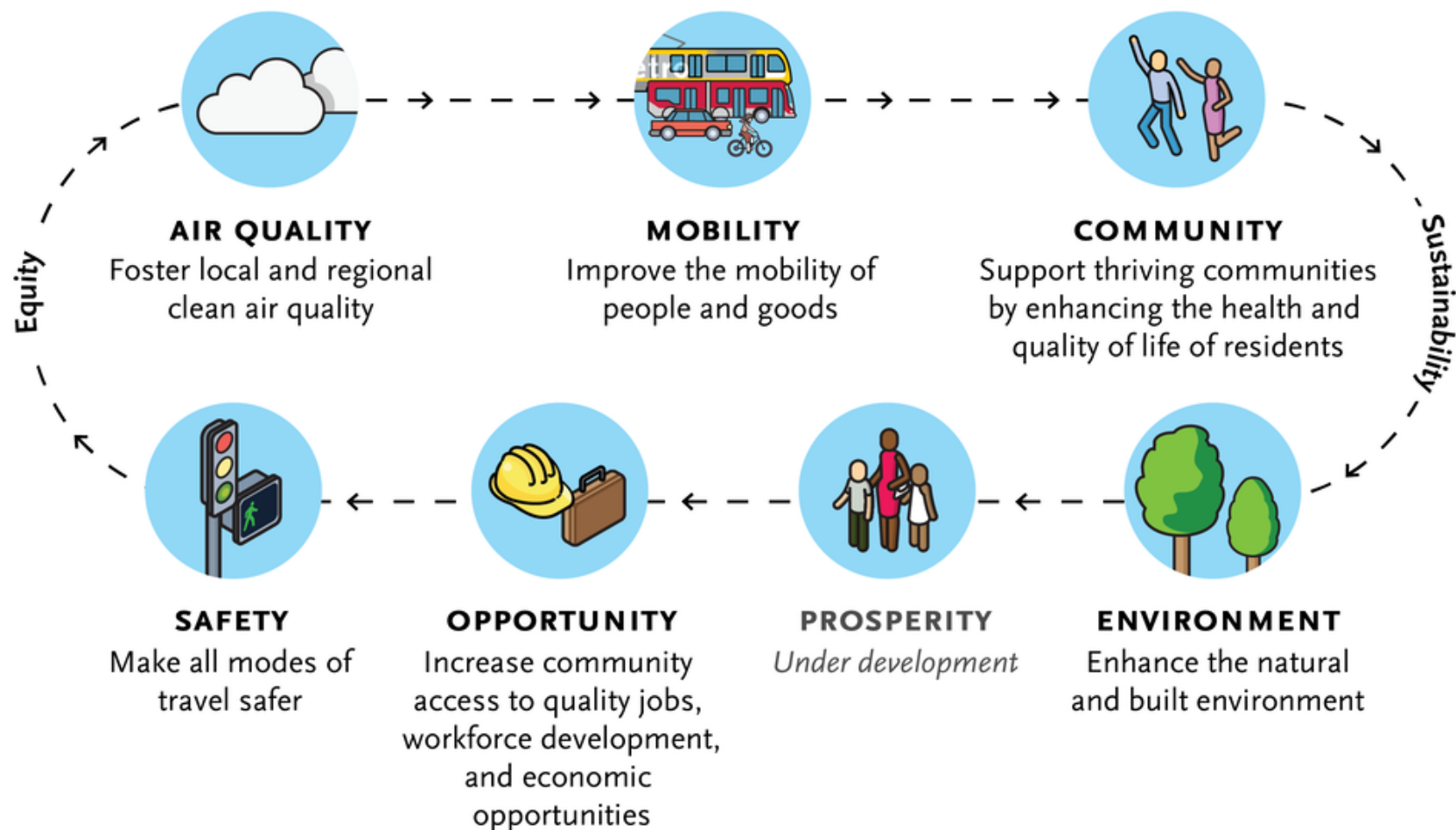
"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

"A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends."



# Project Goals

Goals as approved by the 710 Task Force on July 11 and on August 8, 2022



# What We're Working Toward



# Bicycle and Pedestrian Improvements



## Bike Lanes



New bicycle lane on existing roadways, indicated by striping, signage, and physical barriers.

## Shared-Use Path



New bicycle paths just for bicyclists and pedestrians.

## Pedestrian Safety and Amenities



Wider sidewalks, lighting, benches, shade trees, landscaping, and trash receptacles to improve the safety and comfort of the pedestrian experience.

## Crossing Safety Enhancements



High Visibility Paint, Flashing Signals, Pedestrian Safety Island, Curb Extensions, or Bulb-outs to create short crossing distances and increased awareness of crossing locations.

## Bike Share Programs



Low-cost, short-term bike rental from strategically placed docks or stations.

## Bike/Ped Traffic Controls



Leading Pedestrian Interval, Bike crossing signals, No turn on red signals, signals and controls to reduce conflicts between pedestrians, bicyclists, and drivers.



# Local Roadway & Traffic Management Improvements



## Intersection Improvements



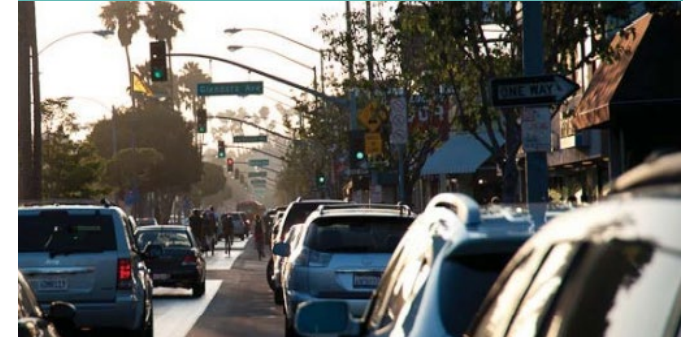
Turn lanes and other design features to reduce traffic queues at congested intersections.

## Traffic Calming Features



Roundabouts, speed humps, and other design features or signage to slow traffic on local streets or near schools.

## Traffic Management Features



Traffic signal coordination on major arterial corridors to maximize “green time” based on actual traffic conditions.

## Added Roadway Lanes



Roadway reconfiguration to add travel lanes, designate parking lanes for peak hour travel lanes, or establish bus only lanes

## Parking Options



Additional street parking, public/shared parking lots, or public/shared parking structures.

## Visual Improvements



Landscaping, hardscaping, public art, and other design features to improve the appearance of the roadway.



# Project & Program Examples

## Transit (Bus or Rail) Improvements



### Transit Service Improvements



Additional transit routes or increase in frequency of existing services to reduce waiting times at bus stop and train stations.

### Bus Priority Lanes



Bus priority lanes on local streets to improve bus travel times and reliability.

### Improved Transit Amenities



Improved amenities such as lighting, security cameras, shelters at bus stops and at train stations.

### Transit Fare Discounts



Increased transit fare discounts for low-income riders, students, and seniors.

### Shuttle Services



On-demand transit shuttles (shuttle rides by appointment) in more communities.

### Bus Boarding Improvements



Improvements for more efficient bus stopping and boarding such as all-door boarding, and/or design features such as bus bulb-outs or boarding islands



# Freeway Improvements that Do Not Add Capacity



## Interchange Improvements



Introduce improvements that make it safer and easier for vehicles to get on and off the freeway.

## Zero-emission Truck Lane



Create a dedicated lane on the freeway just for zero emissions trucks.

## Traffic Signals



Control features, such as traffic signals, to protect bicyclists and pedestrians at the freeway ramps.

## Landscaping Features



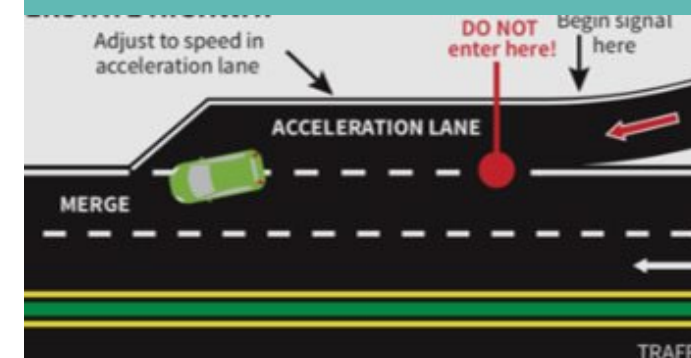
Incorporate landscaping, hardscaping, and other design features along the freeway to improve visual experience.

## Sound Wall Improvements



Higher sound walls along the freeway to reduce noise.

## Design Improvements



Spot improvements, such as acceleration/deceleration lanes near interchanges, to relieve congestion bottlenecks.



# Project & Program Examples

## Community Programs



### Health Benefits Program



Air filters for schools or vegetation buffers to reduce the harmful effects of air pollution.

### EV Car-Share & Charging



Programs to provide short-term rental of electric vehicles and charging infrastructure for Zero-emission personal vehicles and trucks.

### Local Hire and Workforce Development



Targeted and local hire programs to increase the share of public dollars that is devoted to creation of local jobs in the communities, and education/training of the local workforce.

### Anti-displacement Strategies



Affordable housing policies, low-income rental assistance programs, tenants' rights education and legal representation to prevent unjust evictions.

### Community Development Programs



Incentive programs to build affordable and mixed income housing, development of local parks, and other community resources

### Zero Emissions Trucks



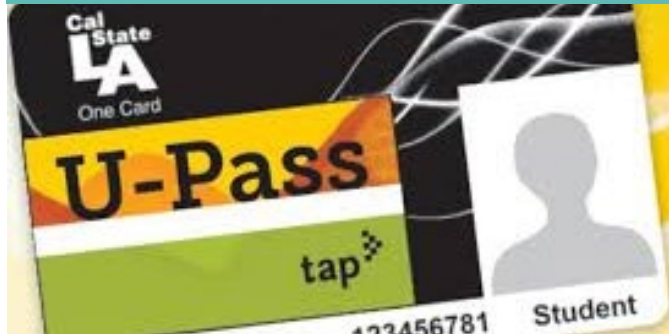
Program to reduce diesel trucks in favor of zero emissions trucks



# Travel Reduction Strategies to Reduce Vehicle Trips



## Transit Incentives



Provide transit passes to workers or students to encourage transit use.

## Driving Disincentives



Parking restrictions, higher parking charges, tolls, and other policies to encourage alternative modes of travel to the automobile.

## Carpool and Vanpool Programs



Programs to increase the number of people traveling per vehicle and reducing single-occupant vehicle trips.

## On-Dock Freight Rail Facilities



Freight rail infrastructure in port facilities to reduce truck trips associated with goods movement.

## Short-haul Freight Rail



Inland port/implement short haul freight rail service to reduce local truck trips in the Corridor.

# 710 Task Force Information Hub

- > <http://www.metro.net/710-hub>
- > Extension of the current Metro.net website
- > User-friendly site for additional content
- > Graphics, meeting materials, calendar of meetings, maps, future surveys, and interactive tools



## 710 Task Force Information Hub

Welcome to the 710 Task Force information hub! Here you can review project information, explore an interactive map, view [project resources](#) and past meetings' videos/materials. Get involved in the planning process by attending upcoming [Task Force and Public Meetings](#).

### Process and Goals





# Interactive Mapping Tool and Survey

## Live for 10 weeks

- > **Full launch:** August 2
- > **Close survey:** October 15

## Tool Objectives

- > **Engage the public** in the decision-making process
- > **Gather public input** on projects and programs
- > **Gather geo-coded data** (location-centric) comments on project map

The screenshot shows the Metro Interactive Mapping Tool and Survey interface. On the left, there is a sidebar with icons for 'About', 'Instructions', and 'Survey'. The main content area is titled 'Survey' and contains a question: 'Based on your experience and on the needs of your community, what type of projects, programs, or improvements would you most like to see implemented within the I-710 Corridor?'. Below the question, there is a list of checkboxes for various improvement categories: 'Bicycle and Pedestrian Improvements', 'Local Roadway Improvements', 'Transit (Bus or Rail) Improvements', 'Freeway Improvements that Do Not Add Capacity', 'Community Programs (for example, Air Quality, Jobs)', 'Traffic Management Improvements to Make Better Use of our Existing Roadways', 'Travel Reduction Strategies to Reduce Vehicle Trips', and 'Other'. To the right of the survey form is a map of the I-710 Corridor area, showing various cities and landmarks. A 'Leave us your comment' form is overlaid on the map, containing fields for 'Comment\* (required)', 'First name', 'Last name', 'Zip code', and 'Your email\* (required)'. There is also a checkbox for 'Remember' and a checkbox for 'I agree my comment will be used as indicated in the terms and conditions\* (required)'. An 'Add Comment' button is located at the bottom right of the comment form.

English



Español





# Multi-Modal Strategies, Projects, & Program

## Public Engagement Period

August 1 – October 15, 2022

## Public Workshops

### ***Tuesday, August 30, 5-7pm***

Registration Link: <https://tinyurl.com/710-PW1>

Meeting ID: 882 1156 1216

Passcode: 5851

English Call-In: 213.338.8477

### ***Saturday, September 17, 10am-12pm***

Registration Link: <https://tinyurl.com/710-PW1>

Meeting ID: 823 6891 4086

Passcode: 5851

English Call-In: 213.338.8477

# Stay connected to this project



213.922.4710



*710corridor@metro.net*



*metro.net/projects/i-710-corridor*



*@metrolosangeles*



*losangelesmetro*

**Thank you for joining us!**



# AGENDA REPORT

## CITY OF MAYWOOD



## AGENDA ITEM NO. 1.

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**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** STEVE FOWLER, DIRECTOR OF BUILDING AND PLANNING

**SUBJECT:** CONTINUANCE OF THE CONSIDERATION OF A RESOLUTION ADOPTING THE 6<sup>TH</sup> CYCLE (2021-2029) GENERAL PLAN HOUSING ELEMENT AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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### RECOMMENDATION:

Staff recommends that the City Council continue this public hearing to the City Council meeting of October 12, 2022 at 7:00 p.m. for the consideration of the adoption of a resolution to adopt the 6<sup>th</sup> Cycle (2021-2029) General Plan Housing Element, and make a finding of exemption under CEQA.

### BACKGROUND:

Government Code Section 65581 requires every city and county to prepare a Housing Element as part of its General Plan to adequately “plan” to meet the housing needs of everyone in each jurisdiction. Each jurisdiction must demonstrate land use capacity to accommodate its share of the region’s housing needs—this “share” is called the Regional Housing Needs Allocation (RHNA), which is determined by the state’s Metropolitan Planning Organizations (MPOs). The MPO that Maywood is part of is the Southern California Association of Governments (SCAG).

### DISCUSSION:

The City Council will hear the item on October 12, 2022 and consider the item at that time.

### LEGAL REVIEW:

The report has been reviewed by the City Attorney.

### FISCAL IMPACT:

There is no fiscal impact in continuing the public hearing.

### ATTACHMENT(S)



AGENDA 2  
ITEM NO. \_\_\_\_\_

**MINUTES**  
**REGULAR MEETING OF THE MAYWOOD CITY COUNCIL AND THE**  
**SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY**  
**REDEVELOPMENT AGENCY**

**WEDNESDAY, SEPTEMBER 14, 2022 AT 7:00 PM**

**I. CALL TO ORDER/ROLL CALL**

Mayor Marquez called to order at approximately 7:13 p.m.

**II. CITY OFFICIALS**

**MAYOR**

Heber Marquez (present)

**CITY CLERK**

Andrea Aguilar (present)

**MAYOR PRO TEM**

Frank Garcia (teleconference)

**CITY TREASURER**

Mary Mariscal (teleconference)

**COUNCIL MEMBERS**

Eduardo De La Riva (present)

Ricardo Lara (present)

Jessica Torres (teleconference)

**CITY MANAGER**

Jennifer E. Vasquez (present)

**CITY ATTORNEY**

Roxanne Diaz (teleconference)

**STAFF PRESENT:**

Steve Fowler, Director of Building and Planning (present)

Anthony Rainey, Interim Finance Director (present)

Karen Iniguez, Community Development Analysts (present)

Shirley Quiñones, Deputy City Clerk (teleconference)

**III. COVID-19 MEETING PROCEDURES**

**PUBLIC ADVISORY:** THE CITY COUNCIL CHAMBERS ARE NOT OPEN TO THE PUBLIC pursuant to the provisions of Government Code Section 54953(e) (as amended by AB 361), which authorizes teleconferenced meetings under the Brown Act in compliance with Government Code Section 54953(e) during a proclaimed State of Emergency.

OBSERVERS WERE ABLE TO VIEW THE MEETING LIVESTREAMED VIA THE CITY'S FACEBOOK AT: <https://www.facebook.com/cityofmaywood> OR BY ZOOM AT:

Teleconference 1-669-900-6833 Meeting ID: 840 4663 0271 Passcode: 171010

or <https://us02web.zoom.us/j/84046630271?pwd=b1NtWTB0VHl4UmdHb3MyM3ovL>

**IV. MAYOR, COUNCILMEMBERS AND STAFF COMMENTS**

Mayor, Council Members and City Manager provided community updates.

**V. PUBLIC PARTICIPATION (Agenda Items; Time allotted: 3 minutes)**

The following spoke on Agenda items:

- 1) David Perez (via teleconference)

**VI. PRESENTATIONS**

PROCLAMATION RECOGNIZING CHILD WELFARE AND ATTENDANCE MONTH  
2022

Mayor Marquez proclaimed September 2022 as Child Welfare and Attendance Counselors Month and the last Tuesday of September as the Child Welfare and Attendance Counselors Day.

GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT

Mary-Joy Coburn, Director of Communications for the Greater Los Angeles County Vector Control District gave updates on the Mosquitoes in Maywood.

**VII. PUBLIC HEARING - None**

**VIII. CONSENT CALENDAR**

**1. MINUTES OF AUGUST 10, 2022 CITY COUNCIL MEETING**

Motion to approve the Minutes of August 10, 2022 City Council Meeting by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

**2. MINUTES OF SEPTEMBER 6, 2022 SPECIAL CITY COUNCIL MEETING  
MINUTES**

Motion to approve the Minutes of September 6, 2022 Special City Council Meeting by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES



3. RESOLUTION NO. 6263 OF THE CITY COUNCIL OF THE CITY OF MAYWOOD AND SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY REDEVELOPMENT AGENCY (RDA) APPROVING THE WARRANTS FOR PAYMENT

Motion to receive, approve and file the warrant registers, wire transfers dated August 3, 2022 through September 2, 2022, net payrolls and adopt Resolution No. 6263 approving the warrants for payment by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

4. REVENUE REPORT JULY 2022

Motion to receive and file the Revenue Report from July 2022 by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

5. ACCEPTANCE OF SIDEWALK REHABILITATION PROJECT FISCAL YEAR 2020-2021 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Motion to (1) accept project completion for the Sidewalk Rehabilitation Project 602178-20 for Fiscal Year 2020-2021 as performed by Onyx Paving Company, Inc. for a total amount of \$96,000.00; (2) Authorize the City Manager to file a project Notice of Completion with the County of Los Angeles Registrar-Recorder; and (3) Authorize the City Manager to release a retention payment of \$4,800.00 to Onyx Paving Company within 35 days following recordation of the Notice of Completion by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

6. RESOLUTION NO. 6264 ADOPTING THE CALTRANS LOCAL ASSISTANCE MANUAL CHAPTER 10 FOR CONSULTANT SELECTION FOR STATE AND FEDERALLY FUNDED PROJECTS

Motion to adopt Resolution No. 6264 adopting the Caltrans Local Assistance Procedures Manual Chapter 10 for Consultant Selection by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

7. CONSIDERATION OF AWARD OF CONSTRUCTION CONTRACT TO CT&T CONCRETE PAVING, INC. FOR SIDEWALK REHABILITATION PROJECT FY 2021-2022 FUNDED BY COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Motion to approve the plans and specifications for the Sidewalk

Rehabilitation Project Number 6216 and award a contract to CT&T Concrete Paving, Inc. for Sidewalk Rehabilitation Project Number 6216 - FY 2021-2022 (CDBG) for a total amount of \$112,500 by Lara. Second by De La Riva. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

8. RESOLUTION NO. 6265 AUTHORIZING AND APPROVING THE CLEAN CALIFORNIA LOCAL GRANT PROGRAM AGREEMENT AND ACCEPTANCE OF GRANT FUNDS

Motion to adopt Resolution No. 6265 authorizing the acceptance of grant funds awarded to the City through the Clean California Grant program by De La Riva. Second by Mayor Pro Tem Garcia. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

9. APPROVAL OF THE PROFESSIONAL SERVICE AGREEMENT WITH AMIGOS DE LOS RIOS FOR THE MAYWOOD URBAN FOREST MANAGEMENT AND TREE PLANTING PROJECT

Motion to approve the professional service agreement with Amigos de Los Rios for the Maywood Urban Forest Management and Tree Planting Project in the form approved by the City Attorney by Lara. AYES: De La Riva, Lara, Torres, Garcia, Marquez . PASSES

IX. DISCUSSION/ACTION ITEMS

None

X. CLOSED SESSION

1. Conference with Legal Counsel, Anticipated Litigation, Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2): Number of Potential Cases: 1

2. Conference with Real Property Negotiators, Government Code Section 54956.8; 5102 District Avenue and 5110 District Avenue (Successor Agency to former Maywood Community Development Commission); City of Maywood Negotiator: Jennifer Vasquez, City Manager and Steve Fowler, Director of Building and Planning; Negotiating Party: Cesar Chavez Foundation; Under Negotiation: Price and Terms of Payment.

No Reportable Action on items 1 and 2 from the Closed Session.

**XI. PUBLIC PARTICIPATION (Non-Agenda Items; Time allotted: 3 minutes)**

The following spoke on Non-Agenda items:

- 1) David Perez (via teleconference)
- 2) Andres Gonzalez (via teleconference)

**XII. ADJOURNMENT**

The meeting was adjourned In the Memory of Manuel Ramirez at approximately 9:15 p.m. to the next regular meeting on Wednesday, September 28, 2022 at 7:00 p.m.

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Heber Marquez, Mayor

ATTEST:

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Andrea Aguilar, City Clerk



# AGENDA REPORT

## CITY OF MAYWOOD



## AGENDA ITEM NO. 3.

---

**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** ANTHONY RAINEY, DIRECTOR OF FINANCE

**SUBJECT:** A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MAYWOOD AND SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY REDEVELOPMENT AGENCY APPROVING THE WARRANTS FOR PAYMENT

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### RECOMMENDATION:

It is staff's recommendation that the City Council receive, approve and file the warrant registers, wire transfers dated September 6, 2022 through September 20, 2022, and net payrolls dated August 28, 2022 through September 10, 2022 and adopt Resolution 6266 approving Warrants for Payment..

### BACKGROUND:

Staff provides warrant registers and wire transfers to City Council as part of Management Controls, which as a whole are the policies, procedures, and practices conceived and put in place to assure the following:

- the economical, efficient, and effective achievement of the City's objectives.
- adherence to laws, regulations, rules for policies;
- the safeguarding of assets and information;
- the prevention and detection of fraud and error; and
- the quality of accounting records and the timely production of reliable financial and management information.

Furthermore, Internal Controls are a set of rules, procedures, and practices developed and employed to facilitate the safeguarding of the City's assets, be they liquid (cash or investments) or fixed (infrastructure or equipment), or intangible (credit rating or information).

The City utilizes resolutions for approving warrants for payment to comply with Section 3-2.06 of the Municipal Code regarding Warrants for Payments. Exhibit A entitled Summary of Warrants and Wire Transfers/Automated Clearing House (ACH) Transactions serves as a Management Control for complying with Section 3-2.06. Exhibit B entitled Detail of Warrants serves as evidence of Internal Controls utilized by City Finance staff that support these Management Controls for payments made by the City. These controls are carried out through the submission of all required documents supporting the invoices submitted for payment. Prior to payment, the Finance staff reviews all disbursement documents to ensure that they meet the approval requirements.

## DISCUSSION:

**A - PAYMENT APPROVAL** - Pursuant to paragraph 37202 of the California Government Code, demands (called *Warrant Demand*) against the City for payment shall be audited and thereafter submitted to the City Council for approval or rejection prior to payment, either separately or in a register of audited demands and shall have attached thereto affirmation of the City Treasurer and City Finance Director certifying the accuracy of the demands and the availability of funds for payment. This is accomplished using:

**A1 - Warrants Registers** or checks certified or approved by the City Treasurer and Finance Director as conforming to authorized expenditures set forth in the City Council adopted City Budget.

**A1.1 Prepayments** – pre-paying allows the City to take advantage of allowable prompt payment discounts and make payments on due dates of invoices. This involves the issuance of checks prior to final warrant approval. *Automated Clearing House* (ACH) transactions are made using a network that electronically moves money between the City’s bank accounts to a payee’s bank account. This is reflected in the **Summary Warrants for Payment and Wire Transfers/ACH Transactions as Accounts Payable prepaid warrants for payment**. Wire Transfer is a method of electronic funds transfer from the City of Maywood to one person or organization (payrolls and fees for electronic transfers).

**A1.2 Regular Payment** – To avoid late fees for payments made beyond due dates of invoices, checks are prepared prior to final warrant approval by the City Council. This is reflected in the **Summary Warrants for Payment and Wire Transfers/ACH Transactions as Accounts Payable regular warrants for payment**. After City Council approval, the checks are signed and distributed.

**B - DOCUMENTATION** – The City uses a Management Control by producing a *summary document* (Exhibit A - Summary Warrants for Payment and Wire Transfers/ACH transactions) that represents the cash disbursements required and the City uses an Internal Control by producing a detailed document (Exhibit B – Detail Warrants for Payment) that details information about each check issued for Prepaids and or to-be-paid for Regular Payments. These “disbursements” are accounted for in the FY 2022-23 budget.

**B1 – SUMMARY WARRANTS FOR PAYMENT AND WIRE TRANSFERS/ACH TRANSACTIONS** provide an accounting of the Accounts Payable Registers, wire transfers (*method of electronic funds transfer from the City of Maywood to one person or organization*), and Automated Clearing House (ACH) transactions.

**B2 – DETAIL WARRANTS FOR PAYMENTS** provides the detailed information of approved payments made to the City's vendors and contractors by check number, identification of prepaid, date of warrant, vendor name, check amount, transaction description, and fund source. Wire transfers also enable the City to send electronic funds to the bank accounts of the City's vendors and contractors. The warrant registers, wire transfers, and net payrolls reflect the financial obligations of the City for the above-referenced dates.

## LEGAL REVIEW:

The City Attorney has reviewed this report.

## FISCAL IMPACT:

Warrant Register Detail Total warrants, transfers, and wires issued (net of any voided payments) during the period of September 12, 2022 through September 28, 2022 (Check numbers 090004 through 090058) are \$740,823.20.

|                                                  |                                          |
|--------------------------------------------------|------------------------------------------|
| <b>F.Y. 22-23 Impact:</b><br><b>\$886,141.04</b> | <b>Current F.Y. Budget:</b><br><b>NA</b> |
|--------------------------------------------------|------------------------------------------|

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <b>Fund Impacted:</b><br><b>A - ACCOUNTS PAYABLE:</b><br><b>A1 - Fund 100 - General Fund -</b><br><b>\$649,243.34</b><br><b>A2 - Fund 212 - Gas Tax Fund -</b><br><b>\$ 7,077.84</b><br><b>A3 - Fund 221 - Proposition A -</b><br><b>\$ 72,906.54</b><br><b>A4 - Fund 222 - Proposition C -</b><br><b>\$ 3,126.00</b><br><b>A5 - Fund 251 - Street Lighting</b><br><b>Fund - \$ 1,696.84</b><br><b>A6 - Fund 261 - Federal / State /</b><br><b>County Grants - \$ 6,772.64</b><br><b>A7 - ACCOUNTS PAYABLE</b><br><b>TOTALS \$740,823.20</b><br><b>B - WIRE TRANSFERS/ACH TRANSACTIONS</b><br><b>\$145,317.84</b> | <b>Budget adjustment requested: NA</b> |
| <b>Source of funds: Fund 100 - General Fund, Fund</b><br><b>212 - Gas Tax Fund,</b><br><b>Fund 221- Proposition A, Fund</b><br><b>222 - Proposition C,</b><br><b>Fund 251 - Street Lighting Fund,</b><br><b>Fund 261 - Federal / State /</b><br><b>County Grants</b>                                                                                                                                                                                                                                                                                                                                              | <b>Updated Account Budget: NA</b>      |
| <b>Account Number: Various</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>For fiscal year: 2022/2023</b>      |

#### ATTACHMENT(S)

1. Exhibit A Summary Warrant Demand 9.28.22
2. Exhibit B Warrant Register Detail 9.28.22



**RESOLUTION NO. 6266**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF MAYWOOD AND SUCCESSOR AGENCY TO THE MAYWOOD  
COMMUNITY REDEVELOPMENT AGENCY APPROVING THE  
WARRANTS FOR PAYMENT**

**WHEREAS**, the following listed demands have been reviewed by the Director of Finance, and

**WHEREAS**, the Director of Finance has certified to the accuracy and availability of funds for payment thereof, and

**WHEREAS**, the register of audited demands is hereby submitted to the City Council of the City of Maywood and Successor Agency to the Maywood Community Redevelopment Agency for approval.

**NOW, THEREFORE, BE IT RESOLVED**, that the listed Warrants and Wire Transfers/Automated Clearing House (ACH) Transactions for \$886,141.04 are hereby ratified:

- Exhibit A – Summary of Warrants and Wire Transfers/ACH Transactions
- Exhibit B – Detail of Warrants

**PASSED, APPROVED AND ADOPTED THIS** 28th day of September, 2022.

\_\_\_\_\_  
Heber Marquez, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrea Aguilar, City Clerk

\_\_\_\_\_  
Roxanne Diaz, City Attorney

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES )  
CITY OF MAYWOOD )

I, Andrea Aguilar , City Clerk of the City Council of the City of Maywood, do hereby certify that foregoing Resolution No. 6266 was duly passed and adopted by the City Council of the City of Maywood, at a regular meeting of the City Council held on the 28th day of September, 2022 by the following roll call vote, to wit:

AYES:

NAYES:

ABSENT:

ABSTAINED:

Andrea Aguilar, City Clerk

**City of Maywood**  
**Summary Warrants for Payment and Wire Transfers/ACH Transactions**  
**Council Meeting Date**  
**Wednesday, September 28, 2022**

**Accounts Payable**

|                                                                           | <b>Amount</b> |
|---------------------------------------------------------------------------|---------------|
| Accounts Payable prepaid warrants for payment: Checks No. 090004 - 090006 | \$ 750.86     |
| Accounts Payable regular warrants for payment: Checks No. 090007 - 090058 | \$ 740,072.34 |
| Sub-total                                                                 | \$ 740,823.20 |

**Wire Transfers/ACH Transactions**

|                                                                                                        |               |
|--------------------------------------------------------------------------------------------------------|---------------|
| 09/06/22 8x8 Inc - Monthly Phone Maintenance                                                           | \$ 411.11     |
| 09/06/22 US Bank - Analysis Service Charge                                                             | \$ 1,282.33   |
| 09/08/22 California Joint Powers Insurance Authority (CJPIA) repayment plan agreement - September 2022 | \$ 22,355.58  |
| 09/15/22 Payroll Pay Period 8/28/2022 - 9/10/2022                                                      | \$ 46,072.57  |
| 09/20/22 Settlement Agreement - Ramirez vs City of Maywood, Case No. 19-281                            | \$ 75,196.25  |
| Sub-total                                                                                              | \$ 145,317.84 |

|                      |                      |
|----------------------|----------------------|
| <b>Total Demands</b> | <b>\$ 886,141.04</b> |
|----------------------|----------------------|



**City of Maywood**  
**Detail Warrants for Payment**  
**Warrants No. 090004 to 090058**

| Check No. | Prepays | Date      | Vendor Name                          | Check Amt | Transaction Description                                                                                       | Fund               |
|-----------|---------|-----------|--------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------|--------------------|
| 090004    | P       | 9/12/2022 | Andres Elizalde                      | 300.00    | End of Summer DJ Services                                                                                     | General Fund - 100 |
| 090005    | P       | 9/12/2022 | Just Printing                        | 159.86    | Install Decals on Sheriff Bldg Door                                                                           | General Fund - 100 |
| 090006    | P       | 9/12/2022 | Vortex Industries Inc.               | 291.00    | Repairs to Pedestrian Gate - City Hall                                                                        | General Fund - 100 |
| 090007    |         | 9/28/2022 | Abila                                | 2,227.50  | Microix/Encumbrances Implementation                                                                           | General Fund - 100 |
| 090008    |         | 9/28/2022 | Alta Environmental                   | 6,386.94  | Professional Services Ms4 Permit Support - July 2022                                                          | General Fund - 100 |
| 090009    |         | 9/28/2022 | Active Universal Capital LLC         | 7,077.84  | Crossing Guard Service - August 2022<br>Crossing Guard Services Maywood Elementary - Aug 2022                 | Gas Tax Fund - 212 |
| 090010    |         | 9/28/2022 | Andrea Nohemi Aguilar                | 300.00    | Oct 2022 City Clerk Stipend                                                                                   | General Fund - 100 |
| 090011    |         | 9/28/2022 | Angel Villegas                       | 698.71    | Retiree Medical Reimbursement October 2022                                                                    | General Fund - 100 |
| 090012    |         | 9/28/2022 | AT&T                                 | 53.74     | Emergency Elevator Phone Service 08/10/22 - 09/09/22<br>Emergency Elevator Services from 08/01/22 to 08/31/22 | General Fund - 100 |
| 090013    |         | 9/28/2022 | AT & T Long Distance                 | 45.03     | Emergency Elevator Long Distance Service - August 2022                                                        | General Fund - 100 |
| 090014    |         | 9/28/2022 | Brent Talmo                          | 698.71    | Retiree Medical Reimbursement Oct 2022                                                                        | General Fund - 100 |
| 090015    |         | 9/28/2022 | Brinks Inc.                          | 221.67    | Additional Cash Handling for August 2022<br>Cash Handling Service for September 2022                          | General Fund - 100 |
| 090016    |         | 9/28/2022 | California Consulting Inc.           | 3,500.00  | Grant Writing Monthly Retainer - Sept 2022                                                                    | General Fund - 100 |
| 090017    |         | 9/28/2022 | Cat Specialties Inc.                 | 101.43    | Banner-Bulky Item                                                                                             | General Fund - 100 |
| 090018    |         | 9/28/2022 | Christine M. Locher                  | 232.94    | Retiree Medical Reimbursement Oct 2022                                                                        | General Fund - 100 |
| 090019    |         | 9/28/2022 | Colantuono Highsmith &<br>Whatley PC | 25.49     | Under Collection of Utility User Taxes - August 2022                                                          | General Fund - 100 |

**City of Maywood  
Detail Warrants for Payment  
Warrants No. 090004 to 090058**

| Check No. | Prepays | Date      | Vendor Name                                   | Check Amt | Transaction Description                                                                                      | Fund                       |
|-----------|---------|-----------|-----------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------------|----------------------------|
| 090020    |         | 9/28/2022 | CoreLogic Solutions LLC.                      | 300.00    | Property Finder Service for July 2022<br>Property Finder Services for August 2022                            | General Fund - 100         |
| 090021    |         | 9/28/2022 | Crosstown Electrical & Data Inc.              | 1,696.84  | 4756 & 4923 Slauson - Install Batteries in Radar Signs<br>4925 & 4726 Slauson - Remove Old Speed Limit Signs | Street Lighting Fund - 251 |
| 090022    |         | 9/28/2022 | Daily Journal Corporation                     | 250.00    | Notice of Public Hearing Publication                                                                         | General Fund - 100         |
| 090023    |         | 9/28/2022 | Dave and Frank Automotive                     | 40.00     | VIN#1N4BZ0CPHXC308395 Nissan Tire Repair<br>VIN#1N4BZ0CPXHC308395 Nissan Leaf Tire Repair                    | General Fund - 100         |
| 090024    |         | 9/28/2022 | Dewey Pest Control                            | 141.00    | September 2022 Pest Control Services                                                                         | General Fund - 100         |
| 090025    |         | 9/28/2022 | Edward Ahrens                                 | 1,290.56  | Retiree Medical Reimbursement Oct 2022                                                                       | General Fund - 100         |
| 090026    |         | 9/28/2022 | Marco Tulio Mancia Caballero<br>dba Elim HVAC | 1,525.00  | Building AC Repair - YMCA                                                                                    | General Fund - 100         |
| 090027    |         | 9/28/2022 | Expert Building Maintenance<br>LLC            | 900.00    | City Hall/Police Dept Additional Janitorial Services - July                                                  | General Fund - 100         |
| 090028    |         | 9/28/2022 | FedEx                                         | 36.84     | Document Shipping Charges - Clark Hill LLP                                                                   | General Fund - 100         |
| 090029    |         | 9/28/2022 | Gateway Cities Council of<br>Governments      | 25,750.00 | Annual Membership Dues FY22-23<br>Gateway COG I-710 Corridor Planning FY22-23                                | General Fund - 100         |
| 090030    |         | 9/28/2022 | Graffiti Protective Coatings                  | 1,290.00  | Graffiti Removal Bus Shelters - July 2022                                                                    | Prop C Fund - 222          |
| 090031    |         | 9/28/2022 | HdL Software LLC                              | 150.00    | New Accounts Processed - July 2022                                                                           | General Fund - 100         |
| 090032    |         | 9/28/2022 | Infinity Technologies                         | 3,680.00  | Monthly IT Services - August 2022                                                                            | General Fund - 100         |
| 090033    |         | 9/28/2022 | Innovative Fence Inc.                         | 987.00    | Repair fence at 5102 Cudahy Maywood                                                                          | General Fund - 100         |
| 090034    |         | 9/28/2022 | Gregory Kiley dba Kiley &<br>Associates LLC   | 3,900.00  | Federal Legislative Advocacy Consultant 8/15/22 to 9/15/22                                                   | General Fund - 100         |

**City of Maywood**  
**Detail Warrants for Payment**  
**Warrants No. 090004 to 090058**

| Check No. | Prepays | Date      | Vendor Name                          | Check Amt  | Transaction Description                                                                                                                                                                                                                              | Fund                       |
|-----------|---------|-----------|--------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| 090035    |         | 9/28/2022 | Kimley-Horn and Associates Inc.      | 6,772.64   | Local Roadway Safety Plan Consultant - July 2022                                                                                                                                                                                                     | Street Lighting Fund - 261 |
| 090036    |         | 9/28/2022 | L.B. Johnson Hardware #1             | 269.49     | PW and PPE Supplies<br>PW Supplies - Asphalt, Spray Paint<br>PW Supplies Paint Rollers                                                                                                                                                               | General Fund - 100         |
| 090037    |         | 9/28/2022 | LACMTA FILE #54924-0                 | 1,836.00   | July 2022 Metro TAP Cards                                                                                                                                                                                                                            | Prop C Fund - 222          |
| 090038    |         | 9/28/2022 | Mary Mariscal                        | 50.00      | October 2022 Treasurer Stipend                                                                                                                                                                                                                       | General Fund - 100         |
| 090039    |         | 9/28/2022 | Maywood Car Wash                     | 406.72     | Fuel and Car Wash for City Vehicles - July 2022                                                                                                                                                                                                      | General Fund - 100         |
| 090040    |         | 9/28/2022 | Maywood Mutual Water Co.<br>No.2     | 987.84     | 3626 E. 56th/Pixley Pk 06/24/22 to 08/25/22<br>4301 E. Slauson Ave 06/22/22 to 08/22/22<br>4323 E. Slauson Ave 06/22/22 to 08/22/22<br>5313 Pine Ave 06/26/22 to 08/24/22<br>5515 Maywood Ave 06/24/22 to 08/26/22<br>City Hall 06/22/22 to 08/22/22 | General Fund - 100         |
| 090041    |         | 9/28/2022 | Metro Transit Services               | 72,906.54  | Public Transportation & Dial-A-Ride Services for July 2022<br>Public Transportation & Dial-A-Ride Services - August 2022                                                                                                                             | Prop A Fund - 221          |
| 090042    |         | 9/28/2022 | Miguel Leon                          | 116.05     | Reimburse Mileage-Conference Day 1 & 2<br>Reimburse Mileage-Conference Day 3<br>Reimburse Parking for Cal Cities Conference                                                                                                                          | General Fund - 100         |
| 090043    |         | 9/28/2022 | Nationwide Environmental<br>Services | 7,410.00   | Street Sweeping Services - September 2022                                                                                                                                                                                                            | General Fund - 100         |
| 090044    |         | 9/28/2022 | North Star Landcare                  | 704.00     | Riverfront Park - Palm Tree Trimming                                                                                                                                                                                                                 | General Fund - 100         |
| 090045    |         | 9/28/2022 | One Step GPS                         | 1,339.20   | Yearly GPS Service Subscription                                                                                                                                                                                                                      | General Fund - 100         |
| 090046    |         | 9/28/2022 | Public Restroom Company              | 121,551.00 | Prog Bill #2 Baseball Field Restroom Project                                                                                                                                                                                                         | General Fund - 100         |
| 090047    |         | 9/28/2022 | QDoxs                                | 156.31     | Copier Base Charge 09/05/22 to 10/04/22<br>Copier Base Rate Charge for Sept 2022                                                                                                                                                                     | General Fund - 100         |
| 090048    |         | 9/28/2022 | R.E. Schultz Construction Inc.       | 18,392.00  | Riverfront Pk Fitness Court Proj. Prog Pmt #1                                                                                                                                                                                                        | General Fund - 100         |

**City of Maywood**  
**Detail Warrants for Payment**  
**Warrants No. 090004 to 090058**

| Check No.    | Prepays | Date      | Vendor Name                             | Check Amt            | Transaction Description                                                                                                         | Fund               |
|--------------|---------|-----------|-----------------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 090049       |         | 9/28/2022 | Robert Leach                            | 1,005.00             | Retiree Medical Reimbursement Oct 2022                                                                                          | General Fund - 100 |
| 090050       |         | 9/28/2022 | Ron's Maintenance Inc                   | 4,114.00             | Storm Drain Maintenance                                                                                                         | General Fund - 100 |
| 090051       |         | 9/28/2022 | Ronald Lindsey                          | 1,096.31             | Retiree Medical Reimbursement Oct 2022                                                                                          | General Fund - 100 |
| 090052       |         | 9/28/2022 | Scott C. Anderson                       | 1,290.56             | Retiree Medical Reimbursement Oct 2022                                                                                          | General Fund - 100 |
| 090053       |         | 9/28/2022 | SHERIFF'S DEPT COUNTY<br>OF LOS ANGELES | 435,203.01           | Public Safety Services for July 2022                                                                                            | General Fund - 100 |
| 090054       |         | 9/28/2022 | Southern California Edison              | 67.94                | 4801 E 58th St TPP 7/14/22 to 8/11/22<br>4801 E 58th St. TPP 8/12/22 to 9/12/22                                                 | General Fund - 100 |
| 090055       |         | 9/28/2022 | Sparkletts Drinking Water Corp          | 160.98               | City Hall Offices Water Service - Sept 2022                                                                                     | General Fund - 100 |
| 090056       |         | 9/28/2022 | The Gas Company                         | 68.88                | 4317 Slauson Ave 08/09/22 to 09/08/22<br>4319 Slauson Ave 08/09/22 to 09/08/22<br>Library 4323 Slauson AVE 08/09/22 to 09/08/22 | General Fund - 100 |
| 090057       |         | 9/28/2022 | Time Warner Cable                       | 631.80               | Internet and Phone Service for September 2022                                                                                   | General Fund - 100 |
| 090058       |         | 9/28/2022 | Vernon City of                          | 28.83                | Acct 414 Slauson/Downey 06/29/22 to 07/28/22                                                                                    | General Fund - 100 |
| <b>TOTAL</b> |         |           |                                         | <b>\$ 740,823.20</b> |                                                                                                                                 |                    |



# AGENDA REPORT

## CITY OF MAYWOOD



## AGENDA ITEM NO. 4.

---

**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** ANTHONY RAINEY, DIRECTOR OF FINANCE

**SUBJECT:** REVENUE REPORT JULY - AUGUST 2022

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### RECOMMENDATION:

Staff recommends that the City Council receive and file the Revenue Report from July - August 2022.

### BACKGROUND:

In an effort to maintain transparency, the City's Finance Department prepares a monthly Revenue report for the City Council's review. The Revenue Report is a tool used by the Council to monitor and oversee the financial health of the City.

### DISCUSSION:

The attached analysis (see Attachment 1) compares the prior Year to Date (YTD) and current YTD Revenue.

The total revenue received from July - August 2022 totaled \$4,045,619.22, which is 3.25% higher than the same period last year. For context, July and August comprise 16.67% of the Fiscal Year that has transpired, leaving 83.33% of the Fiscal Year remaining.

- **GENERAL FUND** - The total General Fund received totaled \$189,364.67 (see Column entitled *B - Current Fiscal Year to Date Revenue*, the row entitled *General Fund Revenue Totals*), which is 1.52% higher than the same period last year. For the column entitled *D - Current YTD versus Prior YTD \$ Difference* in the row entitled *General Taxes Totals*, there were fewer *Utility Users Tax remittances* than last year. *Licenses and Permits Totals* were 62% greater than the same period the previous year due in part to the increases in the collection of Public Works Permit Fees and Building Permits respectively, due to the efforts of the Building & Planning Department. *Charges for Services Totals* were nearly 22% above the same period due to the increase in *Plan Check Fees* collected.
- **SPECIAL REVENUE FUND** - The total Special Revenue Fund received totaled \$3,856,254.55, which is 3.33% higher than the same period last year. The City received the second installment in the amount of \$3,226,257 from the American Rescue Plan Act of 2021 (ARPA). These Funds support cities in mitigating the fiscal effects stemming from the public health emergency caused by COVID-19.

### LEGAL REVIEW:

The City Attorney has reviewed this report.

**FISCAL IMPACT:**

**ATTACHMENT(S)**

1. July - August 2022 - City of Maywood FY2022-23

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | C - Prior Fiscal Year to<br>Date Revenue | B - Current Fiscal<br>Year to Date Revenue | D - Current YTD<br>versus Prior YTD \$<br>Difference | E - Current YTD Prior<br>YTD % Difference | G - Adopted Budget FY<br>2022-23 | H - % of FY 2022-2023<br>YTD Revenue<br>Received |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------|--------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                          |                                            | (C minus B)                                          | (C divided by B minus 1)                  |                                  | (C divided by G)                                 |
| <b>GENERAL FUND</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Taxes:</b> TAXES: A tax is a compulsory monetary contribution to the City's revenue, assessed and imposed by the City on the activities, expenditure, income, occupation, privilege, property, etc., of individuals and organizations.                                                                                                                                                                                                                                                    |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Franchise & Collectors Fee                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$358,952.00                     | 0.00%                                            |
| Property Taxes                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$714,301.00                     | 0.00%                                            |
| Utility Users Tax                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$83,048.48                              | \$57,278.43                                | (\$25,770.05)                                        | 0.00%                                     | \$1,102,415.00                   | 5.20%                                            |
| Transfer Tax (Real Estate)                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$1,232.55                               | \$1,345.03                                 | \$112.48                                             | 0.00%                                     | \$28,465.00                      | 4.73%                                            |
| Transient Occupancy Tax                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$68,097.00                      | 0.00%                                            |
| Cannabis Sales Tax                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$1,980,241.00                   | 0.00%                                            |
| Sales Tax Revenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$2,200,048.00                   | 0.00%                                            |
| <b>Taxes Totals</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>\$84,281.03</b>                       | <b>\$58,623.46</b>                         | <b>(\$25,657.57)</b>                                 | <b>0.00%</b>                              | <b>\$6,452,519.00</b>            | <b>0.91%</b>                                     |
| <b>GENERAL FUND</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Licenses &amp; Permits:</b> FEES: A fee is a charge imposed on an individual for a service that the person chooses to receive. A fee may not exceed the estimated reasonable cost of providing the particular service or product for which the fee is charged, plus overhead. Fees are charged for specific services, and fee revenue may fund only those services and related expenses. <b>LICENSES</b> and <b>PERMITS</b> are types of fees allowing for the operation within the City. |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Compliance Program Fee                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Residential & Building Permits                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$3,227.32                               | \$5,974.10                                 | \$2,746.78                                           | 85.11%                                    | \$13,261.00                      | 45.05%                                           |
| Public Works Permit Fees                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | \$29,189.00                              | \$51,440.00                                | \$22,251.00                                          | 76.23%                                    | \$160,000.00                     | 32.15%                                           |
| Other Fees & Permits                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$3,673.30                               | \$4,228.38                                 | \$555.08                                             | 15.11%                                    | \$26,246.00                      | 16.11%                                           |
| Occupancy Permits                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$3,555.20                               | \$1,224.80                                 | (\$2,330.40)                                         | -65.55%                                   | \$15,000.00                      | 8.17%                                            |
| Building Permits                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$7,004.41                               | \$19,724.09                                | \$12,719.68                                          | 181.60%                                   | \$72,000.00                      | 27.39%                                           |
| Compliance and Review Fees - Cannabis                                                                                                                                                                                                                                                                                                                                                                                                                                                        | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$80,000.00                      | 0.00%                                            |
| Commercial Cannabis Renewal                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Parking Permits                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$80.00                                  | \$141.00                                   | \$61.00                                              | 76.25%                                    | \$60,000.00                      | 0.24%                                            |
| Apartment License                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$181.25                                 | \$0.00                                     | (\$181.25)                                           | -100.00%                                  | \$2,500.00                       | 0.00%                                            |
| Business License                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$4,657.00                               | \$904.00                                   | (\$3,753.00)                                         | -80.59%                                   | \$250,324.00                     | 0.36%                                            |
| Vehicle License Fee - LA County                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$3,300,000.00                   | 0.00%                                            |
| <b>Licenses and Permits Totals</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>\$51,567.48</b>                       | <b>\$83,636.37</b>                         | <b>\$32,068.89</b>                                   | <b>62.19%</b>                             | <b>\$3,979,331.00</b>            | <b>2.10%</b>                                     |
| <b>GENERAL FUND</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Charges for Services:</b> CHARGES FOR SERVICES: Charges to cover administrative costs for the provision of services.                                                                                                                                                                                                                                                                                                                                                                      |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Rubbish Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$7,000.00                       | 0.00%                                            |

|                                                                                                                                                                                                                      | C - Prior Fiscal Year to<br>Date Revenue | B - Current Fiscal<br>Year to Date Revenue | D - Current YTD<br>versus Prior YTD \$<br>Difference | E - Current YTD Prior<br>YTD % Difference | G - Adopted Budget FY<br>2022-23 | H - % of FY 2022-2023<br>YTD Revenue<br>Received |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------|--------------------------------------------------|
|                                                                                                                                                                                                                      |                                          |                                            | (C minus B)                                          | (C divided by B minus 1)                  |                                  | (C divided by G)                                 |
| Plan Check Fees                                                                                                                                                                                                      | \$8,487.37                               | \$11,201.07                                | \$2,713.70                                           | 31.97%                                    | \$70,000.00                      | 16.00%                                           |
| Rents & Concessions                                                                                                                                                                                                  | \$3,969.00                               | \$3,969.00                                 | \$0.00                                               | 0.00%                                     | \$26,000.00                      | 15.27%                                           |
| <b>Charges for Services Totals</b>                                                                                                                                                                                   | <b>\$12,456.37</b>                       | <b>\$15,170.07</b>                         | <b>\$2,713.70</b>                                    | <b>21.79%</b>                             | <b>\$103,000.00</b>              | <b>14.73%</b>                                    |
| <b>GENERAL FUND FINES AND FORFEITURES:</b> Penalties imposed by the City in the form of money or goods for a violation of an ordinance, law, regulation or rule.                                                     |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Fines and Forfeitures:</b>                                                                                                                                                                                        |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Penalties: Apt & Bus License                                                                                                                                                                                         | \$0.00                                   | \$31.50                                    | \$31.50                                              | 0.00%                                     | \$0.00                           | 0.00%                                            |
| SEMC: Court Collections (DMV)                                                                                                                                                                                        | \$9,399.11                               | \$12,819.91                                | \$3,420.80                                           | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Administrative Citations                                                                                                                                                                                             | \$300.00                                 | \$2,600.00                                 | \$2,300.00                                           | 766.67%                                   | \$85,000.00                      | 3.06%                                            |
| Parking Fines                                                                                                                                                                                                        | \$3,584.00                               | \$2,575.00                                 | (\$1,009.00)                                         | -28.15%                                   | \$410,000.00                     | 0.63%                                            |
| <b>Fines and Forfeitures Totals</b>                                                                                                                                                                                  | <b>\$13,283.11</b>                       | <b>\$18,026.41</b>                         | <b>\$4,743.30</b>                                    | <b>35.71%</b>                             | <b>\$495,000.00</b>              | <b>3.64%</b>                                     |
| <b>GENERAL FUND LEASES AND CONCESSIONS:</b> A rent or lease or payment for the use of a the City's property.                                                                                                         |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Leases and Concessions:</b>                                                                                                                                                                                       |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Leased Property Rental Income                                                                                                                                                                                        | \$8,557.56                               | \$9,693.36                                 | \$1,135.80                                           | 13.27%                                    | \$50,000.00                      | 19.39%                                           |
| <b>Leases and Concessions Totals</b>                                                                                                                                                                                 | <b>\$8,557.56</b>                        | <b>\$9,693.36</b>                          | <b>\$1,135.80</b>                                    | <b>13.27%</b>                             | <b>\$50,000.00</b>               | <b>19.39%</b>                                    |
| <b>GENERAL FUND MISCELLANEOUS:</b> A General Fund revenue not covered in another revenue category.                                                                                                                   |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Miscellaneous:</b>                                                                                                                                                                                                |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Good Corporate Citizen Program                                                                                                                                                                                       | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Interest Income                                                                                                                                                                                                      | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Miscellaneous Revenue                                                                                                                                                                                                | \$16,381.23                              | \$4,215.00                                 | (\$12,166.23)                                        | 0.00%                                     | \$33,500.00                      | 12.58%                                           |
| CARES Act Reimbursement                                                                                                                                                                                              | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Other (Recycle + ABx1 Reimbursement)                                                                                                                                                                                 | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$1,200.00                       | 0.00%                                            |
| <b>Miscellaneous Revenue Totals</b>                                                                                                                                                                                  | <b>\$16,381.23</b>                       | <b>\$4,215.00</b>                          | <b>(\$12,166.23)</b>                                 | <b>0.00%</b>                              | <b>\$34,700.00</b>               | <b>12.15%</b>                                    |
| <b>GENERAL FUND RETIREE PENSION LEVY:</b> An amount of revenue from the property tax levy approved by the voters for the purpose of paying the cost to the City of the Public Employees Retirement System (PERS).    |                                          |                                            |                                                      |                                           |                                  |                                                  |
| <b>Retiree Pension Levy:</b>                                                                                                                                                                                         |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Retiree Pension Levy                                                                                                                                                                                                 | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$1,208,812.00                   | 0.00%                                            |
| <b>Retiree Pension Levy Totals</b>                                                                                                                                                                                   | <b>\$0.00</b>                            | <b>\$0.00</b>                              | <b>\$0.00</b>                                        | <b>0.00%</b>                              | <b>\$1,208,812.00</b>            | <b>0.00%</b>                                     |
| <b>General Fund Revenue Totals</b>                                                                                                                                                                                   | <b>\$186,526.78</b>                      | <b>\$189,364.67</b>                        | <b>\$2,837.89</b>                                    | <b>1.52%</b>                              | <b>\$12,323,362.00</b>           | <b>1.54%</b>                                     |
| <b>SPECIAL REVENUE FUND SPECIAL REVENUE FUND:</b> Collections of revenues in special funds that must be used for the established purposes of the funds to provide an extra level of accountability and transparency. |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Gas Tax                                                                                                                                                                                                              | \$131,505.76                             | \$60,724.04                                | (\$70,781.72)                                        | -53.82%                                   | \$625,200.00                     | 9.71%                                            |
| Transportation Development Act (TDA)                                                                                                                                                                                 | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$192,000.00                     | 0.00%                                            |
| Bikeway                                                                                                                                                                                                              |                                          |                                            |                                                      |                                           |                                  |                                                  |
| Proposition A                                                                                                                                                                                                        | \$118,629.08                             | \$124,091.85                               | \$5,462.77                                           | 4.60%                                     | \$651,000.00                     | 19.06%                                           |
| Proposition C                                                                                                                                                                                                        | \$98,402.11                              | \$103,665.30                               | \$5,263.19                                           | 5.35%                                     | \$750,000.00                     | 13.82%                                           |
| Measure R                                                                                                                                                                                                            | \$73,743.54                              | \$77,169.69                                | \$3,426.15                                           | 4.65%                                     | \$1,184,960.00                   | 6.51%                                            |
| Measure M                                                                                                                                                                                                            | \$83,371.82                              | \$87,315.08                                | \$3,943.26                                           | 4.73%                                     | \$1,250,000.00                   | 6.99%                                            |
| Senate Bill 1 (SB 1)                                                                                                                                                                                                 | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$528,284.00                     | 0.00%                                            |



|                                                                                                                        | C - Prior Fiscal Year to<br>Date Revenue | B - Current Fiscal<br>Year to Date Revenue | D - Current YTD<br>versus Prior YTD \$<br>Difference | E - Current YTD Prior<br>YTD % Difference | G - Adopted Budget FY<br>2022-23 | H - % of FY 2022-2023<br>YTD Revenue<br>Received |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------|--------------------------------------------------|
|                                                                                                                        |                                          |                                            | (C minus B)                                          | (C divided by B minus 1)                  |                                  | (C divided by G)                                 |
| Community Development Block Grant<br>(CDBG)                                                                            | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$391,053.00                     | 0.00%                                            |
| Air Quality Management District (AQMD)<br>Grant                                                                        | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$36,375.00                      | 0.00%                                            |
| Supplemental Law Enforcement Services<br>Fund (SLESF) Grant                                                            | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$155,000.00                     | 0.00%                                            |
| Measure A                                                                                                              | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$651,000.00                     | 0.00%                                            |
| Lighting & Landscaping                                                                                                 | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$308,000.00                     | 0.00%                                            |
| Successor Agency Trust Fund - City of<br>Maywood serves as the Successor Agency<br>to the Maywood Redevelopment Agency | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Sewer Fund                                                                                                             | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$301,614.00                     | 0.00%                                            |
| Grant/Reimb (Fed/State/County)                                                                                         | \$0.00                                   | \$0.00                                     | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Local Fiscal Recovery Fund                                                                                             | \$3,226,257.00                           | \$3,226,257.00                             | \$0.00                                               | 0.00%                                     | \$0.00                           | 0.00%                                            |
| Measure W                                                                                                              | \$0.00                                   | \$177,031.59                               | \$177,031.59                                         | 0.00%                                     | \$171,818.00                     | 103.03%                                          |
| <b>Special Revenue Totals</b>                                                                                          | <b>\$3,731,909.31</b>                    | <b>\$3,856,254.55</b>                      | <b>\$124,345.24</b>                                  | <b>3.33%</b>                              | <b>\$7,196,304.00</b>            | <b>53.59%</b>                                    |
| <b>Total Revenues</b>                                                                                                  | <b>\$3,918,436.09</b>                    | <b>\$4,045,619.22</b>                      | <b>\$127,183.13</b>                                  | <b>3.25%</b>                              | <b>\$19,519,666.00</b>           | <b>20.73%</b>                                    |

## AGENDA REPORT

CITY OF MAYWOOD



## AGENDA ITEM NO. 5.

---

**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** SHIRLEY QUINONES, EXECUTIVE ASSISTANT/DEPUTY CITY CLERK

**SUBJECT:** RECONSIDERATION OF THE CIRCUMSTANCES OF THE COVID-19 STATE OF EMERGENCY AND DETERMINE THAT THE CITY WILL CONTINUE TO HOLD MEETINGS VIA TELECONFERENCING AND MAKING FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 54953(e)(3).

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### RECOMMENDATION:

Staff recommends that the City Council adopt a motion finding that the state of emergency continues to directly impact the ability of the members of the City's legislative bodies to meet safely in person, and that State and County of Los Angeles officials continue to recommend residents get vaccinated and continue the measures to promote social distancing and therefore, the legislative body meetings of the City shall continue in a virtual teleconference format in compliance with Government Code Section 54953(e).

### BACKGROUND:

The City Council has met remotely throughout the pandemic to protect the health and safety of the public and staff. Since the September 6, 2022 Special City Council meeting when this item was discussed, the factual circumstances still exist for the City's legislative bodies to continue to hold meetings pursuant to AB361, enabling local public agencies to continue to use teleconferencing without complying with certain Brown Act provisions related to teleconferencing.

### DISCUSSION:

Since the beginning of the year, there have been several COVID-19 variants, including the Delta variant, the Omicron variant, and the subvariant BA2, which is sometimes referred to as the "stealth omicron" and is a subvariant of Omicron. In addition, there are two new Omicron strains; BA.5—the most contagious one so far, along with BA.4, another subvariant—is causing more than 88% of cases nationwide, making it the predominant strain.

Los Angeles County had been in a prolonged summer surge with regard to COVID-19 cases. Because of the summer surge, Los Angeles County's coronavirus cases rate was at its highest point in nearly five months. In mid-July, daily cases reached a high of 8,359, which was the highest since January and over the summer Los Angeles County remained in the federal government's "high" virus category.

While as of early September, Los Angeles County now has a low-transmission rate, Los Angeles County Health Department is still reporting that viral transmission continues and thousands of new cases are still being reported daily. The County is asking residents to continue following sensible safety measures including indoor masking and staying home and away from others if sick to help reduce the rate of transmission. In addition, the County is stating that as the COVID-19 virus continues to mutate, there is a very real possibility that new

variants of concern could contribute to another surge in the fall or winter, making it important that Los Angeles County residents take steps to reduce the risk for serious illness.

Accordingly, transmission still remains contagious, with increased risk for the elderly, the unvaccinated, people with serious health conditions, and workers in close contact with others. Cal OSHA Emergency Temporary Standards continue to recognize the importance of social distancing and state that the fact that particles containing the virus can travel more than six feet, especially indoors, training and instruction should be given to employees in that regard as well as inform them that physical distancing, face coverings, increased ventilation indoors, and respiratory protection decrease the spread of COVID-19 and are most effective when used in combination. Based on the research conducted since the last City Council meeting, the factual circumstances exist for the City's legislative bodies to continue to hold meetings pursuant to AB 361.

The flexibility of a virtual format will allow the continuation of the City's business so that Council meetings would not have to be canceled should members have health concerns or are sick and would provide the flexibility for each member of a legislative body to determine for themselves based on their own health matters whether attending a meeting will be a risk to their health and safety or that of the other attendees. By reconsidering the circumstances of the state of emergency created by the COVID-19 pandemic and finding that the state of emergency continues to directly impact the ability of the members to meet safely in person and that state and local officials continue to recommend measures to promote social distancing, the public meetings of the City can continue to be conducted by teleconference (i.e. Zoom) for the next 30 days pursuant to Section 54953(e)(3).

**LEGAL REVIEW:**

The City Attorney has reviewed this report.

**FISCAL IMPACT:**

There is no financial impact if the City Council makes the determination under AB 361 as the City has been meeting in a remote format since the onset of the pandemic in March 2020.

**ATTACHMENT(S)**

## AGENDA REPORT

CITY OF MAYWOOD



## AGENDA ITEM NO. 6.

---

**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** MOHAMMAD MOSTAHKAMI, PE

**SUBJECT:** CONSIDERATION OF ADOPTING RESOLUTION NO. 6267 APPROVING THE CITY OF MAYWOOD LOCAL ROADWAY SAFETY PLAN (LRSP).

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### RECOMMENDATION:

It is recommended that City Council (i) receive and file a presentation on the City's Local Road Safety Plan; (ii) and adopt Resolution No. 6267 approving the City of Maywood Local Roadway Safety Plan.

### BACKGROUND:

On November 27, 2019, the City submitted the Local Roadway Safety Plan (LRSP) grant funding request to the State. On March 24, 2021, the City Council authorized the City Manager to execute all documents and agreements for projects funded through the State of California Department of Transportation (Caltrans). The State funding agreement for \$72,000 was executed in March 24, 2021. LRSP grant requires a local match of \$8,000. On November 24, 2021, the City Council awarded a professional services agreement to Kimley-Horn and Associates, Inc. for the preparation of the LRSP.

The LRSP identifies and analyzes roadway safety concerns Citywide and provides recommendations for potential roadway safety improvements to reduce or eliminate safety issues identified by the plan. Furthermore, the LRSP enables the City to apply for grant funding through the Highway State Safety Improvement Program (HSIP) which is a requirement of the grant this year. The LRSP (see attached Exhibit A) has been prepared in conformance with State and Federal standards.

### DISCUSSION:

The LRSP provides a framework for identification, analysis, and prioritization of roadway safety improvements on local roads. The LRSP was developed using outreach and the process outlined by Caltrans to provide a systematic approach to providing safety improvements. The plan is data driven, using a comprehensive analysis of five years of collision data. The collision analysis provides various citywide collision statistics, such as collisions per year; collisions involved with vehicles, pedestrians, bicycles, or property; types of injury collisions; and collision causes. The process results in a list of improvements and actions that address the areas of highest need, as supported by the data.

The LRSP identifies emphasis areas to inform and guide further safety evaluation of the City's transportation network. The LRSP will guide the City to look at ways to set goals and measures that encourage a safe, well-connected transportation network for people using all modes of transportation and prioritizes safe travel of people over expeditious travel of motor vehicles that will achieve significant declines in roadway fatalities and



serious injuries by the year 2050.

In order to apply for HSIP grant funds, a local agency must have completed their Local Roadway Safety Plan (LRSP) or an equivalent of the LRSP, such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan. Caltrans recommends that the LRSP (or its equivalent) and its update(s) be approved by the local agency's Board or Council. Kimley-Horn and Associates, Inc, is the City's Project Consultant and developed the LRSP for the City.

The LRSP enables the City to apply for grant funding through the Highway Safety Improvement Program (HSIP) or other eligible grants such as Safe Streets and Roads for All (SS4A). Staff recommends adoption of the attached LRSP.

**LEGAL REVIEW:**

The City Attorney has reviewed this report.

**FISCAL IMPACT:**

There is no fiscal impact for Fiscal Year 2022-2023 in adopting the LRSP. The cost to implement recommendations in the LRSP depends upon the initiative, such as availability of grant funding, and whether the recommendation is an infrastructure or non-infrastructure treatment. The recommendations would be budgeted in future fiscal years for City Council consideration and approval.

**ATTACHMENT(S)**

1. Maywood-Local Roadway Safety Plan

**RESOLUTION NO. 6267**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
MAYWOOD, CALIFORNIA, APPROVING THE CITY OF MAYWOOD  
LOCAL ROADWAY SAFETY PLAN (LRSP)**

**WHEREAS**, On November 27, 2019, the City submitted the LRSP grant funding request to the State; and

**WHEREAS**, On March 24, 2021 the State funding agreement for \$72,000 with a local match requirement of \$8,000 was executed; and

**WHEREAS**, On November 24, 2021, the City Council awarded a professional services agreement to Kimley-Horn and Associates, Inc. for the preparation of the LRSP; and

**WHEREAS**, a Local Road Safety Plan ("LRSP") is a road safety planning document that provides a holistic analysis of vehicle, pedestrian and bicycle crash data, and provides a roadmap for implementation of safety improvements; and

**WHEREAS**, it is required that all state, county, and local agencies adopt an LRSP to be eligible to receive Highway Safety Improvement Program (HSIP) and other grants such as Safe Streets and Roads for All (SS4A); and

**WHEREAS**, the LRSP attached herein as Exhibit A was developed using outreach and the process outlined by Caltrans to provide a systematic approach to providing safety improvements and guide the City to look at ways to set goals and measures that encourage a safe, well-connected transportation network for people using all modes of transportation and prioritizes safe travel of people over expeditious travel of motor vehicles that will achieve significant declines in roadway fatalities and serious injuries by the year 2050.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MAYWOOD DOES HEREBY RESOLVE, DECLARE AND DETERMINE AS FOLLOWS:**

**Section 1.** All of the recitals above are true and correct and incorporated herein as if set forth in full.

**Section 2.** The Local Roadway Safety Plan (LRSP) attached herein as Exhibit A is hereby approved.

**Section 3.** The City Clerk shall certify to the adoption of this resolution and it shall become effective immediately.

**PASSED, APPROVED AND ADOPTED THIS 28th day of September, 2022.**

\_\_\_\_\_  
Heber Marquez, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Andrea Aguilar, City Clerk

\_\_\_\_\_  
Roxanne Diaz, City Attorney

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES )  
CITY OF MAYWOOD )

I, Andrea Aguilar, City Clerk of the City Council of the City of Maywood, do hereby certify that foregoing Resolution No. 6267 was duly passed and adopted by the City Council of the City of Maywood, at a regular meeting of the City Council held on the 28th day of September, 2022 by the following roll call vote, to wit:

AYES:

NAYES:

ABSENT:

ABSTAIN:

Andrea Aguilar, City Clerk

a

EXHIBIT A

# City of Maywood Local Roadway Safety Plan (LRSP)



September 2022

**FINAL**

Prepared By:

**Kimley»Horn**

(Per Section 148 of Title 23, United States Code [23 U.S.C. §148(h) (4)] REPORTS  
DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS,  
SURVEYS, AND INFORMATION—Notwithstanding any other provision of law,  
reports, surveys, schedules, lists, or data compiled or collected for any purpose  
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a Federal or State court proceeding or considered for other purposes in any action  
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SIGNED BY







## Executive Summary

Maywood has created a Local Roadway Safety Plan (LRSP), which identifies a framework to identify, analyze, and develop traffic safety enhancements on the City's roadway network. The LRSP was developed in response to local issues and needs. Through the analysis, this report has identified emphasis areas to inform and further guide safety evaluation and planning for the City's transportation network. The LRSP also analyzes collision data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and citywide trends and patterns. The analysis of collision history on the City's transportation network allows for opportunities to: 1) identify factors in the transportation network that inhibit safety for all roadway users, 2) improve safety at specific high-collision locations, and 3) develop safety measures using the 5E's of transportation safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies, to encourage safer driver behavior and better severity outcomes.

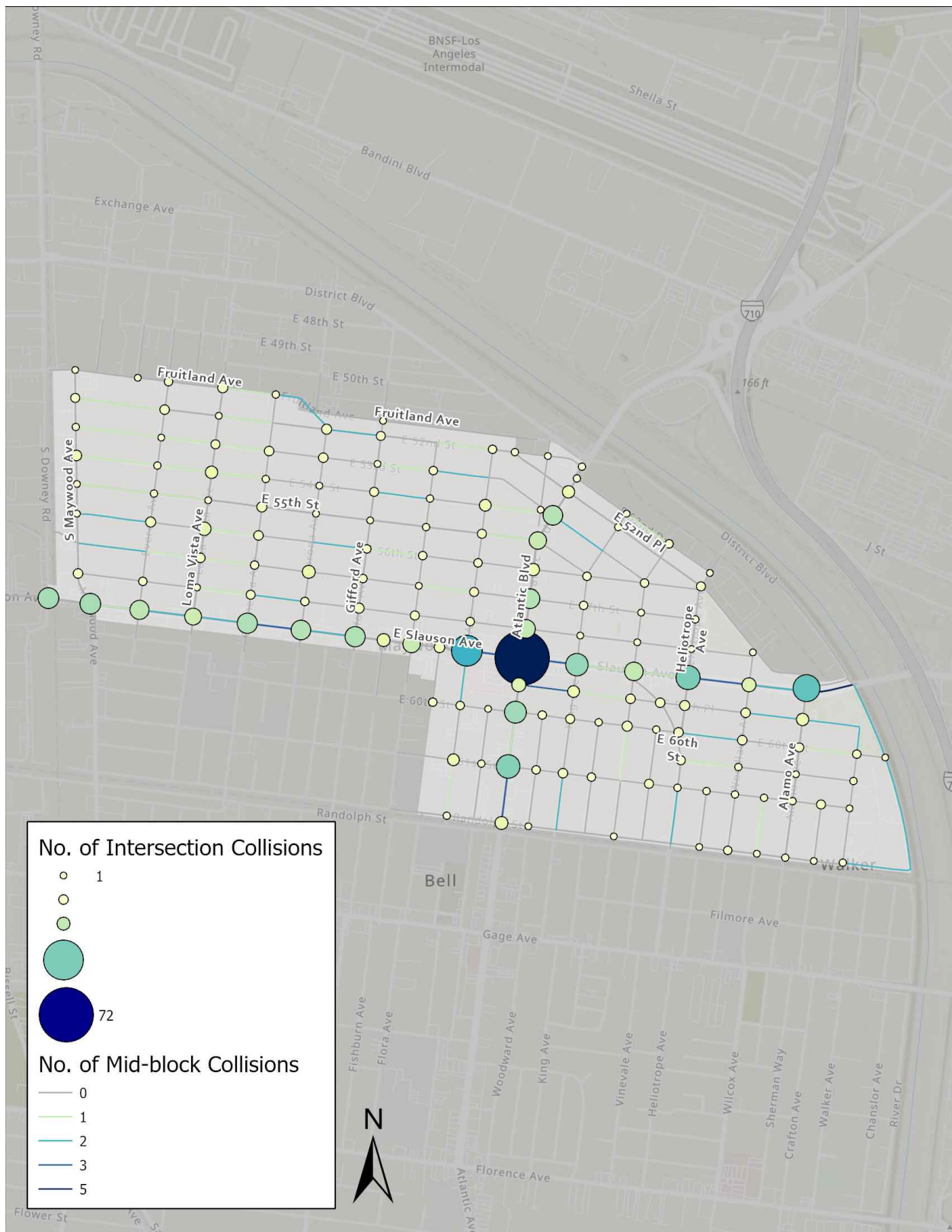
As one of the smallest and most densely developed communities in Los Angeles County, Maywood relies on its roadway network. Due to the heavy use of its transportation routes throughout the City Maywood is ranked 49 out of 94 in traffic and roadway safety in its California Office of Traffic Safety (OTS) rankings. Compared to peer cities in the same category the City performs lower than 50% of its peer cities. The City plans to implement new safety efforts through this plan by identifying areas of emphasis and opportunities for system improvement that can be implemented to enhance safety. This LRSP analyzes the most recent range of collision data (January 1, 2016 to December 31, 2020) and recent roadway improvements to assess historic trends, patterns, and areas of concern.

During the LRSP development process, the City has drafted a vision for traffic safety and outlined the goals that will help mark plan success. The vision is to enhance the transportation network to achieve zero traffic fatalities and serious injury related collisions. The goals were identified as:

- Identify areas with a high risk for collisions.
- Illustrate the value of a comprehensive safety program and the systemic process.
- Plan future safety improvements for near-, mid- and long-term implementation.
- Define safety projects for Highway Safety Improvement Program (HSIP) and other program funding consideration.

Maywood's collision history was analyzed to identify locations with elevated risk of collisions either through their collision histories or their similarities to other locations that have more active collision patterns. Using a network screening process, locations within the City that will most likely benefit from safety enhancements were identified. Using historic collision data, collision risk factors for the entire network were derived. The outcomes informed the identification and prioritization of engineering and non-infrastructure safety measures that address certain roadway characteristics and related behaviors that contribute to motor vehicle collisions with active transportation users. The figure below shows the results of collision analysis, including the number of crashes that occurred at each intersection and along each roadway segment in the City.

## Number of Collisions per Intersection and Roadway Segment



Emphasis areas were developed by revisiting the vision and goals developed at the onset of the planning process and comparing them with the trends and patterns identified in the crash analysis. Where these areas aligned, or major challenges were observed, the following emphasis areas were developed:

1. Aggressive Driving
2. Vulnerable Road Users
3. Signal Improvements
4. Impaired Driving

The LRSP identified countermeasures for both infrastructure and non-infrastructure improvements. The report then applies Crash Modification Factors (CMFs), which are used to estimate the safety effects of safety improvements to compare and prioritize the improvements. This provides a planning level cost/benefit estimate that the City can use to prioritize improvements.

Site-specific opportunities for improvement were identified for the following 9 case study locations. The case study locations were chosen to be representative of the corridor and intersection designs throughout the City.

1. Signalized Intersection: Pine Ave & Slauson Ave
2. Signalized Intersection: Atlantic Blvd & Slauson Ave
3. Signalized Intersection: Atlantic Blvd & 57<sup>th</sup> St
4. Segment: 59<sup>th</sup> (Atlantic to King)
5. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 60<sup>th</sup> St
6. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 59<sup>th</sup> St
7. Segment: Slauson Ave (Alamo Ave to City Limits)
8. Unsignalized Intersection: Heliotrope Ave & 52<sup>nd</sup> Pl/56<sup>th</sup> St
9. Unsignalized Intersection: Loma Vista Ave & Fruitland Ave
10. Unsignalized Intersection: Loma Vista & 56<sup>th</sup> St
11. Signalized Intersection: Everett Ave & Slauson Ave

The report also identifies opportunities that can be implemented systemically throughout the City. These opportunities were assembled into the “countermeasure toolbox” shown below and include both engineering-based and non-engineering countermeasures. Additionally, this information can be used to help the City apply for grants and other funding opportunities to implement these safety improvements.

#### Citywide Countermeasure Toolbox (Engineering Opportunities)

| LRSM/<br>CMF<br>ID | Potential Countermeasures                                       | Crash<br>Reduction<br>Factor | Per Unit<br>Cost | Unit             |
|--------------------|-----------------------------------------------------------------|------------------------------|------------------|------------------|
| NS03               | Install signals                                                 | 30%                          | \$400,000        | per intersection |
| R02                | Remove or relocate fixed objects outside of Clear Recovery Zone | 35%                          | \$1,000          | per location     |
| R22                | Install retroreflective stripes on stop signs                   | 15%                          | \$1,500          | per sign         |
| R27                | Install delineators, reflectors and/or object markers           | 15%                          | \$75             | per linear foot  |
| R28                | Install edge-lines and centerlines                              | 25%                          | \$20,000         | per mile         |

| LRSM/<br>CMF<br>ID | Potential Countermeasures                                              | Crash<br>Reduction<br>Factor | Per Unit<br>Cost | Unit                 |
|--------------------|------------------------------------------------------------------------|------------------------------|------------------|----------------------|
| R35PB              | Install/upgrade pedestrian crossing (with enhanced safety features)    | 35%                          | \$9,500          | per curb ramp        |
| S02                | Install/update retroreflective backplates                              | 15%                          | \$12,000         | per intersection     |
| S02                | Update signal heads from 8-inch to 12-inch vehicle heads               | 15%                          | \$1,500          | per signal heads     |
| S03                | Improve signal timing (coordination, phasing, red, yellow, operation)  | 15%                          | \$7,667          | per intersection     |
| S04                | Install advanced dilemma zone detection                                | 40%                          | \$34,000         | per intersection     |
| S10                | Install flashing beacons as advance warning (S.I.)                     | 30%                          | \$3,000          | per beacon           |
| S12                | Install raised median on approaches (S.I.)                             | 25%                          | \$25,000         | per location         |
| S17PB              | Install ADA-compliant pedestrian push buttons                          | 25%                          | \$15,000         | Per intersection     |
| S21PB              | Modify signal phasing to implement a Leading Pedestrian Interval (LPI) | 60%                          | \$12,000         | per intersection     |
| 128                | Install tapered bump-outs (chicanes)                                   | 32%                          | \$25,000         | per location         |
| 132                | Install speed humps                                                    | 40%                          | \$5,000          | per speed hump       |
| -                  | Install haptic crosswalk button                                        | *5%                          | \$5,000          | per crosswalk button |
| -                  | Review enforcement policies                                            | *5%                          | Varies           |                      |
| -                  | Add ADA mats to corners                                                | *5%                          | \$15,000         | per location         |
| -                  | Hash out and formalize parking                                         | *5%                          | \$15,000         | per location         |
| -                  | Neighborhood traffic calming policy/study                              | *5%                          | Varies           |                      |
| -                  | Review school zone enforcement policy                                  | *5%                          | Varies           |                      |
| -                  | Upgrade traffic signal controller cabinets                             | *5%                          | \$60,000         | per location         |

\*These countermeasures do not have documented CRF's and a conservative 5% CRF was assigned to allow them to show some benefit.

## Non-Engineering Safety Strategy Countermeasures:

The identified non-engineering countermeasures below were derived from the collision analysis and build on the actions identified in Section 9.2. These relate to the additional Es of Traffic Safety outside of Engineering. This includes Enforcement, Education, Emergency Services and Emerging Technologies.

### Citywide Countermeasure Toolbox (Non-Engineering Opportunities)

| PROPOSED<br>COUNTERMEASURE | POTENTIAL PARTNERS | EXAMPLES OF<br>COUNTERMEASURE |
|----------------------------|--------------------|-------------------------------|
| ENFORCEMENT                |                    |                               |

| PROPOSED COUNTERMEASURE                                                                                               | POTENTIAL PARTNERS                                                    | EXAMPLES OF COUNTERMEASURE                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Establish enforcement and visibility program for aggressive driving                                                   | Local law enforcement; CHP                                            | <a href="#">CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program</a>                                                                                                                                                   |
| Continued enforcement in school zones                                                                                 | Local law enforcement; CHP; school districts; LACMTA; SCAG            | Obtain grant funding for additional personnel in school zones                                                                                                                                                                         |
| Increased enforcement of safe driving & active transportation behaviors near busy crosswalk locations                 | Local law enforcement; CHP                                            | Obtain grant funding for additional enforcement near high pedestrian activity locations                                                                                                                                               |
| <b>EDUCATION</b>                                                                                                      |                                                                       |                                                                                                                                                                                                                                       |
| Campaign to target aggressive driving and DUIs                                                                        | Local law enforcement; CHP; California Office of Traffic Safety (OTS) | <a href="#">CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program</a>                                                                                                                                                   |
| Bicycle and pedestrian safety campaign                                                                                | Local law enforcement; LACMTA; SCAG                                   | SCAG's 'Go Human' Campaign; 'OTS' 'Ride With Traffic' campaign<br>Planned educational events at high activity locations such as future CV Link locations (bicycle, pedestrian, and low-speed (up to 25 mph) electric vehicle pathway) |
| Explore safe routes to school education grants to expand program                                                      | Local school districts; local law enforcement; LACMTA; SCAG           | <a href="#">Safe Routes to School Program</a> , funded by Caltrans                                                                                                                                                                    |
| Coordinate safety education campaigns with SCAG                                                                       | SCAG; local law enforcement                                           | <a href="#">Roadway safety fairs at schools</a><br><a href="#">Education campaign for aging drivers</a>                                                                                                                               |
| <b>EMERGENCY SERVICES</b>                                                                                             |                                                                       |                                                                                                                                                                                                                                       |
| Continue to work on interdepartmental communication between City staff and City police department and fire department | Local law enforcement & fire department                               | Incorporate law enforcement/fire department as stakeholders on transportation improvement projects                                                                                                                                    |
| Incorporate public health agencies and fire departments as stakeholders in safety projects                            | Local public health agencies and fire departments                     | Adjust safety project development processes to include public health and fire department feedback                                                                                                                                     |
| <b>EMERGING TECHNOLOGY</b>                                                                                            |                                                                       |                                                                                                                                                                                                                                       |



| PROPOSED COUNTERMEASURE                                                                  | POTENTIAL PARTNERS                  | EXAMPLES OF COUNTERMEASURE                                                                        |
|------------------------------------------------------------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------|
| Continue to use best practices for pedestrian crossings at high pedestrian traffic areas | City Public Works; LACMTA; Caltrans | Continuously update pedestrian crossing design standards in accordance with latest best practices |
| Utilize new data sources to monitor traffic conditions and inform County safety plans    | City Public Works; LACMTA; Caltrans | Utilization of data from LACMTA traffic management center                                         |

An evaluation and implementation plan were created that identifies actionable items that will help the City achieve the goals and vision set out in this report. This section laid out next steps for the City to continue to capitalize on the analysis and information provided in this report.

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# 1 Introduction

Maywood is a vibrant community in the Gateway Cities area of Los Angeles County, with a population of around 27,000 residents. With an economy based on manufacturing, retail, and commerce, this area has numerous traffic safety needs.

This Local Roadway Safety Plan (LRSP) identifies emphasis areas to focus and guide further safety enhancement to the City's transportation network. The LRSP analyzes crash data on an aggregate basis as well as at specific locations to identify high-crash locations, high-risk locations, and citywide trends and patterns. The analysis of crash history throughout the City's transportation network provided the opportunity to: 1) identify factors in the transportation network that inhibit safety for all roadway users, 2) improve safety at specific high-crash locations, and 3) develop safety measures using the five E's of safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies to encourage safer driver behavior and reduced collision severities.

The process and analysis performed for the City's LRSP is described in this document. The plan includes a vision and associated goals for safety, crash history analysis, and specific emphasis areas that represent the most challenge for safety in the City. The plan provides a foundation for decision making and prioritization for safety countermeasures and projects that enhance safety for all modes.

Maywood has started to take steps to enhance safety for all modes throughout the City. Though their California Office of Traffic Safety rankings identifies it amongst the 50% tier for safety as compared to peer cities in most categories, the City is continuing to implement safety efforts through this plan by identifying areas of emphasis and opportunities for system improvement that can be implemented to enhance safety. This LRSP analyzes the most recent 5-year period of available crash data (January 1, 2016 – December 31, 2020) and roadway improvements to assess historic trends, patterns, and areas of elevated collision activity. 2020 was also analyzed to identify trends related to the COVID-19 pandemic.

The intent of the LRSP is to:

- Create a greater awareness of road safety and risks
- Reduce the number of fatal and severe-injury crashes
- Develop lasting partnerships
- Support for grant/funding applications, and
- Help prioritize investments in traffic safety.

## 2 Vision and Goals

The Maywood LRSP evaluates the transportation network as well as non-infrastructure programs and policies within the City. Mitigation measures are evaluated using criteria to analyze the safety of road users (drivers, bicyclists, and pedestrians), the interaction of modes, influences on the roadway network from adjacent municipalities, and the potential benefits of safety countermeasures. This effort is intended to use historical data to identify trends and develop a toolbox of countermeasures applicable to conditions in the City that can be used for proactive identification and implementation of opportunities, without relying solely on a reaction and response to crashes as they occur.

LRSPs have been effective across the country as part of the effort to reduce fatal and severe-injury crashes because they provide a locally developed and customized roadmap to directly address the most common safety challenges in the given jurisdiction. Consistent with these findings, the following Vision, Goals, and Objectives have been established for this project.

**VISION:** To enhance the transportation network to achieve zero traffic fatalities and serious injury related crashes.

### **Goal #1: Identify areas with a high risk for collision.**

#### Objectives:

- Identify intersections and segments that would most benefit from mitigation.
- Identify areas of interest with respect to safety concerns for vulnerable users (pedestrians and bicyclists).

### **Goal #2: Illustrate the value of a comprehensive safety program and the systemic process.**

#### Objectives:

- Demonstrate the systemic process' ability to identify locations with higher risk for collisions based on present characteristics closely associated with severe collisions.
- Demonstrate, through the systemic process, the gaps and data collection activities that can be improved upon.

### **Goal #3: Plan future safety improvements for near-, mid- and long-term.**

#### Objectives:

- Identify safety countermeasures for specific locations (case studies).
- Identify safety countermeasures that can be applied citywide.

### **Goal #4: Define safety projects for future HSIP and other program funding consideration.**

#### Objectives:

- Create the outline for a prioritization process that can be used in this and forth-coming cycles to apply for funding.
- Use the systemic process to create Project Case Studies.
- Use Case Studies to apply for HSIP funding consideration.
- Demonstrate the correlation between the proposed safety countermeasures with the Vision Zero Initiative and the California State Highway Safety Plan.



## 3 Process

Providing safe, sustainable, and efficient mobility choices for residents and visitors is a primary goal for the City and its safety partners. The City will continue its collaboration with safety partners to identify and discuss safety issues within the community through the development of the LRSP and its implementation.

Guidance on the LRSP process is provided at both the national (FHWA) and state (Caltrans) level.

FHWA encourages:

- The establishment of a working group (Stakeholders) to participate in developing an LRSP.
- Review crash, traffic, and roadway data to identify areas of concern.
- Establish goals, priorities, and countermeasures to identify opportunities for improvements at spot locations, systemically, and comprehensively.

Caltrans guidance includes:

- Establish leadership
- Analyze the safety data
- Determine emphasis areas
- Identify strategies
- Prioritize and incorporate strategies
- Evaluate and update the LRSP

This LRSP documents the results of data and information obtained, including the preliminary vision and goals for the LRSP, existing safety efforts, initial crash analysis, and resulting emphasis areas. The identification of opportunities to enhance safety presented in this LRSP are connected to the five E's of traffic safety defined by the California Strategic Highway Safety Plan (SHSP): Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies throughout its process.

### 3.1 Guiding Manuals

The following section describes the analysis process undertaken to evaluate safety within Maywood at a systemic level. Using a network screening process, locations within the City that will most likely benefit from safety enhancements will be identified. Using historic crash data, crash risk factors for the entire network were documented. The outcomes will inform the identification and prioritization of engineering and non-infrastructure safety measures that address certain roadway characteristics and related behaviors that contribute to motor vehicle crashes with active transportation users.

This process uses the latest National and State best practices for statistical roadway analysis described as follows.

#### 3.1.1 Local Roads Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020) purpose is to encourage local agencies to pursue a proactive approach to identifying

and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network through either a one-time, network wide analysis, or by routine analyses of the roadway network.<sup>1</sup>

According to the *Local Roadway Safety Manual* (LRSM), “The California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California’s federal safety funding intended for local safety improvements.”

To provide the most benefit and to be competitive for funding, the analysis leading to countermeasure selection should focus on both intersections and roadway segments and be considerate of roadway characteristics and traffic volumes. The result should be a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations that considers both crash frequency and crash rates. These findings should then be screened for patterns such as crash types and severity to aid in the determination of issues causing higher numbers of crashes and the potential countermeasures that could be most effective. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess what conditions may increase safety risk at the site and systematic level.

Countermeasure selection should be supported using Crash Modification Factors (CMFs). These factors are the peer reviewed product of before and after research that quantifies the expected rate of crash reduction that can be expected from a given countermeasure. If more than one countermeasure is under consideration, the LRSM provides guidance on how to apply CMFs appropriately.

### 3.1.2 Highway Safety Manual

“The AASHTO *Highway Safety Manual* (HSM), published in 2010, presents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations.”<sup>2</sup> This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that (based on the implementation of a countermeasure) are most likely to realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:<sup>3</sup>

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.

<sup>1</sup> Local Roadway Safety Manual (Version 1.5) 2020. Page 5.

<sup>2</sup> AASHTO, *Highway Safety Manual*, 2010, Washington D.C., <http://www.highwaysafetymanual.org/Pages/About.aspx>

<sup>3</sup> AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.

2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principle screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to identifying the total number of crashes, this study uses a method referred to as Critical Crash Rate to analyze the data.

## 3.2 Analysis Techniques

### 3.2.1 Crash and Network Screening Analysis

Intersections and roadways were analyzed using four crash metrics:

- Number of Crashes
- Critical Crash Rate (HSM Ch. 4)
- Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
- Equivalent Property Damage Only (HSM Ch. 4)

The initial steps of the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. For this study, intersections were grouped by their control type (Signalized, Unsignalized, Roundabout) and segments by their roadway category (Arterial, Collector, Minor Collector, Local). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are seen.

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each one over the analysis period, and then identifies areas that had more of a given type of crash than would be expected for that type of location. These crash type factors were 1) crash injury (fatal, serious injury, other visible injury, complaint of pain, property damage only), 2) crash type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other), 3) environmental factors (lighting, wet roads), and 4) driver behavior (impaired, aggressive, distracted driving). With these additional factors, the locations were further analyzed.

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, crash severity, crash patterns, location type, and area of the City of Maywood

to provide the greatest variety of locations covering the widest range of safety opportunities for toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the City. Ten locations will ultimately be selected for mitigation analysis.

### 3.2.2 Critical Crash Rate (CCR) Analysis

Reviewing the number of collisions at a location is a good way to understand the cost to society incurred at the local level but does not give a complete indication of the level of risk for those who use that intersection or roadway segment on a daily basis. The Highway Safety Manual describes the Critical Crash Rate method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The Critical Crash Rate compares the observed crash rate to the expected crash rate at a particular location based on facility type and volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted citywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. A negative CCR differential value indicates that there are less collisions than expected for a location while a positive CCR differential value means there are more collisions than expected.

**Figure 1: Critical Crash Rate Formula**

$$R_{c,i} = R_a + \left[ P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[ \frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$  = Critical crash rate for intersection  $i$

$R_a$  = Weighted average crash rate for reference population

$P$  =  $P$ -value for corresponding confidence level

$MEV_i$  = Million entering vehicles for intersection  $i$

*Source: Highway Safety Manual*

#### **Data Needs**

CCR can be calculated using:

- Daily entering volume for intersections, or vehicle miles traveled (VMT) for roadway segments,
- Intersection control types to separate them into like populations,
- Roadway functional classification to separate them into like populations,
- Collision records in GIS or tabular form including coordinates or linear measures.

### **Strengths**

- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

### **3.2.3 CCR Methodology**

The Process of analyzing the CCR and comparing locations (separately by intersections and segments) is a multi-step process. The following is a high-level description of the process undertaken to develop the initial ranking of locations.

The first step in the process was to establish a citywide crash rate for each facility population. These populations are broken into two categories with sub-categories:

- Intersection:
  - Signalized
  - Unsignalized
- Roadway Classification:
  - Major Arterial
  - Primary Arterial
  - Secondary Arterial
  - Collector Arterial
  - Local

The individual crash rate for each location was then calculated based on the associated traffic volume. This volume was either collected through data count resources or calculated based on the roadway classification. The next step was to establish a Significance Threshold. This Threshold was used to determine what level of exceedance (how much the crash rate exceeded the critical crash rate) a location must have based on traffic volume to provide a high level of confidence that the collision occurring at the location is not random. For this study, a confidence level of 95% was used. The local crash rates were then compared to Significance Threshold to see if each location exceeded the expected CCR and if so, by how much. After this analysis was completed, the locations were ranked by their categories according to that level of exceedance.

### **3.2.4 Probability of Specific Crash Types Exceeding Threshold Proportion**

The Highway Safety Manual describes the methodology for determining the probability that crash type is greater than an identified threshold proportion. This helps to identify locations where a crash type is more likely to occur.

#### **Data Needs**

The probability of a specific crash type can be determined using collisions records with location data, and classifications of the locations (intersections or segments) studied.

### **Strengths**

- Can be used as a diagnostic tool
- Considers variance in data



- Not affected by selection bias

The HSM methodology first determines the frequency of a specific collision type at an individual location, then determines the observed proportion of that collision type relative to all collision types at that location. A threshold proportion is then determined for the specific collision type; HSM suggests utilizing the proportion of the collision type observed in the entire reference population (e.g. throughout the entire City of Maywood).

These proportions are then utilized to determine the probability that the proportion of a specific crash type is greater than the long-term expected proportion of that crash type.

**Figure 2 – Probability of Specific Crash Types Exceeding Threshold Proportion**

$$P(p_i > \overline{p}_i^* / N_{observed,i} / N_{observed,i(TOTAL)}) = 1 - \text{betadist}(\overline{p}_i^*, a + N_{observed,i}, \beta + N_{observed,i(TOTAL)} - N_{observed,i})$$

Where:

$\overline{p}_i^*$  = Threshold proportion

$p_i$  = Observed proportion

$N_{observed,i}$  = Observed target crashes for a site  $i$

$N_{observed,i(TOTAL)}$  = Total number of crashes for a site  $i$

*Source: Highway Safety Manual*

### 3.2.5 Equivalent Property Damage Only (EPDO)

The equivalent property damage only (EPDO) method is described in the Highway Safety Manual. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This figure is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This figure allows all locations to be compared based on injury crash costs. (Highway Safety Manual, Chapter 4).

## 4 Safety Partners

As part of the LRSP, local stakeholders were included in the process to ensure that a diverse set of local perspectives were consistently involved in this planning effort. In addition to the Project Team which included City Staff from the Public Works Department, a stakeholder group was organized. This group consisted of members from LA County Sheriff's Department, the Los Angeles Unified School District, and other community members.

These leaders in the City and community were called together to offer insight on the safety issues present in the City's transportation network. After the initial network screening and safety analysis, the stakeholder group met to discuss potential countermeasures and challenge areas. The summary of the stakeholder meetings are outlined below.

### 4.1 Stakeholder Meeting #1

The first stakeholder meeting was conducted virtually using the Zoom platform on March 29<sup>th</sup>, 2022. At the meeting, stakeholders were introduced to the project and provided an overview of the data used, the required outputs, and the potential outcomes of the study.

In addition to the overview, Stakeholders were asked to provide local insight and knowledge at 12 "case study" locations that were identified after the initial network screening and crash analysis process.

Stakeholder feedback regarding the plan and opportunities were reviewed and incorporated into the study process for the development of the LRSP.

### 4.2 Field Tour Stakeholder Workshop

On April 5<sup>th</sup>, 2022 the stakeholder group visited each of the 12 "case study" locations to identify potential issues that are contributing to the collision patterns. Potential countermeasures were identified and discussed. Additionally, potential emphasis/challenge areas were proposed during the meeting to include vulnerable users (pedestrians and bicyclists), signalized intersection, speeding, and aging drivers.

### 4.3 Public Comment Period

The LRSP document was posted online in August 2022 for public engagement and comment. Public comments will be used to inform future iterations of the report and plans.

## 5 Existing Efforts

Existing plans, policies, and projects that were recently completed, planned, or are on-going within the City of Maywood were compiled at the start of the LRSP process to gain perspective on the existing efforts for transportation-related improvements within the City. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in this LRSP. Information reviewed included the following:

- **Maywood General Plan:** A long-term planning document that defines the city's long-range intentions regarding the vision, nature, and direction of future City developments

- **Active Transportation Plan (in development):** A strategic plan that outlines the visions, strategies, and actions to be implemented to improve active transportation in Maywood

## 6 Data Summary

As a data driven process, utilizing the most recent and accurate data is crucial. The following section describes the data inputs used for the analysis process of this LRSP.

### 6.1 Roadway Network

The Caltrans California Road System (CRS) GIS database was used to build the base roadway network used for this analysis. Functional Classifications were then imported from the City's General Plan. Traffic volumes and signal locations were provided by the City and were included in the analysis network. Intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be evaluated against similar facilities. **Figure 3** illustrates Maywood's roadway network and intersections as classified for this study.

## 6.2 Intersections

The collision analysis requires each intersection be classified by type: Signalized or Unsignalized. The safety analysis compares intersection safety performance to locations with similar control types. This information is also displayed in **Figure 3**.

## 6.3 Count Data

Vehicular count data is used as part of the analysis process to evaluate the impact of traffic and understand the natural hierarchy of the roadway network. Count data utilized for this project was pulled from the City's latest Traffic and Engineering Survey. For locations without volume or count data, a reasonable assumption was made based upon available roadways with similar classifications. The traffic volume information allowed the team to assess locations for risk to a given roadway user as well as reviewing locations with the highest number of collisions

## 6.4 Collision Data

Collision data was collected from Crossroads Software for the period from January 1, 2016 through December 31, 2020. Five years of data are utilized instead of the standard three years to provide more history to evaluate trends or patterns. Analysis of the raw collision data is the first step in understanding the specific and systemic challenges faced throughout the City. Analyzing the five years of data provided insight on the following collision trends and patterns. The locations of fatal and severe injury collisions are displayed in **Figure 4**, and the number of collisions per intersections and roadway segments are shown in **Figure 5**.

### Figure 3: Functional Classification and Intersection Type

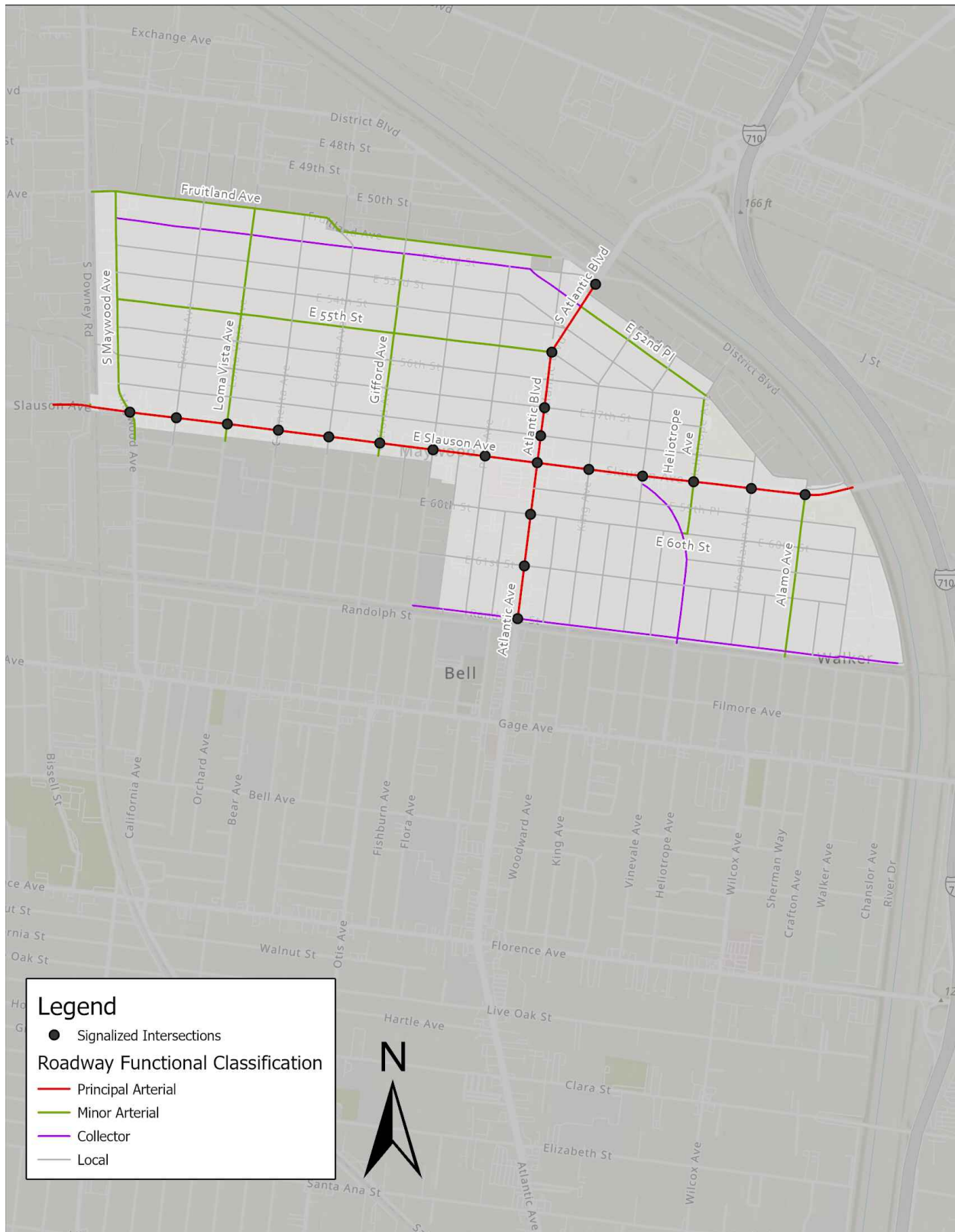
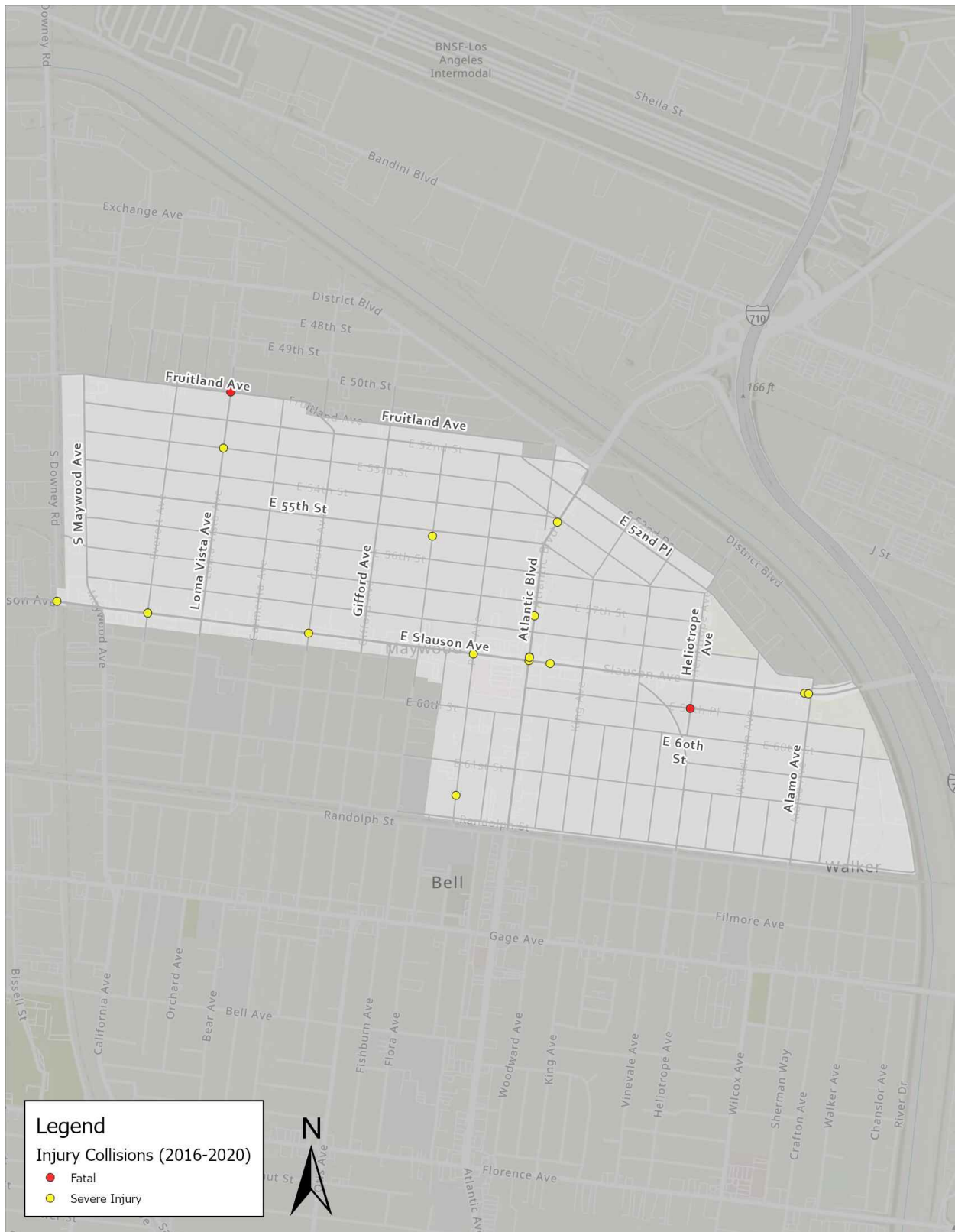
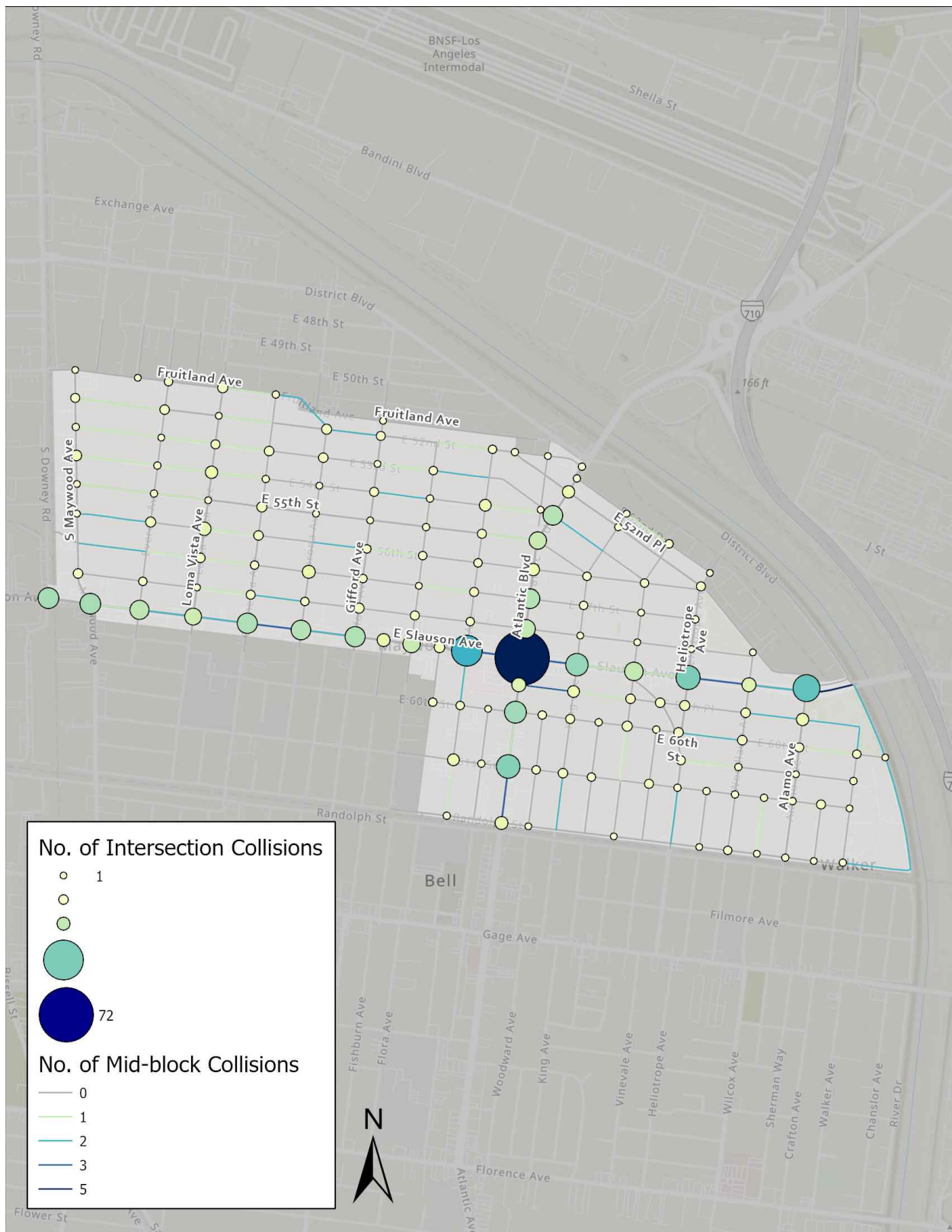




Figure 4: Fatal and Severe Injury Collisions (2015-2019)



**Figure 5: Density of all Crashes at Intersections and Roadway Segments (2015-2019)**



## 7 Crash Safety Trends

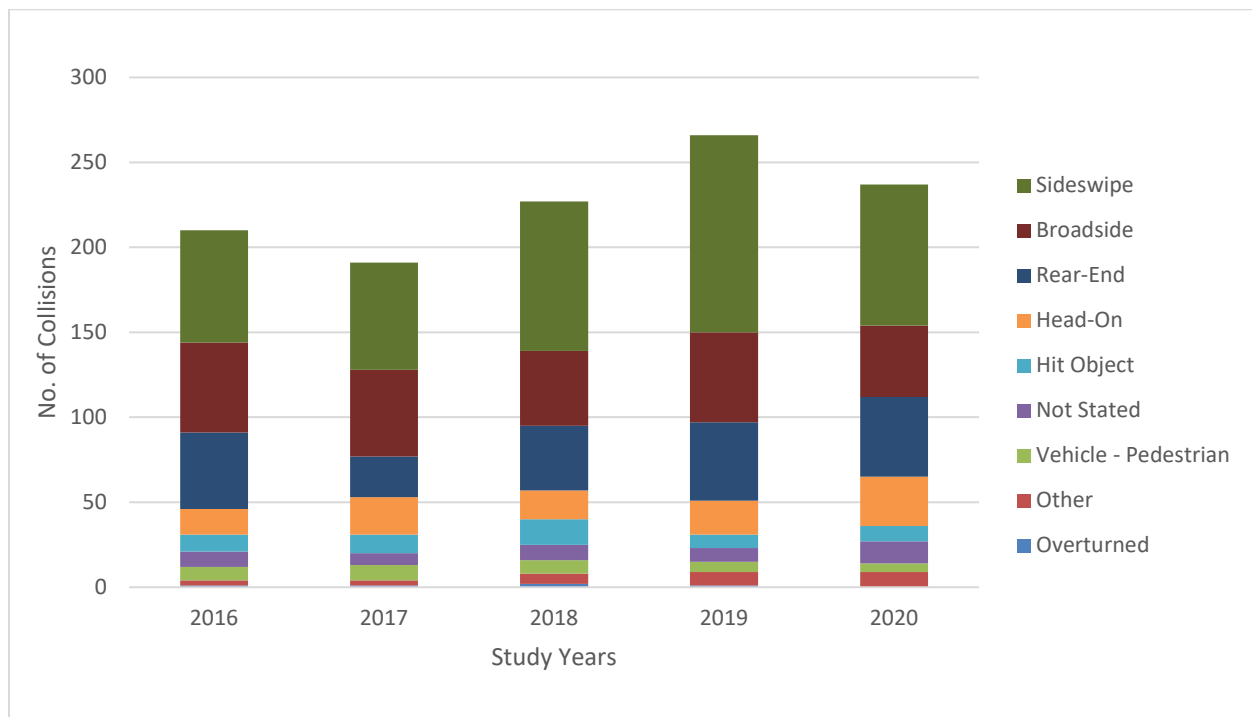
The following section breaks down the collision data by a variety of factors and user types. This information will be used to highlight areas of concern for the City.

### 7.1 All Crashes

This report utilized collision data for a five-year period to provide a better understanding of trends and to reflect the patterns in crashes that have occurred on City streets. New data is added to the system on an ongoing basis which means that each time the City updates the analysis, a full 5-year draw from the database, rather than just adding records from the last query should be standard practice. Data used for this report were extracted from Crossroads Software analytics on July 7, 2021 and was current as of that date. Collision data from January 1, 2016 through December 31, 2020 as reported to Crossroads from the local enforcement indicated that during this time there were **1,131 collisions** recorded within Maywood.

During this time, the most common occurring collision types were Sideswipe (37%) and Broadside (21%). The total number of collisions stayed mostly consistent through the 5-year draw from the database.

**Figure 6: Collision Type by Year (2016-2020)**



### 7.2 Fatalities

During the study period, 2 fatal collisions occurred, as seen in **Figure 4**. The 2 fatalities involved other motor vehicles, and took place in broad daylight during early afternoon. Additionally, 16 severe injuries were reported, of which 2 bicycle, 1 fixed object, 1 motor vehicle on other

roadway. 3 motor vehicle, 1 other object, 1 parked motor vehicle, and 7 pedestrian were reported. **Table 1** outlines the fatal collisions categorized by modes involved.

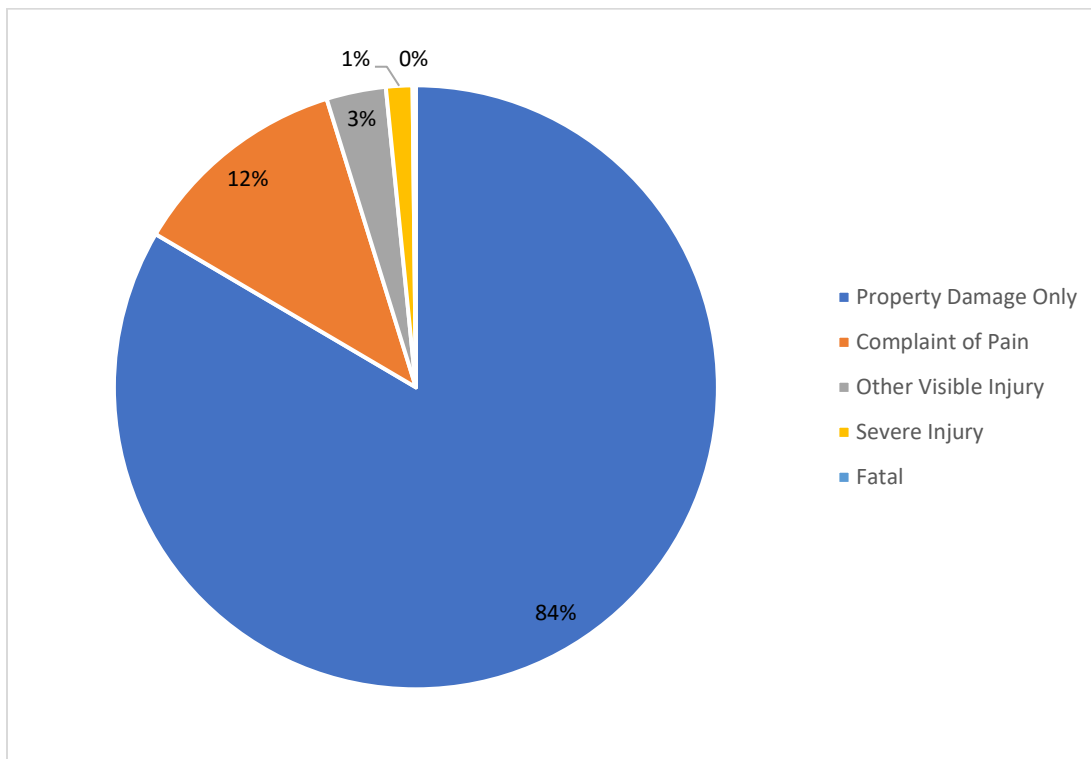
**Table 1: Fatal Crashes and Severe Injury Categorized by Modes Involved (2016-2020)**

| Involved With                  | # of Fatal Collisions | # Severe Injury |
|--------------------------------|-----------------------|-----------------|
| Bicycle                        | 0                     | 2               |
| Fixed Object                   | 0                     | 1               |
| Motor Vehicle on Other Roadway | 0                     | 1               |
| Other Motor Vehicle            | 2                     | 3               |
| Other Object                   | 0                     | 1               |
| Parked Motor Vehicle           | 0                     | 1               |
| Pedestrians                    | 0                     | 7               |

### 7.3 Injury Levels

84% of the collisions reported during the time-period resulted in property damage only. Fatalities and severe injuries totaled 1% of all collisions.

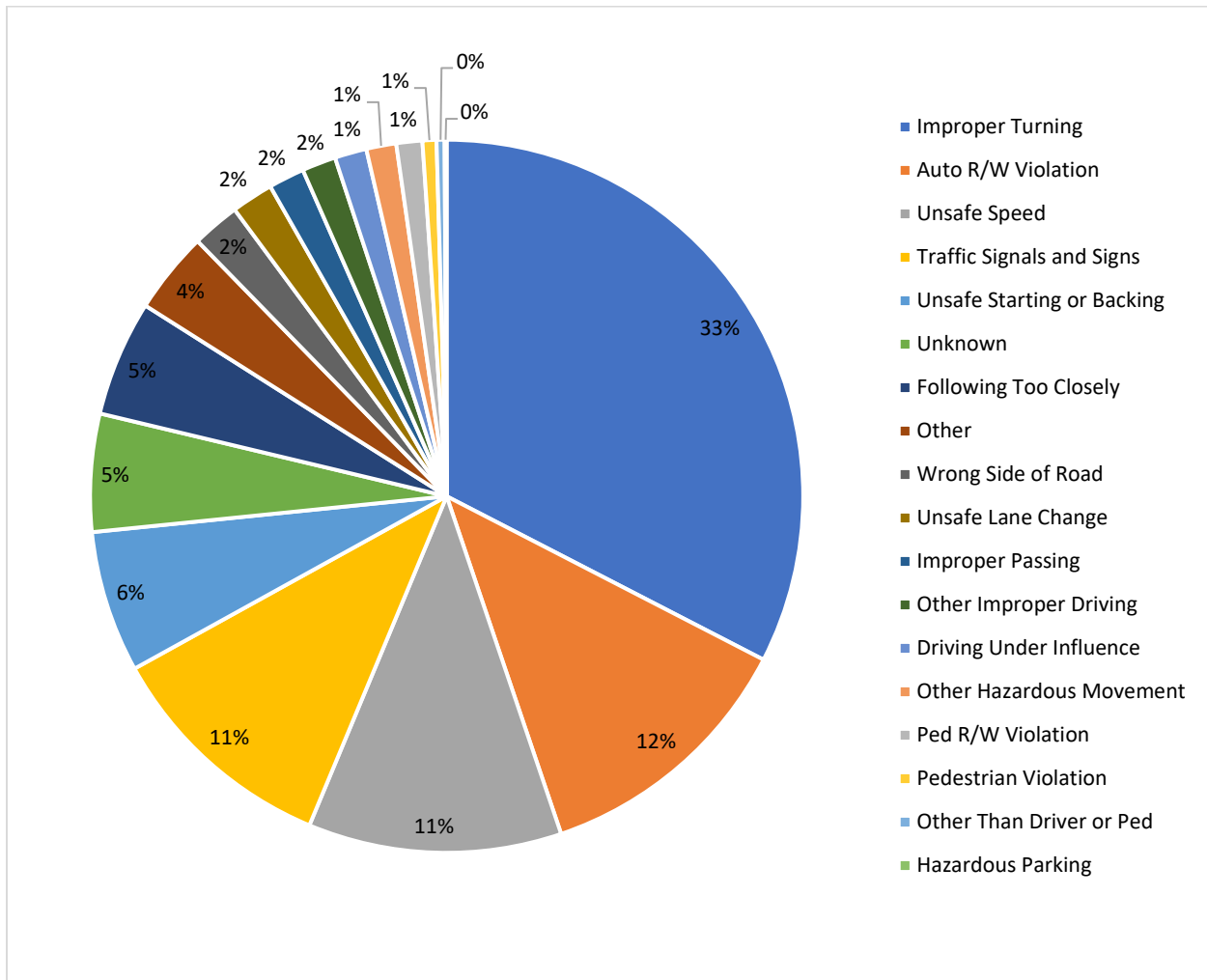
**Figure 7: Crashes by Injury Levels (2016-2020)**



## 7.4 Cause of Crash

The highest recorded cause of collisions in Maywood during this time period is Improper Turning at 33%, followed by Auto Right-of-Way Violation at 12%, Unsafe Speed at 11%. And Traffic Signals and Signs also at 11%. Issues with Unsafe Starting or Backing also had a substantial impact on the City, comprising 6% of the collisions.

**Figure 8: Cause of Crashes (2015-2019)**



## 7.5 Vulnerable Users

### 7.5.1 Pedestrians

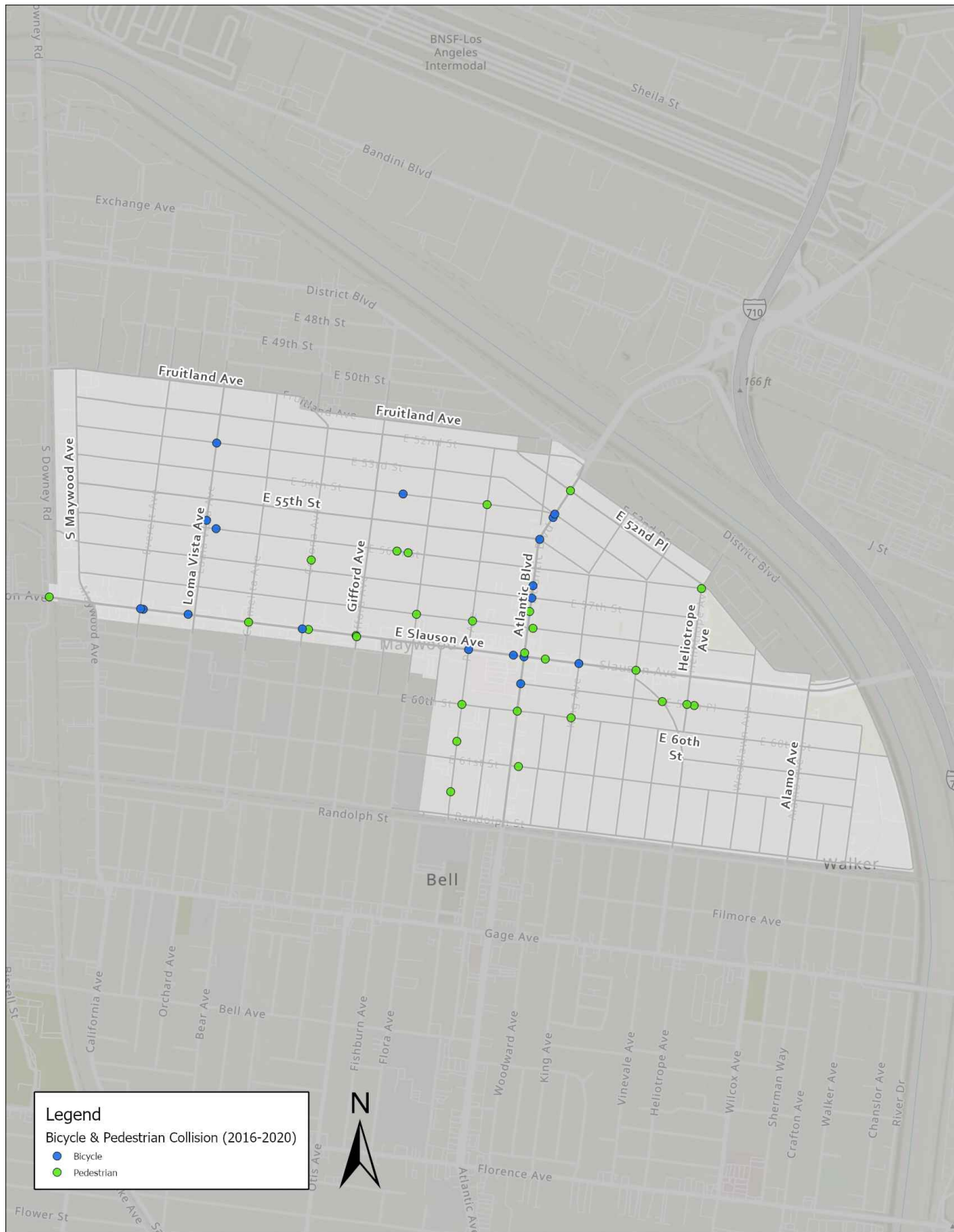
39 pedestrian involved collisions occurred during the study period, 7 severe injury, and 21 collisions with some form of reported injury or pain. 23% of the collisions occurred at night. **Figure 9** shows the locations of pedestrian collisions during the study period.

### 7.5.2 Bicycle

During the study period, 25 collisions involving bicycles were reported. Of these, 0 were fatal, and 2 resulted in severe injuries. The collision history shows 76% of the collisions occurred during daylight. 38% of these collisions were attributed to wrong side of road, and 13% of collisions were attributed to other hazardous movements. **Figure 9** shows the location of bicycle collisions during the study period.



Figure 9: Pedestrian and Bicycle Crashes (2016-2020)



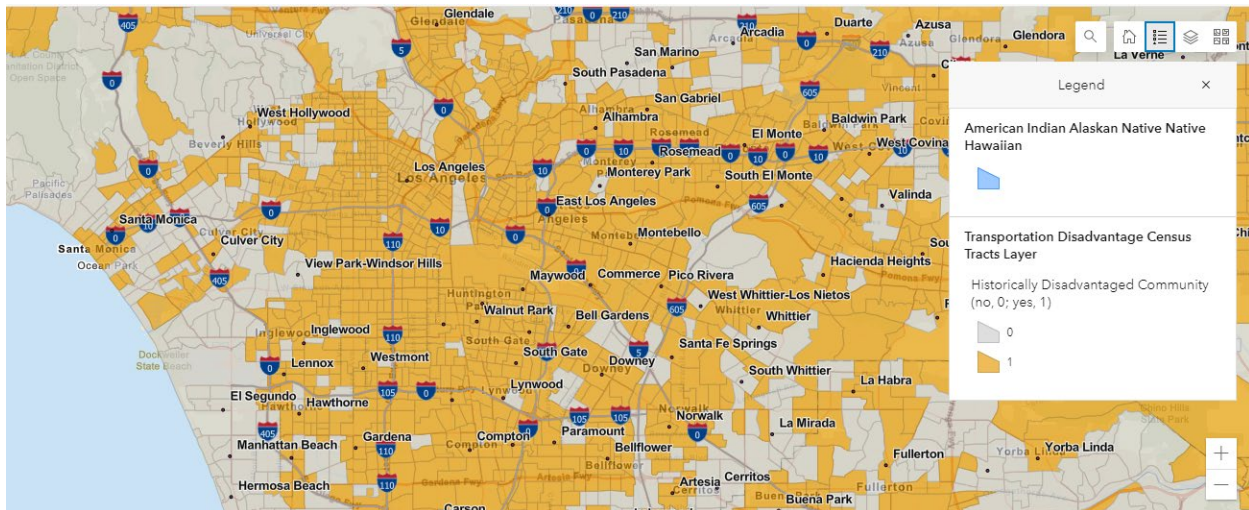
## 7.6 Significant Trends for Passenger Vehicles

- 35 percent of collisions (395) occurred either at night or during dusk/dawn. Many of these collisions still occurred at or near intersections.
- 21 percent of the total collisions (243) were broadsides. Although significant in number, there are no discernable patterns to these collisions.
- Drivers aged 65 or older were found to be at fault in 4 percent of collisions.
- Drivers aged between 16 and 20 years old were found to be at fault in 5 percent of collisions.

## 7.7 Equity

**Figure 10** below displays in yellow the locations in the Los Angeles area which are classified as a Historically Disadvantaged Community. The entire City of Maywood is included in this statistic, therefore the entire city is deemed to be disadvantaged in relation to transportation issues. This document suggests transportation improvements throughout the City, and therefore focuses on equity throughout.

**Figure 10: Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities)<sup>4</sup>**



## 7.8 Initial Findings

Through the initial crash and network screening analysis, an initial ranking of locations of interest was developed. The intersections and roadway segments by sub-population are identified in **Table 2** and **Table 3**. Locations were only considered if they had three or more crashes to be statistically relevant.

A complete table of crash analysis for intersections and segments can be found in **Appendix B**.

<sup>4</sup> Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities).  
<https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

Table 2: Analysis Results– Intersections

| Intersection                   | Crashes | Local CCR Differential | EPDO | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|--------------------------------|---------|------------------------|------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| Signalized Intersections       |         |                        |      |       |                |                      |                   |     |           |           |          |         |            |           |       |            |         |            |            |          |      |     |
| Atlantic Blvd & E Slauson Ave  | 72      | 0.19                   | 687  | 0     | 3              | 7                    | 11                | 51  | 20        | 21        | 12       | 8       | 1          | 0         | 2     | 2          | 3       | 15         | 0          | 0        | 0    | 4   |
| Pine Ave & E Slauson Ave       | 37      | 0.00                   | 265  | 0     | 1              | 4                    | 5                 | 27  | 13        | 9         | 5        | 3       | 2          | 0         | 0     | 6          | 1       | 17         | 0          | 0        | 0    | 1   |
| Alamo Ave & E Slauson Ave      | 31      | 7.03                   | 378  | 0     | 2              | 1                    | 2                 | 26  | 7         | 10        | 3        | 0       | 2          | 1         | 3     | 0          | 0       | 11         | 0          | 1        | 0    | 1   |
| Heliotrope Ave & E Slauson Ave | 27      | -0.07                  | 52   | 0     | 0              | 0                    | 5                 | 22  | 10        | 10        | 3        | 2       | 2          | 0         | 0     | 0          | 0       | 13         | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 61st St      | 26      | -0.06                  | 56   | 0     | 0              | 1                    | 4                 | 21  | 4         | 7         | 8        | 3       | 3          | 0         | 0     | 1          | 0       | 11         | 0          | 0        | 0    | 2   |
| King Ave & E Slauson Ave       | 24      | -0.12                  | 69   | 0     | 0              | 2                    | 5                 | 17  | 7         | 6         | 3        | 2       | 2          | 0         | 1     | 0          | 1       | 10         | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 60th St      | 23      | -0.12                  | 64   | 0     | 0              | 0                    | 8                 | 15  | 11        | 5         | 3        | 3       | 0          | 0         | 0     | 1          | 0       | 13         | 0          | 0        | 0    | 0   |
| S Maywood Ave & E Slauson Ave  | 22      | -0.19                  | 52   | 0     | 0              | 1                    | 4                 | 17  | 4         | 4         | 9        | 0       | 4          | 1         | 0     | 0          | 0       | 10         | 0          | 0        | 0    | 0   |
| Carmelita Ave & E Slauson Ave  | 21      | -0.23                  | 36   | 0     | 0              | 1                    | 1                 | 19  | 5         | 3         | 7        | 2       | 2          | 0         | 0     | 1          | 0       | 5          | 0          | 1        | 0    | 2   |
| Gifford Ave & E Slauson Ave    | 21      | -0.23                  | 57   | 0     | 0              | 0                    | 7                 | 14  | 3         | 6         | 4        | 2       | 0          | 1         | 0     | 2          | 0       | 9          | 0          | 0        | 0    | 1   |
| Corona Ave & E Slauson Ave     | 20      | -0.24                  | 189  | 0     | 1              | 0                    | 1                 | 18  | 2         | 7         | 7        | 2       | 0          | 0         | 1     | 1          | 1       | 7          | 0          | 0        | 0    | 0   |
| Atlantic Blvd & E 57th St      | 20      | -0.16                  | 194  | 0     | 1              | 0                    | 2                 | 17  | 5         | 7         | 5        | 0       | 0          | 0         | 0     | 1          | 2       | 6          | 0          | 1        | 0    | 1   |
| Everett Ave & E Slauson Ave    | 19      | -0.23                  | 217  | 0     | 1              | 2                    | 3                 | 13  | 3         | 5         | 3        | 5       | 1          | 0         | 1     | 2          | 3       | 5          | 0          | 0        | 0    | 0   |
| Mayflower Ave & E Slauson Ave  | 18      | -0.23                  | 33   | 0     | 0              | 0                    | 3                 | 15  | 5         | 6         | 2        | 0       | 3          | 0         | 0     | 1          | 0       | 5          | 0          | 0        | 0    | 0   |
| Atlantic Blvd & E 58th St      | 18      | -0.21                  | 33   | 0     | 0              | 0                    | 3                 | 15  | 8         | 5         | 3        | 0       | 1          | 0         | 0     | 1          | 0       | 6          | 0          | 0        | 0    | 1   |
| Fishburn Ave & E Slauson Ave   | 17      | -0.30                  | 37   | 0     | 0              | 0                    | 4                 | 13  | 8         | 4         | 3        | 2       | 0          | 0         | 0     | 0          | 0       | 9          | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 55th St      | 17      | -0.27                  | 32   | 0     | 0              | 0                    | 3                 | 14  | 4         | 6         | 2        | 2       | 2          | 0         | 0     | 0          | 1       | 2          | 0          | 1        | 0    | 1   |
| Loma Vista Ave & E Slauson Ave | 16      | -0.31                  | 36   | 0     | 0              | 1                    | 2                 | 13  | 4         | 2         | 7        | 0       | 1          | 0         | 2     | 0          | 1       | 7          | 0          | 0        | 0    | 0   |
| Woodlawn Ave & E Slauson Ave   | 12      | -0.34                  | 17   | 0     | 0              | 0                    | 1                 | 11  | 1         | 7         | 3        | 1       | 0          | 0         | 0     | 0          | 0       | 5          | 0          | 0        | 0    | 2   |

| Intersection                   | Crashes | Local CCR Differential | EPDO | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|--------------------------------|---------|------------------------|------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| Atlantic Ave & Randolph St     | 10      | -0.39                  | 20   | 0     | 0              | 0                    | 2                 | 8   | 1         | 2         | 3        | 2       | 1          | 0         | 0     | 0          | 0       | 3          | 0          | 0        | 0    | 1   |
| Unsignalized Intersections     |         |                        |      |       |                |                      |                   |     |           |           |          |         |            |           |       |            |         |            |            |          |      |     |
| Malburg Way & E Slauson Ave    | 22      | -0.14                  | 380  | 0     | 2              | 0                    | 6                 | 14  | 9         | 3         | 0        | 5       | 1          | 0         | 0     | 1          | 1       | 6          | 0          | 0        | 0    | 0   |
| Loma Vista Ave & E 56th St     | 11      | 0.68                   | 31   | 0     | 0              | 1                    | 2                 | 8   | 4         | 6         | 0        | 1       | 0          | 0         | 0     | 0          | 2       | 3          | 0          | 0        | 0    | 2   |
| Corona Ave & E 57th St         | 10      | 1.31                   | 15   | 0     | 0              | 0                    | 1                 | 9   | 0         | 8         | 2        | 0       | 0          | 0         | 0     | 1          | 0       | 1          | 0          | 0        | 1    | 1   |
| Alamo Ave & E 59th Pl          | 9       | 0.20                   | 14   | 0     | 0              | 0                    | 1                 | 8   | 1         | 4         | 0        | 2       | 1          | 0         | 0     | 0          | 0       | 3          | 0          | 0        | 0    | 0   |
| Atlantic Blvd & E 52nd Pl      | 9       | -0.38                  | 19   | 0     | 0              | 1                    | 0                 | 8   | 3         | 0         | 3        | 1       | 1          | 0         | 0     | 1          | 0       | 4          | 0          | 0        | 0    | 2   |
| Loma Vista Ave & E 54th St     | 9       | 0.55                   | 9    | 0     | 0              | 0                    | 0                 | 9   | 4         | 4         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 5          | 0          | 0        | 0    | 0   |
| Pine Ave & E 61st St           | 8       | 0.00                   | 18   | 0     | 0              | 0                    | 2                 | 6   | 4         | 1         | 1        | 0       | 1          | 0         | 1     | 1          | 0       | 2          | 0          | 0        | 0    | 0   |
| King Ave & E 59th Pl           | 8       | 0.69                   | 8    | 0     | 0              | 0                    | 0                 | 8   | 4         | 2         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 1    | 1   |
| Pine Ave & E 54th St           | 8       | 0.55                   | 13   | 0     | 0              | 0                    | 1                 | 7   | 0         | 2         | 5        | 0       | 0          | 0         | 0     | 1          | 0       | 1          | 0          | 0        | 0    | 0   |
| Flora Ave & E Slauson Ave      | 7       | -0.42                  | 7    | 0     | 0              | 0                    | 0                 | 7   | 2         | 1         | 3        | 1       | 0          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| S Maywood Ave & E 54th St      | 7       | 0.50                   | 22   | 0     | 0              | 1                    | 1                 | 5   | 0         | 4         | 0        | 1       | 1          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 1   |
| Mayflower Ave & E 60th St      | 6       | 0.41                   | 6    | 0     | 0              | 0                    | 0                 | 6   | 2         | 3         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Heliotrope Ave & E 59th Pl     | 6       | -0.08                  | 179  | 1     | 0              | 1                    | 0                 | 4   | 1         | 2         | 0        | 0       | 0          | 0         | 0     | 2          | 0       | 1          | 0          | 1        | 0    | 0   |
| Gifford Ave & E 58th St        | 6       | 0.06                   | 6    | 0     | 0              | 0                    | 0                 | 6   | 1         | 3         | 1        | 0       | 0          | 0         | 1     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Everett Ave & E 56th St        | 6       | 0.52                   | 6    | 0     | 0              | 0                    | 0                 | 6   | 1         | 4         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 1    | 0   |
| Carmelita Ave & E 55th St      | 6       | 0.66                   | 6    | 0     | 0              | 0                    | 0                 | 6   | 1         | 4         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 1   |
| Corona Ave & E 52nd St         | 6       | 0.02                   | 6    | 0     | 0              | 0                    | 0                 | 6   | 2         | 1         | 1        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Loma Vista Ave & Fruitland Ave | 6       | -0.28                  | 170  | 1     | 0              | 0                    | 0                 | 5   | 3         | 3         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 5          | 0          | 0        | 0    | 1   |
| King Ave & E 61st St           | 5       | -0.08                  | 15   | 0     | 0              | 1                    | 0                 | 4   | 0         | 3         | 0        | 1       | 0          | 1         | 0     | 0          | 0       | 0          | 0          | 1        | 0    | 1   |
| Heliotrope Ave & E 60th St     | 5       | 2.35                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 0         | 2         | 2        | 0       | 1          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| Woodlawn Ave & E 60th St       | 5       | 0.14                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 0         | 3         | 0        | 1       | 1          | 0         | 0     | 0          | 0       | 0          | 0          | 1        | 1    | 0   |

| Intersection               | Crashes | Local CCR Differential | EPDO | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|----------------------------|---------|------------------------|------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| Woodlawn Ave & E 59th Pl   | 5       | 0.39                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 0         | 3         | 2        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 1        | 1    | 0   |
| Heliotrope Cir & E 59th Pl | 5       | 0.08                   | 10   | 0     | 0              | 0                    | 1                 | 4   | 0         | 3         | 0        | 0       | 0          | 0         | 0     | 1          | 0       | 1          | 0          | 0        | 0    | 0   |
| Mayflower Ave & E 59th Pl  | 5       | 0.44                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 0         | 3         | 1        | 1       | 0          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| S Maywood Ave & E 58th St  | 5       | -0.17                  | 5    | 0     | 0              | 0                    | 0                 | 5   | 2         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Loma Vista Ave & E 57th St | 5       | -0.20                  | 5    | 0     | 0              | 0                    | 0                 | 5   | 0         | 2         | 1        | 1       | 0          | 0         | 1     | 0          | 0       | 1          | 0          | 0        | 1    | 0   |
| Carmelita Ave & E 56th St  | 5       | 0.17                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 1         | 4         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Corona Ave & E 53rd St     | 5       | 0.31                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 1         | 1         | 0        | 0       | 1          | 0         | 1     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Carmelita Ave & E 53rd St  | 5       | 0.26                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 1         | 3         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| Everett Ave & E 52nd St    | 5       | 0.16                   | 5    | 0     | 0              | 0                    | 0                 | 5   | 1         | 4         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Pala Ave & E 61st St       | 4       | -0.05                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 0         | 3         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 1    | 1   |
| Vinevale Ave & E 61st St   | 4       | -0.19                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 2         | 1         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Heliotrope Ave & E 60th Pl | 4       | -0.32                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 0         | 1         | 1        | 2       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 1    | 0   |
| King Ave & E 60th St       | 4       | -0.22                  | 9    | 0     | 0              | 0                    | 1                 | 3   | 0         | 1         | 3        | 0       | 0          | 0         | 0     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| Alamo Ave & E 60th St      | 4       | -0.37                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 0         | 3         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 1    | 0   |
| E 52nd Pl & E 52nd Pl      | 4       | 0.13                   | 9    | 0     | 0              | 0                    | 1                 | 3   | 0         | 1         | 1        | 0       | 0          | 0         | 1     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| Fishburn Ave & E 58th St   | 4       | -0.21                  | 9    | 0     | 0              | 0                    | 1                 | 3   | 1         | 3         | 0        | 0       | 0          | 0         | 0     | 1          | 0       | 1          | 0          | 0        | 0    | 0   |
| Carmelita Ave & E 58th St  | 4       | -0.19                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 1         | 1         | 1        | 1       | 0          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 1    | 2   |
| Pine Ave & E 57th St       | 4       | -0.26                  | 14   | 0     | 0              | 1                    | 0                 | 3   | 0         | 1         | 1        | 2       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Pine Ave & E 55th St       | 4       | -0.18                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 0         | 3         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Gifford Ave & E 54th St    | 4       | 0.00                   | 9    | 0     | 0              | 0                    | 1                 | 3   | 1         | 1         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Loma Vista Ave & E 53rd St | 4       | -0.26                  | 168  | 0     | 1              | 0                    | 0                 | 3   | 0         | 1         | 0        | 3       | 0          | 0         | 0     | 0          | 1       | 1          | 0          | 0        | 0    | 0   |
| Gifford Ave & E 52nd St    | 4       | -0.10                  | 9    | 0     | 0              | 0                    | 1                 | 3   | 1         | 3         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| S Maywood Ave & E 52nd St  | 4       | -0.17                  | 4    | 0     | 0              | 0                    | 0                 | 4   | 0         | 4         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 1   |

| Intersection                | Crashes | Local CCR Differential | EPDO | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|-----------------------------|---------|------------------------|------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| Woodlawn Ave & Randolph St  | 3       | -0.31                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 1         | 0         | 1        | 1       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 1   |
| Prospect Ave & E 61st St    | 3       | -0.38                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 1         | 0         | 0        | 2       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Woodward Ave & E 61st St    | 3       | -0.34                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 3         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 1    | 0   |
| Flora Ave & E 60th St       | 3       | -0.27                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Pine Ave & E 60th St        | 3       | -0.47                  | 13   | 0     | 0              | 0                    | 2                 | 1   | 0         | 1         | 0        | 1       | 0          | 0         | 0     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| Walker Ave & E 60th St      | 3       | -0.29                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 1         | 2         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Woodward Ave & E 60th St    | 3       | -0.22                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 3         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Pine Ave & E 58th St        | 3       | -0.43                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 1         | 0        | 0       | 1          | 0         | 0     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| King Ave & E 57th St        | 3       | -0.38                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 2         | 1         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| Corona Ave & E 58th St      | 3       | -0.37                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 1         | 2         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 1        | 0    | 0   |
| Everett Ave & E 58th St     | 3       | -0.38                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 0        | 0       | 1          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 1   |
| Gifford Ave & E 57th St     | 3       | -0.38                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Mayflower Ave & E 56th St   | 3       | 0.08                   | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 3          | 0          | 0        | 0    | 0   |
| King Ave & E 56th St        | 3       | -0.14                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 2         | 0         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Carmelita Ave & E 57th St   | 3       | -0.33                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 1         | 0         | 2        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Pine Ave & E 56th St        | 3       | -0.41                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 0        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Fishburn Ave & E 56th St    | 3       | -0.34                  | 13   | 0     | 0              | 0                    | 2                 | 1   | 0         | 1         | 0        | 0       | 0          | 0         | 0     | 1          | 0       | 1          | 0          | 0        | 0    | 0   |
| Gifford Ave & E 56th St     | 3       | -0.35                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| Mayflower Ave & E 52nd Dr   | 3       | -0.07                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 1    | 1   |
| Fishburn Ave & E 53rd St    | 3       | -0.30                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 1        | 0       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Pine Ave & E 52nd St        | 3       | -0.28                  | 3    | 0     | 0              | 0                    | 0                 | 3   | 0         | 2         | 0        | 1       | 0          | 0         | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Everett Ave & Fruitland Ave | 3       | -0.49                  | 8    | 0     | 0              | 0                    | 1                 | 2   | 1         | 0         | 1        | 0       | 1          | 0         | 0     | 0          | 0       | 2          | 0          | 0        | 0    | 1   |



Table 3: Analysis Results – Segments

| Facility                  | Limits                        | Crashes | Local CCR<br>Differential <sup>1</sup> | EPDO2   | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overturned | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|---------------------------|-------------------------------|---------|----------------------------------------|---------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|------------|-------|------------|---------|------------|------------|----------|------|-----|
| <b>Principal Arterial</b> |                               |         |                                        |         |       |                |                      |                   |     |           |           |          |         |            |            |       |            |         |            |            |          |      |     |
| E Slauson Ave             | Alamo Ave - City Limits       | 5       | 0.32                                   | 10      | 0     | 0              | 0                    | 1                 | 4   | 0         | 0         | 2        | 0       | 2          | 0          | 1     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| Atlantic Blvd             | E 61st St - Randolph St       | 3       | -0.12                                  | 3       | 0     | 0              | 0                    | 0                 | 3   | 0         | 0         | 2        | 0       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave             | Heliotrope Ave - Woodlawn Ave | 3       | -0.14                                  | 3       | 0     | 0              | 0                    | 0                 | 3   | 0         | 1         | 1        | 1       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave             | Atlantic Blvd - King Ave      | 3       | -0.13                                  | 16<br>7 | 0     | 1              | 0                    | 0                 | 2   | 1         | 0         | 1        | 0       | 0          | 0          | 0     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| E Slauson Ave             | Pine Ave - Atlantic Blvd      | 3       | -0.18                                  | 3       | 0     | 0              | 0                    | 0                 | 3   | 0         | 1         | 0        | 1       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave             | Carmelita Ave - Corona Ave    | 3       | -0.17                                  | 13      | 0     | 0              | 0                    | 2                 | 1   | 1         | 0         | 1        | 0       | 1          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| <b>Local</b>              |                               |         |                                        |         |       |                |                      |                   |     |           |           |          |         |            |            |       |            |         |            |            |          |      |     |
| E 59th Pl                 | Atlantic Blvd - King Ave      | 3       | 8.77                                   | 13      | 0     | 0              | 1                    | 0                 | 2   | 0         | 2         | 1        | 0       | 0          | 0          | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |

## 7.9 Statewide Comparison

A comparison of fatal & severe injury collision data to the State averages were conducted for data from 2015-2018 (the most recent statewide data available). These numbers may vary slightly from those mentioned previously, due to the differences in the years of the study period. The following are areas where Maywood's collision rates are higher or lower than those of the State. These numbers specifically compare the proportion of fatal and serious injury crashes that have the characteristics listed in **Table 4**.

**Table 4: Comparison of Statewide and Maywood Fatal & Severe Injury Crashes (2015-2018)**

| Challenge Area                                             | Statewide % | Maywood % | Percentage Difference |
|------------------------------------------------------------|-------------|-----------|-----------------------|
| <b>Maywood has a Higher Percentage of F&amp;SI Crashes</b> |             |           |                       |
| Pedestrians                                                | 19.2%       | 50.0%     | 30.8%                 |
| Intersections                                              | 23.6%       | 45.8%     | 22.2%                 |
| Occupant Protection                                        | 6.4%        | 12.5%     | -1.7%                 |
| Impaired Driving                                           | 5.0%        | 20.8%     | -4.4%                 |
| <b>Maywood has a Lower Percentage of F&amp;SI Crashes</b>  |             |           |                       |
| Bicyclists                                                 | 33.1%       | 20.8%     | 12.5%                 |
| Distracted Driving                                         | 12.4%       | 8.3%      | 3.3%                  |
| Work Zones                                                 | 8.3%        | 4.2%      | 2.7%                  |
| Commercial Vehicles                                        | 14.2%       | 4.2%      | -2.2%                 |
| Aging Drivers (65+)                                        | 13.1%       | 8.3%      | -4.0%                 |
| Young Drivers (15-20)                                      | 43.3%       | 4.2%      | -8.9%                 |
| Motorcyclists                                              | 21.0%       | 8.3%      | -12.6%                |
| Aggressive Driving                                         | 23.6%       | 16.7%     | -16.4%                |
| Lane Departure                                             | 25.3%       | 20.8%     | -22.4%                |

## 8 Emphasis Areas

Emphasis Areas are behavioral, road user, or road condition characteristics that the City of Maywood can strategically focus efforts on to have a large impact on transportation safety. Emphasis areas were developed by revisiting the Vision and Goals developed at the onset of this planning process and comparing them with the trends and patterns identified in the crash analysis. Where these areas aligned, or major challenges were observed, Emphasis Areas and strategies were developed.

## Emphasis Area #1: Aggressive Driving

**Description:** Behaviors that involve driving too fast, tailgating, and additional reckless driving maneuvers are included in the Aggressive Driving category. About 27% of total collisions in Maywood involved aggressive driving.

### Goal for Emphasis Area #1:

- Reduce the number of collisions of aggressive driving.
- Identify hot spots to implement improvement to address aggressive driving.
- Apply for funding and implement countermeasures to help decrease aggressive driving in the City.

### Strategies for Emphasis Area #1

- Engineering improvements such as speed safety cameras, dynamic speed signage, roadway design changes and appropriate speed limits for all road users.
- Educational campaigns to improve behaviors of aggressive driving such as youth traffic safety education, and community-based programs.

## Emphasis Area #2: Pedestrians & Bicyclists (Vulnerable Road Users)

**Description:** Pedestrians and bicyclists are classified by Caltrans as vulnerable road users, meaning they have the highest potential for severe harm during a crash. Pedestrian and bicycle activity is high in Maywood. 5.7% of all collisions in the study period involved pedestrians or bicyclists. 14.1% of these collisions resulted in severe injuries and 14.1% in other visible injury.

### Goals for Emphasis Area #2:

- Reduce the number of collisions involving vulnerable road users
- Identify hot spots and priority corridors for addressing vulnerable road user collisions
- Apply for funding and implement countermeasures to address pedestrian & bicyclist collisions

### Strategies for Emphasis Area #2:

- Implement pedestrian and bicycle countermeasures/improvements at key locations
- Install active transportation counters to identify high volume locations and implement infrastructure improvements at these locations
- Establish education and training programs to improve vulnerable road user safety citywide

These strategies can be implemented by the City, while partnering with Caltrans, LACMTA, NHTSA, CHP and other community partners. Funding sources for these strategies may include HSIP, ATP, STIP, SRTS, GGRF and SB1 grand funding programs.

## Emphasis Area #3: Signal Improvements

### Description:

45.8% of all collisions within the study period occurred within 250 ft of a signalized intersection. 3.0% of these collisions resulted in severe injuries, 6.1% resulted in visible injury and 23.9% resulted in complaint of pain.

**Goal for Emphasis Area #3:**

- Reduce the number of collisions at signalized intersections
- Identify hot spots for signalized intersection collisions
- Apply for funding and implement countermeasures at City signals

**Strategies for Emphasis Area #3:**

- Address intersection collisions by implementing proven countermeasures
- Identify priority corridors for intersections collisions and implement countermeasures on these corridors
- Analyze signal timing and determine if adjustments are need

**Emphasis Area #4: Impaired Driving**

**Description:** Impaired driving crashes are a high priority challenge area within the Caltrans SHSP. Caltrans defines these as crashes where any evidence of drug or alcohol use by the driver is present, even if the driver was not over the legal limit. 12% of these collisions attributed to impaired driving resulted in fatalities or severe injuries.

**Goal for Emphasis Area #4**

- Reduce the number of crashes attributed to impaired driving
- Identify hot spots and priority corridors for countermeasures to reduce impaired driving
- Apply for funding to implement countermeasures to reduce impaired driving crashes

**Strategies for Emphasis Area #4:**

- Authorize, publicize, and conduct sobriety checkpoints programs
- Implement an impaired driving education campaign
- Develop educational programs targeting specific audiences based on age group
- Additional enforcement presence
- Create effective media campaigns in both visual and print media

## **9 Opportunities**

The following provides more information on general identified issues, crash modification factors, improvements, and countermeasures identified for the City of Maywood, as well as for specific project locations identified as part of this analysis.

### **9.1 Infrastructure Improvements**

#### **9.1.1 Countermeasure Selection Process**

Part D of the HSM provides information on Crash Modification Factors (CMF) for roadway segments, intersections, interchanges, special facilities, and road networks. CMFs are used to estimate the safety effects of highway improvements and apply CMFs to compare and select highway safety improvements. A CMF less than 1.0 indicates that a treatment has the potential to reduce collisions. A CMF greater than 1.0 indicates that a treatment has the potential to increase collisions. The application of an appropriate CMF can influence the decision to implement a particular project, and the misapplication of CMFs can lead to misinformed decisions. Key factors to consider when applying CMFs include:

1. Selection of an appropriate CMF,
2. Estimation of collisions without treatment,
3. Application of CMFs by type and severity, and
4. Estimation of the combined effect for multiple treatments

Examples of Safety Countermeasures can be found through several sources. This Report utilizes the countermeasures found in the California LRSM (<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf>) and the CMF Clearinghouse (CMF CH) website (<http://www.cmfclearinghouse.org/>).

Countermeasures for each of the Safety Project Case Studies are based on the data analysis and site visits. Additional countermeasures were identified for the high-level issues on a citywide level and are discussed in Section 0 of this Report.

### 9.1.2 Safety Project Case Studies

From the citywide analysis, ten project case study locations were selected for further analysis and opportunity identification. For each of these locations, Safety Project Case Studies were developed to provide a case study to organize projects when applying for funding. These locations were identified through the analysis process based on their collision histories, the observed crash patterns, and their differing characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

A Safety Project Case Study was developed for these locations:

1. Signalized Intersection: Pine Ave & Slauson Ave
2. Signalized Intersection: Atlantic Blvd & Slauson Ave
3. Signalized Intersection: Atlantic Blvd & 57<sup>th</sup> St
4. Segment: 59<sup>th</sup> (Atlantic to King)
5. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 60<sup>th</sup> St
6. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 59<sup>th</sup> St
7. Segment: Slauson Ave (Alamo Ave to City Limits)
8. Unsignalized Intersection: Heliotrope Ave & 52<sup>nd</sup> Pl/56<sup>th</sup> St
9. Unsignalized Intersection: Loma Vista Ave & Fruitland Ave
10. Unsignalized Intersection: Loma Vista & 56<sup>th</sup> St
11. Signalized Intersection: Everett Ave & Slauson Ave

**Appendix A** contains the Case Study pages which summarize conditions at each location, and potentially beneficial countermeasures. Countermeasures were subjected to a benefit/cost assessment and scored according to their potential return on investment. These case studies can be used to select the most appropriate countermeasure, and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history. These case study sheets can also be used to position the City for future grant funding opportunities.

## 9.2 Non-Infrastructure Improvements

Non-Infrastructure improvements have also been proven to impact safety conditions of the transportation network. These education and enforcement measure opportunities are developed to target specific behavior types and populations. Based on a review of the existing plans, policies, and programs within the City, the following topics have been reviewed to identify areas where the City can implement or enhance safety efforts.

**Table 5: Summary of Programs, Policies, and Practices for the City of Maywood**

| Topic                                          | Current Status                                 | Implement or Enhance                                                                                   |
|------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Active Transportation Coordinator              | None at this time                              | Utilize on-call support for as-needed services                                                         |
| Safety or Active Advisory Committee            | None at this time                              | Consider creating committee and implement regular meetings                                             |
| Active Transportation Safety Education Program | None at this time                              | City is always looking for improvements and grant opportunities                                        |
| Complete Street Plans                          | None at this time                              | Consider implementing a complete streets plan                                                          |
| Traffic Impact Fees                            | None at this time                              | Consider implementing traffic impact fees                                                              |
| Safe Routes to School Program                  | None at this time                              | Consider implementing a Safe Routes to School program; seek funding opportunities to fund this program |
| Traffic Safety Education                       | None at this time                              | Consider applying for grant funding to support a traffic safety education program                      |
| Traffic Calming Policies                       | No formal program in place                     | Consider implement a neighborhood traffic calming policy                                               |
| Speed Surveys                                  | Regular as required by California Vehicle Code | Continue to update as required by California Vehicle Code; review new guidance from Assembly Bill 43   |



| Topic                                                                                             | Current Status                                             | Implement or Enhance                                                                                                         |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>Warrants for Stop Signs and Signals</b>                                                        | Yes, utilizes MUTCD for warrants                           | Manual on Uniform Traffic Control Devices, MUTCD                                                                             |
| <b>Transportation Demand Management (TDM) or Vehicle Miles Travelled (VTM) Reduction Policies</b> | None at this time                                          | Consider implementing TDM or VTM reduction policies                                                                          |
| <b>Traffic Crash Monitoring</b>                                                                   | No regular crash monitoring                                | Consider implementing Crossroads database integration between PD & Engineering and have regular collision monitoring         |
| <b>Active Transportation Master Plan</b>                                                          | None at this time                                          | Consider implementing active transportation master plan to improve bike/pedestrian safety and reduce conflicts with vehicles |
| <b>Crosswalk at High Pedestrian Locations</b>                                                     | Yes                                                        | Review locations where crosswalks can be added as pedestrian volumes fluctuate                                               |
| <b>Traffic Enforcement</b>                                                                        | Current enforcement by Sheriff's department                | Continue to enforce traffic laws, identify areas where enforcement can be increased                                          |
| <b>Bicycle Policy</b>                                                                             | Bicycle policy being developed as part of the General Plan | Continue to implement bicycle improvements as part of bicycle policies                                                       |
| <b>Types of Transit</b>                                                                           | Metro bus & City run transit                               | Continue to provide high-quality transit service and amenities such as shelters, wayfinding signage, etc.                    |
| <b>Types of Wayfinding</b>                                                                        | None at this time                                          | City can implementing a wayfinding program, coordinate with LA Metro                                                         |
| <b>Inventory of Pedestrian Signs and Signals</b>                                                  | None at this time                                          | Consider creating an inventory; include pedestrian infrastructure; digitize in GIS database                                  |

| Topic                                                    | Current Status                               | Implement or Enhance                                                                                                                           |
|----------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Inventory/Mapping of Active Transportation Routes</b> | None at this time                            | Consider creating an inventory of active transportation routes; digitize in GIS database                                                       |
| <b>Utilize Crossroads Database for Collisions</b>        | Yes; uses SWITRS                             | Continue to integrate; regularly monitor as necessary                                                                                          |
| <b>Active Transportation Volume Counting</b>             | None at this time                            | Consider implementing traffic & active transportation volume collection; utilize this data in collision analysis                               |
| <b>Resident Feedback</b>                                 | Call/email/MyMaywood app                     | Continue to seek out resident feedback and incorporate into policies and implementations; expand opportunities for easy feedback from citizens |
| <b>Coordination with Other City Organizations</b>        | Other departments & Sheriffs/fire department | Maintain formal coordination between city departments; involve in collision analysis and planning process.                                     |
| <b>School Engagement</b>                                 | None at this time                            | Coordinate with schools and district, involve in collision analysis and planning process                                                       |
| <b>Law Enforcement/Emergency Service Engagement</b>      | Emergency Operations Center (EOC)            | Continue to coordinate with EOC; involve in collision analysis and planning process. Engage health agencies as stakeholders.                   |

## General Citywide Countermeasure Toolbox

This evaluation considered citywide trends to identify countermeasures that would likely provide the most benefit with widespread implementation. Countermeasures for each of the 5Es of Safety (Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies) were identified. These include both infrastructure opportunities, non-infrastructure opportunities. The citywide safety project opportunities can be referred to as the “Countermeasure Toolbox”. Within the toolbox, the description of the countermeasure along with its LRSM ID number is listed. The next column, Crash Reduction Factor (CRF) also known as Crash Modification Factor (CMF), are “multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site (the lower the CMF, the greater the expected reduction in crashes)<sup>5</sup>.”

For each of these countermeasures, a planning level benefit/cost analysis was completed. Applying the benefit/cost at the citywide level was estimated assuming some randomness in crash distribution. The location characteristics, such as whether there is a traffic signal, and the type of crashes, were used at the citywide level to calculate an average cost of crashes that the countermeasure might reduce. The benefit per location was then factored out to a 20-year life-cycle savings, with an Opinion of Project Probable Cost (OPCC) for the initial installation costs and a per-year maintenance cost estimate. The cost shown in **Table 6** should be considered initial planning costs using 2021 dollars and not assumed final.

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<sup>5</sup> LRSM Version 1.5 (2020), Page 27

**Table 6: Citywide Safety Project Opportunities (Countermeasure Toolbox)**

| <b>LRSM/CMF ID</b> | <b>Potential Countermeasures</b>                                       | <b>Crash Reduction Factor</b> | <b>Per Unit Cost</b> | <b>Unit</b>      |
|--------------------|------------------------------------------------------------------------|-------------------------------|----------------------|------------------|
| NS03               | Install signals                                                        | 30%                           | \$400,000            | per intersection |
| R02                | Remove or relocate fixed objects outside of Clear Recovery Zone        | 35%                           | \$1,000              | per location     |
| R22                | Install retroreflective stripes on stop signs                          | 15%                           | \$1,500              | per sign         |
| R27                | Install delineators, reflectors and/or object markers                  | 15%                           | \$75                 | per linear foot  |
| R28                | Install edge-lines and centerlines                                     | 25%                           | \$20,000             | per mile         |
| R35PB              | Install/upgrade pedestrian crossing (with enhanced safety features)    | 35%                           | \$9,500              | per curb ramp    |
| S02                | Install/update retroreflective backplates                              | 15%                           | \$12,000             | per intersection |
| S02                | Update signal heads from 8-inch to 12-inch vehicle heads               | 15%                           | \$1,500              | per signal heads |
| S03                | Improve signal timing (coordination, phasing, red, yellow, operation)  | 15%                           | \$7,667              | per intersection |
| S04                | Install advanced dilemma zone detection                                | 40%                           | \$34,000             | per intersection |
| S10                | Install flashing beacons as advance warning (S.I.)                     | 30%                           | \$3,000              | per beacon       |
| S12                | Install raised median on approaches (S.I.)                             | 25%                           | \$25,000             | per location     |
| S17PB              | Install ADA-compliant pedestrian push buttons                          | 25%                           | \$15,000             | Per intersection |
| S21PB              | Modify signal phasing to implement a Leading Pedestrian Interval (LPI) | 60%                           | \$12,000             | per intersection |
| 128                | Install tapered bump-outs (chicanes)                                   | 32%                           | \$25,000             | per location     |
| 132                | Install speed humps                                                    | 40%                           | \$5,000              | per speed hump   |

| LRSB/CMF ID | Potential Countermeasures                  | Crash Reduction Factor | Per Unit Cost | Unit                 |
|-------------|--------------------------------------------|------------------------|---------------|----------------------|
| -           | Install haptic crosswalk button            | *5%                    | \$5,000       | per crosswalk button |
| -           | Review enforcement policies                | *5%                    | Varies        |                      |
| -           | Add ADA mats to corners                    | *5%                    | \$15,000      | per location         |
| -           | Hash out and formalize parking             | *5%                    | \$15,000      | per location         |
| -           | Upgrade traffic signal controller cabinets | *5%                    | \$60,000      | per location         |
| -           | Neighborhood traffic calming policy/study  | *5%                    | Varies        |                      |
| -           | Review school zone enforcement policy      | *5%                    | Varies        |                      |

\*These countermeasures do not have documented CRF's and a conservative 5% CRF was assigned to allow them to show some benefit.

## Non-Engineering Safety Strategy Countermeasures:

These potential countermeasures were derived from the collision analysis and build on the actions identified in Section 9.2. These relate to the additional Es of Traffic Safety outside of Engineering. This includes Enforcement, Education, Emergency Services and Emerging Technologies. **Table 6 7** describes additional opportunities for the remaining categories of traffic safety which includes Enforcement, Education, Emergency Services, and Emerging Technology.

**Table 7: Non-Engineering Safety Strategy Countermeasures**

| PROPOSED COUNTERMEASURE                                                                               | POTENTIAL PARTNERS                                                    | EXAMPLES OF COUNTERMEASURE                                                                                                                    |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ENFORCEMENT</b>                                                                                    |                                                                       |                                                                                                                                               |
| Establish enforcement and visibility program for aggressive driving                                   | Local law enforcement; CHP                                            | <a href="#">CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program</a>                                                           |
| Continued enforcement in school zones                                                                 | Local law enforcement; CHP; school districts; LACMTA; SCAG            | Obtain grant funding for additional personnel in school zones                                                                                 |
| Increased enforcement of safe driving & active transportation behaviors near busy crosswalk locations | Local law enforcement; CHP                                            | Obtain grant funding for additional enforcement near high pedestrian activity locations                                                       |
| <b>EDUCATION</b>                                                                                      |                                                                       |                                                                                                                                               |
| Campaign to target aggressive driving and DUIs                                                        | Local law enforcement; CHP; California Office of Traffic Safety (OTS) | <a href="#">CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program</a>                                                           |
| Bicycle and pedestrian safety campaign                                                                | Local law enforcement; LACMTA; SCAG                                   | SCAG's 'Go Human' Campaign; 'OTS' 'Ride With Traffic' campaign<br>Planned educational events at high active transportation activity locations |
| Explore safe routes to school education grants to expand program                                      | Local school districts; local law enforcement; LACMTA; SCAG           | <a href="#">Safe Routes to School Program</a> , funded by Caltrans                                                                            |
| Coordinate safety education campaigns with SCAG                                                       | SCAG; local law enforcement                                           | <a href="#">Roadway safety fairs at schools</a><br><a href="#">Education campaign for aging drivers</a>                                       |



| PROPOSED COUNTERMEASURE                                                                                               | POTENTIAL PARTNERS                                | EXAMPLES OF COUNTERMEASURE                                                                         |
|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------------------------------------|
| EMERGENCY SERVICES                                                                                                    |                                                   |                                                                                                    |
| Continue to work on interdepartmental communication between City staff and City police department and fire department | Local law enforcement & fire department           | Incorporate law enforcement/fire department as stakeholders on transportation improvement projects |
| Incorporate public health agencies and fire departments as stakeholders in safety projects                            | Local public health agencies and fire departments | Adjust safety project development processes to include public health and fire department feedback  |
| EMERGING TECHNOLOGY                                                                                                   |                                                   |                                                                                                    |
| Continue to use best practices for pedestrian crossings at high pedestrian traffic areas                              | City Public Works; LACMTA; Caltrans               | Continuously update pedestrian crossing design standards in accordance with latest best practices  |
| Utilize new data sources to monitor traffic conditions and inform County safety plans                                 | City Public Works; LACMTA; Caltrans               | Utilization of data from LACMTA traffic management center                                          |

# 10 Evaluation & Implementation

## 10.1 Evaluation

The success of the LRSP will be evaluated using the preliminary process outlined below. This process will be useful to ensure proper implementation of goals and to determine when updates are needed.

- Regular progress meetings can be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on an annual basis.
- An update to the plan should be considered within five years to maintain eligibility for HSIP funding
- Continued monitoring and recording of traffic incidents on local roadways by law enforcement.
- Maintain a list of focus areas where there are transportation safety concerns.

## 10.2 Implementation

Implementation of the LRSP can be accomplished through several avenues including development of projects, the establishment of new policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following identifies potential focus areas for the City in the near-to-mid-term.

### **Near- & Mid-Term Focus Areas**

The opportunities identified in this report provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, the City has the opportunity to concentrate its efforts on the emphasis areas:

1. Aggressive Driving
2. Vulnerable Road Users
3. Signal Improvements
4. Impaired Driving

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to collisions within the City. The countermeasure opportunities previously discussed in this report for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focused areas can be developed with a high benefit-to-cost ratio (by applying Citywide collision rates), allowing projects to be developed even at sites with little to no direct collision history, but with conditions that might contribute to future collisions.

## 10.3 Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in Maywood. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Maywood. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply. The City should also work with regional agencies such as LACMTA and SCAG to identify and apply for safety improvement funding.

### 10.3.1 Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Example safety improvement projects eligible for this funding include:

- New or upgraded traffic signals
- Upgraded guard rails
- Pedestrian warning flashing beacons
- Marked crosswalks

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level can be found online at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects - can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>.

### 10.3.2 Caltrans Active Transportation Program

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- Bicycle and pedestrian infrastructure projects
- Bicycle and pedestrian planning projects (e.g. safe routes to school)
- Non-infrastructure programs (education and enforcement)

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online at: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

### 10.3.3 State Transportation Improvement Program

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.

### 10.3.4 California Senate Bill 1 (SB 1)

SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- Bike and Pedestrian Projects: \$100 million
  - This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).
- Local Planning Grants: \$25 million

### 10.3.5 California Office of Traffic Safety (OTS) Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this report) and must relate to the following priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Public Relations, Advertising, and Marketing Program
- Roadway Safety and Traffic Records

### 10.3.6 SCAG Sustainable Communities Program (SCP)

This program is an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. The SCP provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts to implement the regional Sustainable Communities Strategies (SCS). Grants are available in the following three categories:

- Integrated Land Use
  - Sustainable Land Use Planning
  - Transit Oriented Development (TOD)
  - Land Use & Transportation Integration
- Active Transportation
  - Bicycle Planning
  - Pedestrian Planning
  - Safe Routes to School Plans
- Green Region
  - Natural Resource Plans
  - Climate Action Plans (CAPs)
  - Green House Gas (GHG) Reduction programs

### 10.3.7 Safe Streets and Roads for All (SS4A) Grant Program

This program has allocated \$1 billion annually for the next four years for local cities, counties, MPOs, and other roadway owners (except state DOTs) for safety improvement grants for safety planning, education, enforcement, and roadway improvements. This program is not benefit / cost based. Evaluation criteria are oriented to the project's alignment with the Safe Systems approach. There is a 20% local match requirement (can be in-kind contribution via staff billable hours). Planning grants are open to any eligible agency and Implementation grants are open to agencies with a completed safety plan such as a Local Roadway Safety Plan. Planning grants are expected to range from \$100,000 to \$1 million and Implementation grants are expected to range from \$1 million to \$20 million. Grant applications are due in September 2022. Implementing a Local Road Safety Plan and the City's adoption of a Vision Zero resolution makes the City eligible to apply for SS4A implementation grants.

### 10.3.8 Infrastructure Investment and Jobs Act

In November 2021, the President signed into law the \$1.2 trillion Infrastructure Investment and Jobs Act. In addition to the SS4A grant program described above, this law provides billions of dollars in additional funding for improvements and investment in the transportation sector nationwide. The law provides \$30 billion in funding over five years for competitive RAISE grants for transportation projects, as well as additional funding for repair and environmental mitigation projects. As these grant programs continue to be developed, City can position itself by identifying potential projects and programs to pursue.

## 10.4 Next Steps

The City of Maywood has completed this LRSP to guide the process of future transportation safety improvements for years to come. The data-driven analysis process identified collision types, related primary collision factors, and locations of many collisions. Based on this process,

Emphasis Areas were developed. These Emphasis Areas will guide corridor improvements, education programs, and capital improvements for the City.

Using the analyzed data and outputs from this LRSP, the City has the opportunity to complete the following tasks:

- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established safety partners & neighboring municipalities as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in Maywood
- Continually review collision data and update the analysis performed in this report
- Monitor collision activity at locations where improvements were made to determine their impacts

Based on current Caltrans guidelines, the LRSP is valid for 5 years from date of completion for eligibility for HSIP grant funding.



## Appendix A: Case Study Sheets



## Case Study Sheet: Location # 1

Project Name: San Benito LRSP  
Agency Name: San Benito County LRSP  
Contact Name: Steve Fowler  
Email: [steve.fowler@cityofmaywood.org](mailto:steve.fowler@cityofmaywood.org)

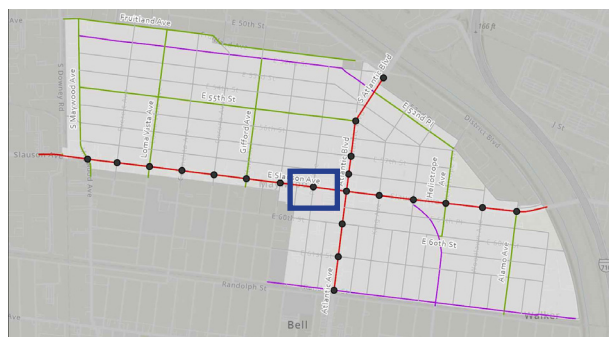
Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022



### Project Location Description & Maps:

Intersection: Pine Ave & Slauson Ave

Examples of Similar Intersections: Alamo Ave & Slauson Ave



### Traffic and Geometric Data:

| Collision Data                      |                                              |
|-------------------------------------|----------------------------------------------|
| Total Collisions                    | 37                                           |
| Fatal and Injury Collisions         | 5                                            |
| Top 3 Collision Types               | Broadside: 13<br>Sideswipe: 9<br>Rear-End: 5 |
| Total Nighttime Collisions          | 0                                            |
| Wet Surface Collisions              | 1                                            |
| Drug and Alcohol Related Collisions | 0                                            |

| Traffic Data               |                        |
|----------------------------|------------------------|
| Number of Approaches       | 4                      |
| Total Entering Vehicles    | 35,640                 |
| Crosswalk Condition        | Yes, on all approaches |
| Control Type               | Signalized             |
| Lighting                   | Yes                    |
| Highest Posted Speed Limit | 35 mph                 |
| Median                     | East approach only     |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 26                  | 6           | 1            |

### Additional Notes:

- High relative number of broadsides



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                        | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|--------------------------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| Bike/Ped       | Install haptic push buttons                      | 35% (R35PB)                              | \$1,136,660            | \$38,000            | 29.91              |
| Bike/Ped       | Install countdown heads on Slauson crosswalks    | 35% (R35PB)                              | \$1,136,660            | \$19,000            | 59.82              |
| All            | Install flashing yellow arrow or protected lefts | 15% (S03)                                | \$2,113,680            | \$15,334            | 137.84             |
| All            | Add lane striping                                | 25% (R28)                                | \$3,522,800            | \$20,000            | 176.14             |
| Bike/Ped       | Install two-way pedestrian ramps                 | 5% (R35PB)                               | \$162,380              | \$76,000            | 2.14               |
| Bike/Ped       | Install high-visibility crosswalk                | 35% (R35PB)                              | \$1,136,660            | \$38,000            | 29.91              |
| Bike/Ped       | Install Curb                                     | 32% (128)                                | \$1,039,232            | \$25,000            | 41.57              |
| Bike/Ped       | Install leading pedestrian interval (LPI)        | 60% (S21PB)                              | \$1,948,560            | \$12,000            | 162.38             |
| All            | Extend median west on Slauson                    | 35% (S12)                                | \$3,522,800            | \$25,000            | 140.91             |
| All            | Install no turn on red signs                     | 15% (R22)                                | \$2,113,680            | \$3,000             | 704.56             |



## Case Study Sheet: Location # 2

Project Name: Maywood LRSP  
Agency Name: City of Maywood  
Contact Name: Steve Fowler  
Email: [steve.fowler@cityofmaywood.org](mailto:steve.fowler@cityofmaywood.org)

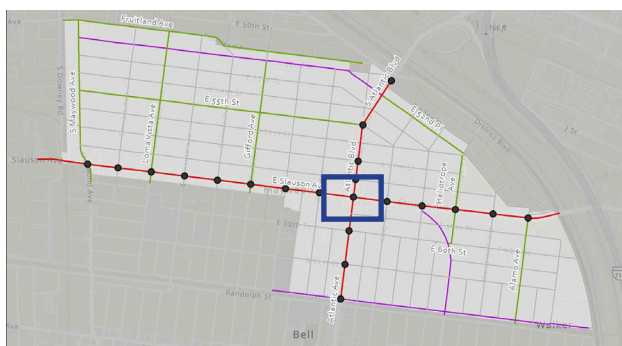
Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022



### Project Location Description & Maps:

Intersection: Atlantic Blvd & Slauson Ave

Examples of Similar Intersections: Pine Ave & Slauson Ave



### Traffic and Geometric Data:

| Collision Data                      |                                                |
|-------------------------------------|------------------------------------------------|
| Total Collisions                    | 72                                             |
| Fatal and Injury Collisions         | 10                                             |
| Top 3 Collision Types               | Sideswipe: 21<br>Broadside: 20<br>Rear-End: 12 |
| Total Nighttime Collisions          | 0                                              |
| Wet Surface Collisions              | 4                                              |
| Drug and Alcohol Related Collisions | 0                                              |

| Traffic Data               |                        |
|----------------------------|------------------------|
| Number of Approaches       | 4                      |
| Total Entering Vehicles    | 53,682                 |
| Crosswalk Condition        | Yes, on all approaches |
| Control Type               | Signalized             |
| Lighting                   | Yes                    |
| Highest Posted Speed Limit | 35 mph                 |
| Median                     | Yes, on all approaches |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 60                  | 2           | 3            |

### Additional Notes:

- High relative number of sideswipes and broadsides



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures       | Crash Modification Factor (LRSM/CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|---------------------------------|-----------------------------------------|------------------------|---------------------|--------------------|
| Bike/Ped       | Install two-way crosswalk ramps | 35%<br>(R35PB)                          | \$9,329,880            | \$76,000            | 122.76             |
| Bike/Ped       | Install haptic crosswalk button | 5%<br>(R35PB)                           | \$1,332,840            | \$40,000            | 33.32              |
| All            | Refresh limit lines             | 25%<br>(R28)                            | \$9,134,300            | \$4,000             | 2283.58            |
| Bike/Ped       | Refresh crosswalk striping      | 25%<br>(R28)                            | \$6,664,200            | \$4,000             | 1666.05            |
| Bike/Ped       | Implement crosswalk countdowns  | 35%<br>(R35PB)                          | \$9,329,880            | \$9,500             | 982.09             |
| All            | Review signal timing            | 15%<br>(S03)                            | \$5,480,580            | \$7,667             | 714.83             |



### Case Study Sheet: Location # 3

Project Name: Maywood LRSP  
 Agency Name: City of Maywood  
 Contact Name: Steve Fowler  
 Email: steve.fowler@cityofmaywood.org

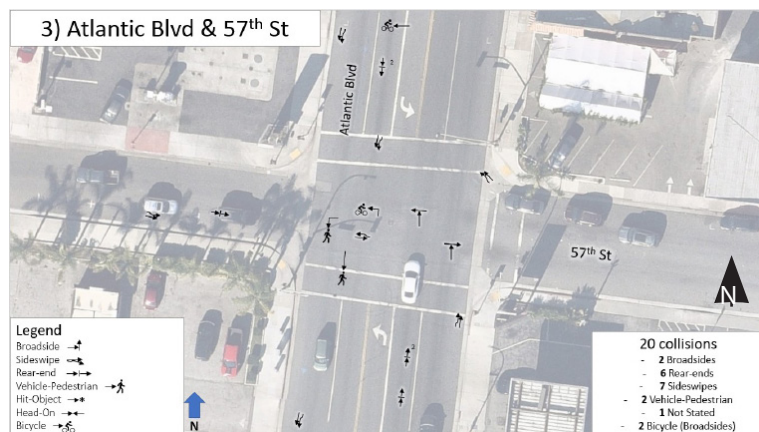
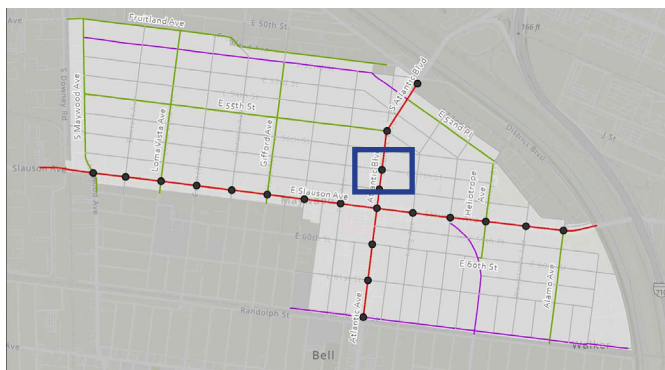
Prepared by: Kimley-Horn  
 Checked by: Jason Melchor  
 Date: September 2022



### Project Location Description & Maps:

Intersection: Atlantic Blvd & 57th St

Examples of Similar Intersections: Corona Ave & Slauson Ave



### Traffic and Geometric Data:

| Collision Data                      |                                             |
|-------------------------------------|---------------------------------------------|
| Total Collisions                    | 20                                          |
| Fatal and Injury Collisions         | 1                                           |
| Top 3 Collision Types               | Sideswipe: 7<br>Broadside: 5<br>Rear-End: 5 |
| Total Nighttime Collisions          | 0                                           |
| Wet Surface Collisions              | 1                                           |
| Drug and Alcohol Related Collisions | 1                                           |

| Traffic Data               |                        |
|----------------------------|------------------------|
| Number of Approaches       | 4                      |
| Total Entering Vehicles    | 25,367                 |
| Crosswalk Condition        | Yes, on all approaches |
| Control Type               | Signalized             |
| Lighting                   | Yes                    |
| Highest Posted Speed Limit | 35 mph                 |
| Median                     | Yes, on all approaches |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 15                  | 1           | 2            |





## Countermeasure Evaluation

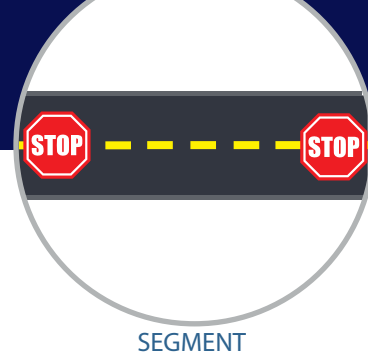
| Primary Issues | Potential Countermeasures                                 | Crash Modification Factor (LRSM/CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|-----------------------------------------------------------|-----------------------------------------|------------------------|---------------------|--------------------|
| All            | Install flexible delineators along NBL and SBL turn lanes | 15% (R27)                               | \$1,546,740            | \$13,950            | 110.88             |
| All            | Upgrades signal lenses to 12 inch                         | 15% (S02)                               | \$1,546,740            | \$12,000            | 128.90             |
| All            | Install retroreflective backplates                        | 15% (S02)                               | \$1,546,740            | \$12,000            | 128.90             |
| All            | Install advanced dilemma zone detection system            | 40% (S04)                               | \$4,124,640            | \$34,000            | 121.31             |
| All            | Install upgraded truck signage                            | 15% (R22)                               | \$1,546,740            | \$6,000             | 257.79             |
| Bike/Ped       | Install two-way pedestrian ramps                          | 35% (R35PB)                             | \$3,197,880            | \$76,000            | 42.08              |
| Bike/Ped       | Install crosswalk on western side of intersection         | 35% (R35PB)                             | \$3,197,880            | \$19,000            | 168.31             |



## Case Study Sheet: Location #4

Project Name: Maywood LRSP  
Agency Name: City of Maywood  
Contact Name: Steve Fowler  
Email: steve.fowler@cityofmaywood.org

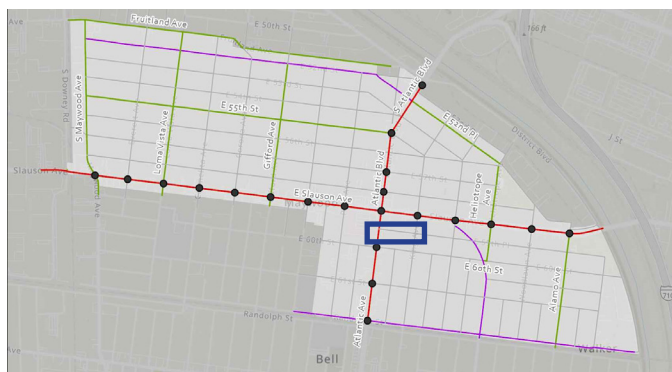
Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022



## Project Location Description & Maps:

Segment: 59th: Atlantic to King

Examples of Similar Segment: Slauson Ave: Carmelita Ave - Corona Ave



## Traffic and Geometric Data:

| Collision Data                      |                             |
|-------------------------------------|-----------------------------|
| Total Collisions                    | 3                           |
| Fatal and Injury Collisions         | 1                           |
| Top 3 Collision Types               | Sideswipe: 2<br>Rear-End: 1 |
| Total Nighttime Collisions          | 0                           |
| Wet Surface Collisions              | 0                           |
| Drug and Alcohol Related Collisions | 0                           |

| Traffic Data                |        |
|-----------------------------|--------|
| Average Daily Traffic (ADT) | 778    |
| Lighting                    | Yes    |
| Highest Posted Speed Limit  | 25 MPH |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 2                   | 0           | 0            |



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                       | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|-------------------------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| All            | Assess signal warrant at Atlantic and 59th      | 30% (NS03)                               | \$202,680              | \$270,000           | 0.75               |
| All            | Stripe centerline if traffic volume warrants it | 25% (R28)                                | \$168,900              | \$2,000             | 84.45              |
| All            | Install speed humps                             | 40% (132)                                | \$270,240              | \$15,000            | 18.02              |



Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022

**5) Heliotope Ave & 60th St**

**Legend**

- Sideswipe
- Rear-end
- Hit-Object

**5 collisions**

- 2 Rear-ends
- 2 Sideswipes
- 1 Hit-Object

| Collision Data                      |                                              |
|-------------------------------------|----------------------------------------------|
| Total Collisions                    | 5                                            |
| Fatal and Injury Collisions         | 0                                            |
| Top 3 Collision Types               | Sideswipe: 7<br>Rear-End: 5<br>Hit Object: 5 |
| Total Nighttime Collisions          | 0                                            |
| Wet Surface Collisions              | 1                                            |
| Drug and Alcohol Related Collisions | 1                                            |

|                            |                            |
|----------------------------|----------------------------|
| Number of Approaches       | 5                          |
| Total Entering Vehicles    | 670                        |
| Crosswalk Condition        | Yes, on all approaches     |
| Control Type               | Unsignalized               |
| Lighting                   | Yes                        |
| Highest Posted Speed Limit | 25 mph                     |
| Median                     | striping on all approaches |

|             |             |              |
|-------------|-------------|--------------|
| Veh vs. Veh | Veh vs. Ped | Veh vs. Bike |
| 15          | 1           | 2            |



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                     | Crash Modification Factor (LRSM/CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|-----------------------------------------------|-----------------------------------------|------------------------|---------------------|--------------------|
| All            | Close off Heliotrope Circle, install bollards | 5% (R27)                                | \$13,300               | \$60,000            | 0.22               |
| All            | Install wayfinding signage                    | 15% (R22)                               | \$39,900               | \$3,000             | 13.30              |



Prepared by: Kimley-Horn  
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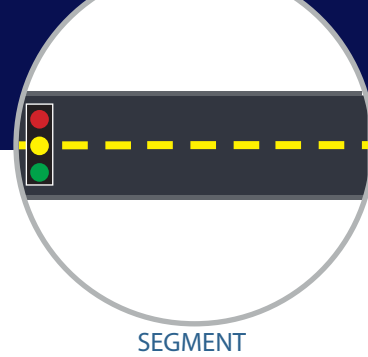
Kimley»Horn  
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## Countermeasure Evaluation

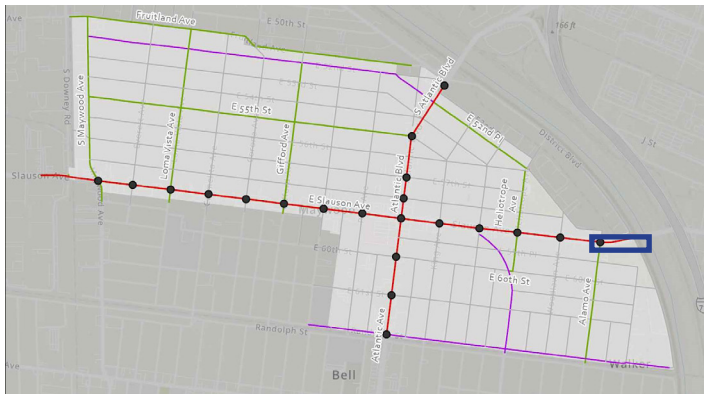
| Primary Issues | Potential Countermeasures  | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|----------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| All            | Add curb extensions        | 32% (128)                                | \$3,053,440            | \$30,000            | 101.78             |
| All            | Install wayfinding signage | 5% (N/A)                                 | \$477,100              | Varies              | Varies             |
| Bike/Ped       | Add ADA mats to corners    | 5% (N/A)                                 | \$443,320              | \$15,000            | 29.55              |
| Bike/Ped       | Add beacons                | 30% (S10)                                | \$2,659,920            | \$12,000            | 221.66             |



Project Name: Maywood LRSP  
Agency Name: City of Maywood  
Contact Name: Steve Fowler  
Email: [steve.fowler@cityofmaywood.org](mailto:steve.fowler@cityofmaywood.org)

Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022

Segment: Slauson Ave: Alamo Ave to City Limits  
Examples of Similar Segment: Atlantic Blvd: E61st to Randolph St



| Collision Data                      |                                          |
|-------------------------------------|------------------------------------------|
| Total Collisions                    | 5                                        |
| Fatal and Injury Collisions         | 1                                        |
| Top 3 Collision Types               | Hit Object: 2<br>Rear-End: 2<br>Other: 1 |
| Total Nighttime Collisions          | 2                                        |
| Wet Surface Collisions              | 0                                        |
| Drug and Alcohol Related Collisions | 1                                        |

| Traffic Data                |        |
|-----------------------------|--------|
| Average Daily Traffic (ADT) | 25,131 |
| Lighting                    | Yes    |
| Highest Posted Speed Limit  | 35 MPH |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 5                   | 0           | 0            |



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures      | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|--------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| All            | Hash out and formalize parking | 5% (N/A)                                 | \$536,400              | \$8,000             | 67.05              |
| Bike/Ped       | Add missing crosswalk          | 35% (R35PB)                              | -                      | \$9,500             | -                  |
| Bike/Ped       | Define edgeline on approach    | 25% (R28)                                | -                      | \$10,200            | -                  |
| All            | Constrain roadway striping     | 25% (R28)                                | \$536,400              | \$90,000            | 5.96               |



## Case Study Sheet: Location # 8

Project Name: Maywood LRSP  
 Agency Name: City of Maywood  
 Contact Name: Steve Fowler  
 Email: steve.fowler@cityofmaywood.org

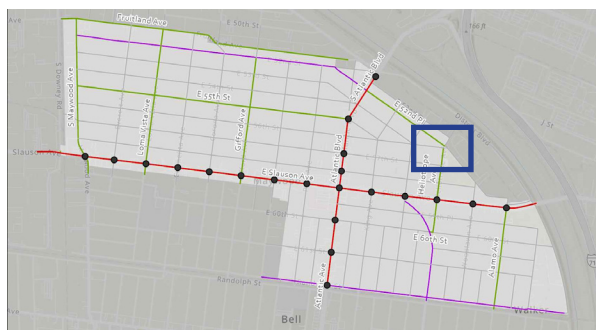
Prepared by: Kimley-Horn  
 Checked by: Jason Melchor  
 Date: September 2022



### Project Location Description & Maps:

Intersection: Heliotrope Ave & 52nd Pl/56th St

Examples of Similar Intersections: Prospect Ave & 61st St



### Traffic and Geometric Data:

| Collision Data                      |                                                  |
|-------------------------------------|--------------------------------------------------|
| Total Collisions                    | 3                                                |
| Fatal and Injury Collisions         | 0                                                |
| Top 3 Collision Types               | Rear-End: 1<br>Vehicle-Pedestrian: 1<br>Other: 1 |
| Total Nighttime Collisions          | 0                                                |
| Wet Surface Collisions              | 0                                                |
| Drug and Alcohol Related Collisions | 1                                                |

| Traffic Data               |                            |
|----------------------------|----------------------------|
| Number of Approaches       | 5                          |
| Total Entering Vehicles    | 2283                       |
| Crosswalk Condition        | Yes, on all approaches     |
| Control Type               | Unsignalized               |
| Lighting                   | Yes                        |
| Highest Posted Speed Limit | 25 mph                     |
| Median                     | striping on all approaches |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 1                   | 1           | 0            |

### Additional Notes:

- Resent restriping at this intersection
- E 52nd Pl is a private road



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                      | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|------------------------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| Bike/Ped       | Split ramps to two-way                         | 5% (R35PB)                               | \$16,180               | \$19,000            | 0.85               |
| All            | Close off 56th St (Bollards)                   | 5% (R27)                                 | \$21,500               | \$60,000            | 0.36               |
| All            | Heliotrope Ave (NB) to be added as truck route | 5% (R22)                                 | \$21,500               | \$6,000             | 3.58               |
| All            | Realign intersection                           | 25% (R28)                                | \$107,500              | \$80,000            | 1.34               |



## Case Study Sheet: Location # 9

Project Name: Maywood LRSP  
Agency Name: City of Maywood  
Contact Name: Steve Fowler  
Email: [steve.fowler@cityofmaywood.org](mailto:steve.fowler@cityofmaywood.org)

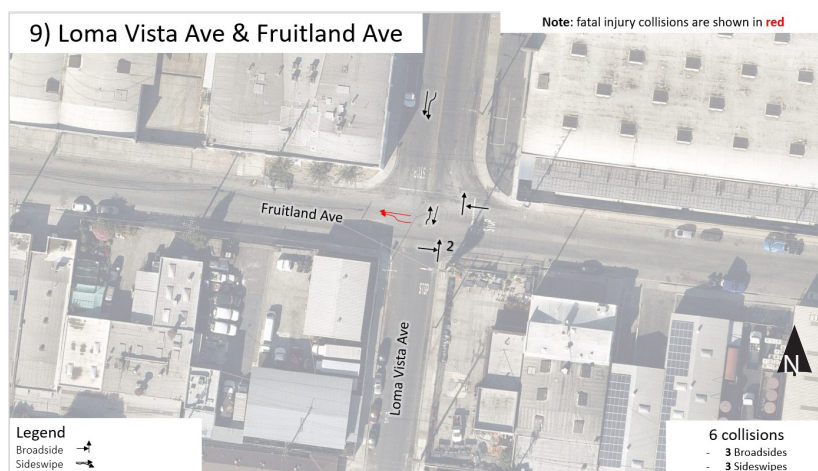
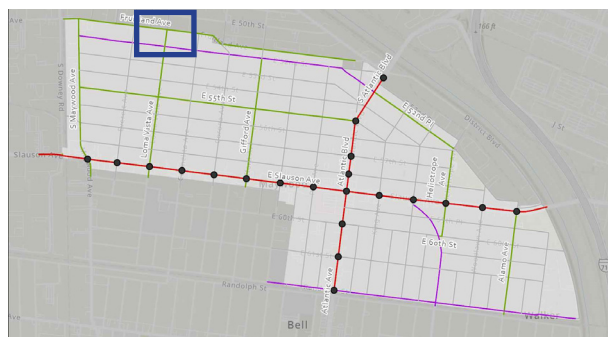
Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022



### Project Location Description & Maps:

Intersection: Loma Vista Ave & Fruitland Ave

Examples of Similar Intersections: Corona Ave & 57th St



### Traffic and Geometric Data:

| Collision Data                      |                              |
|-------------------------------------|------------------------------|
| Total Collisions                    | 6                            |
| Fatal and Injury Collisions         | 1                            |
| Top 3 Collision Types               | Sideswipe: 3<br>Broadside: 3 |
| Total Nighttime Collisions          | 1                            |
| Wet Surface Collisions              | 1                            |
| Drug and Alcohol Related Collisions | 0                            |

| Traffic Data               |                     |
|----------------------------|---------------------|
| Number of Approaches       | 4                   |
| Total Entering Vehicles    | 7,797               |
| Crosswalk Condition        | No striping present |
| Control Type               | Unsignalized        |
| Lighting                   | Yes                 |
| Highest Posted Speed Limit | 25 mph              |
| Median                     | No striping present |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 4                   | 0           | 0            |

### Additional Notes:

- Misalignment of crosswalks on northern side
- Intersection shared with City of Vernon





## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures   | Crash Modification Factor (LRSM/CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|-----------------------------|-----------------------------------------|------------------------|---------------------|--------------------|
| All            | Curb extention on SW corner | 15% (128)                               | \$1,353,900            | \$15,000            | 90.26              |
| All            | Remove palm tree            | 5% (R02)                                | \$451,300              | \$1,000             | 451.30             |
| All            | Add beacon to stop sign     | 30% (S10)                               | \$2,707,800            | \$12,000            | 225.65             |
| All            | Relocate stop sign          | 15% (R22)                               | \$1,353,900            | \$1,500             | 902.60             |



Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022

Kimley»Horn  
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## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                 | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|-------------------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| All            | Stripe out right turn on 56th             | 25% (R28)                                | \$4,709,600            | \$20,000            | 235.48             |
| All            | Neighborhood traffic calming policy/study | 5% (N/A)                                 | Varies                 | Varies              | Varies             |
| Bike/Ped       | Review school zone enforcement policy     | 5% (N/A)                                 | Varies                 | Varies              | Varies             |



## Case Study Sheet: Location # 11

Project Name: Maywood LRSP  
Agency Name: City of Maywood  
Contact Name: Steve Fowler  
Email: steve.fowler@cityofmaywood.org

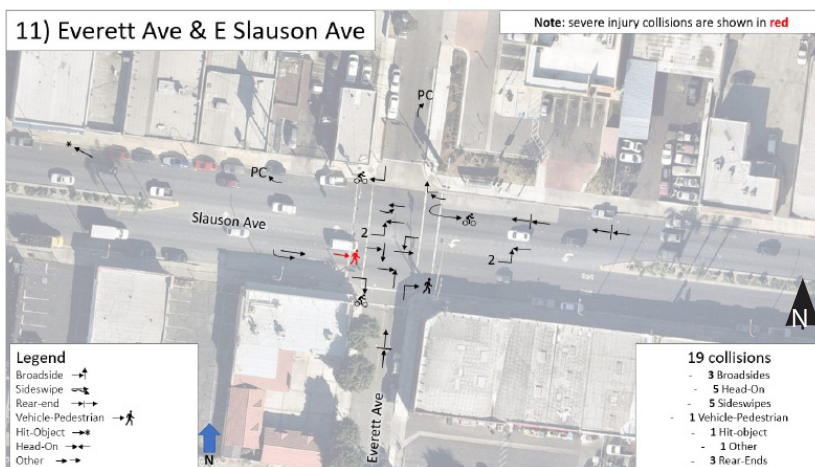
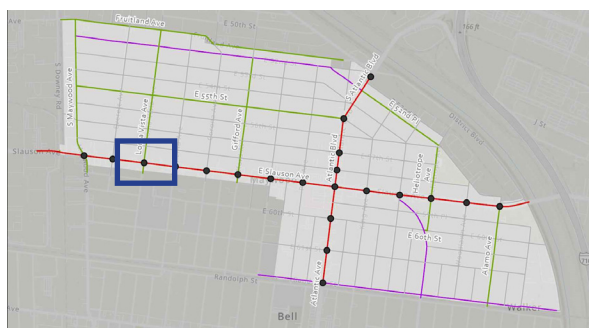
Prepared by: Kimley-Horn  
Checked by: Jason Melchor  
Date: September 2022



### Project Location Description & Maps:

Intersection: Everett Ave & Slauson Ave

Examples of Similar Intersections: Corona Ave & Slauson Ave



### Traffic and Geometric Data:

| Collision Data                      |                                          |
|-------------------------------------|------------------------------------------|
| Total Collisions                    | 19                                       |
| Fatal and Injury Collisions         | 3                                        |
| Top 3 Collision Types               | Sideswipe: 5<br>Head-On 5<br>Rear-End: 3 |
| Total Nighttime Collisions          | 7                                        |
| Wet Surface Collisions              | 0                                        |
| Drug and Alcohol Related Collisions | 5                                        |

| Traffic Data               |                              |
|----------------------------|------------------------------|
| Number of Approaches       | 4                            |
| Total Entering Vehicles    | 29,235                       |
| Crosswalk Condition        | striping on three approaches |
| Control Type               | Signalized                   |
| Lighting                   | Yes                          |
| Highest Posted Speed Limit | 35 mph                       |
| Median                     | E/W medians                  |

| Collision Breakdown |             |              |
|---------------------|-------------|--------------|
| Veh vs. Veh         | Veh vs. Ped | Veh vs. Bike |
| 11                  | 2           | 3            |

### Additional Notes:

- High number of impaired collisions



## Countermeasure Evaluation

| Primary Issues | Potential Countermeasures                                  | Crash Modification Factor (LRSM/ CMF ID) | 20 Year Safety Benefit | Total 20-Year Costs | Safety Related B/C |
|----------------|------------------------------------------------------------|------------------------------------------|------------------------|---------------------|--------------------|
| Bike/Ped       | Implement leading pedestrian interval (LPI)                | 60% (S21PB)                              | \$6,327,360            | \$15,334            | 412.64             |
| All            | Install lane striping                                      | 25% (R28)                                | \$2,890,200            | \$1,500             | 1926.8             |
| All            | Convert signals to protected left or flashing yellow arrow | 15% (S02)                                | \$1,734,120            | \$48,000            | 36.13              |
| All            | Install flexible bollards along turn lane                  | 15% (R27)                                | \$1,734,120            | \$17,550            | 98.81              |

## Appendix B: Analysis Table – Segments and Intersections



| Facility                                                                                | Limits                        | Crashes | Local CCR Differential <sup>1</sup> | EPDO <sup>2</sup> | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overturned | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|-----------------------------------------------------------------------------------------|-------------------------------|---------|-------------------------------------|-------------------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|------------|-------|------------|---------|------------|------------|----------|------|-----|
| Principal Arterial                                                                      |                               |         |                                     |                   |       |                |                      |                   |     |           |           |          |         |            |            |       |            |         |            |            |          |      |     |
| E Slauson Ave                                                                           | Alamo Ave - City Limits       | 5       | 0.32                                | 10                | 0     | 0              | 0                    | 1                 | 4   | 0         | 0         | 2        | 0       | 2          | 0          | 1     | 0          | 0       | 2          | 0          | 0        | 0    | 0   |
| Atlantic Blvd                                                                           | E 61st St - Randolph St       | 3       | -0.12                               | 3                 | 0     | 0              | 0                    | 0                 | 3   | 0         | 0         | 2        | 0       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave                                                                           | Heliotrope Ave - Woodlawn Ave | 3       | -0.14                               | 3                 | 0     | 0              | 0                    | 0                 | 3   | 0         | 1         | 1        | 1       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave                                                                           | Atlantic Blvd - King Ave      | 3       | -0.13                               | 167               | 0     | 1              | 0                    | 0                 | 2   | 1         | 0         | 1        | 0       | 0          | 0          | 0     | 1          | 0       | 0          | 0          | 0        | 0    | 0   |
| E Slauson Ave                                                                           | Pine Ave - Atlantic Blvd      | 3       | -0.18                               | 3                 | 0     | 0              | 0                    | 0                 | 3   | 0         | 1         | 0        | 1       | 0          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| E Slauson Ave                                                                           | Carmelita Ave - Corona Ave    | 3       | -0.17                               | 13                | 0     | 0              | 0                    | 2                 | 1   | 1         | 0         | 1        | 0       | 1          | 0          | 0     | 0          | 0       | 1          | 0          | 0        | 0    | 0   |
| Local                                                                                   |                               |         |                                     |                   |       |                |                      |                   |     |           |           |          |         |            |            |       |            |         |            |            |          |      |     |
| E 59th Pl                                                                               | Atlantic Blvd - King Ave      | 3       | 8.77                                | 13                | 0     | 0              | 1                    | 0                 | 2   | 0         | 2         | 1        | 0       | 0          | 0          | 0     | 0          | 0       | 0          | 0          | 0        | 0    | 0   |
| 1. Local Critical Crash Rate Differential<br>2. Equivalent Property Damage Only Crashes |                               |         |                                     |                   |       |                |                      |                   |     |           |           |          |         |            |            |       |            |         |            |            |          |      |     |

| Intersection                   | Crashes | Local CCR Differential1 | EPDO2 | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | PDO | Broadside | Sideswipe | Rear End | Head On | Hit Object | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|--------------------------------|---------|-------------------------|-------|-------|----------------|----------------------|-------------------|-----|-----------|-----------|----------|---------|------------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| Signalized Intersections       |         |                         |       |       |                |                      |                   |     |           |           |          |         |            |           |       |            |         |            |            |          |      |     |
| Atlantic Blvd & E Slauson Ave  | 72      | 0.19                    | 687   | 0     | 3              | 7                    | 11                | 51  | 20        | 21        | 12       | 8       | 1          | 0         | 2     | 2          | 3       | 15         | 0          | 0        | 0    | 4   |
| Pine Ave & E Slauson Ave       | 37      | 0.00                    | 265   | 0     | 1              | 4                    | 5                 | 27  | 13        | 9         | 5        | 3       | 2          | 0         | 0     | 6          | 1       | 17         | 0          | 0        | 0    | 1   |
| Alamo Ave & E Slauson Ave      | 31      | 7.03                    | 378   | 0     | 2              | 1                    | 2                 | 26  | 7         | 10        | 3        | 0       | 2          | 1         | 3     | 0          | 0       | 11         | 0          | 1        | 0    | 1   |
| Heliotrope Ave & E Slauson Ave | 27      | -0.07                   | 52    | 0     | 0              | 0                    | 5                 | 22  | 10        | 10        | 3        | 2       | 2          | 0         | 0     | 0          | 0       | 13         | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 61st St      | 26      | -0.06                   | 56    | 0     | 0              | 1                    | 4                 | 21  | 4         | 7         | 8        | 3       | 3          | 0         | 0     | 1          | 0       | 11         | 0          | 0        | 0    | 2   |
| King Ave & E Slauson Ave       | 24      | -0.12                   | 69    | 0     | 0              | 2                    | 5                 | 17  | 7         | 6         | 3        | 2       | 2          | 0         | 1     | 0          | 1       | 10         | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 60th St      | 23      | -0.12                   | 64    | 0     | 0              | 0                    | 8                 | 15  | 11        | 5         | 3        | 3       | 0          | 0         | 0     | 1          | 0       | 13         | 0          | 0        | 0    | 0   |
| S Maywood Ave & E Slauson Ave  | 22      | -0.19                   | 52    | 0     | 0              | 1                    | 4                 | 17  | 4         | 4         | 9        | 0       | 4          | 1         | 0     | 0          | 0       | 10         | 0          | 0        | 0    | 0   |
| Carmelita Ave & E Slauson Ave  | 21      | -0.23                   | 36    | 0     | 0              | 1                    | 1                 | 19  | 5         | 3         | 7        | 2       | 2          | 0         | 0     | 1          | 0       | 5          | 0          | 1        | 0    | 2   |
| Gifford Ave & E Slauson Ave    | 21      | -0.23                   | 57    | 0     | 0              | 0                    | 7                 | 14  | 3         | 6         | 4        | 2       | 0          | 1         | 0     | 2          | 0       | 9          | 0          | 0        | 0    | 1   |
| Corona Ave & E Slauson Ave     | 20      | -0.24                   | 189   | 0     | 1              | 0                    | 1                 | 18  | 2         | 7         | 7        | 2       | 0          | 0         | 1     | 1          | 1       | 7          | 0          | 0        | 0    | 0   |
| Atlantic Blvd & E 57th St      | 20      | -0.16                   | 194   | 0     | 1              | 0                    | 2                 | 17  | 5         | 7         | 5        | 0       | 0          | 0         | 0     | 1          | 2       | 6          | 0          | 1        | 0    | 1   |
| Everett Ave & E Slauson Ave    | 19      | -0.23                   | 217   | 0     | 1              | 2                    | 3                 | 13  | 3         | 5         | 3        | 5       | 1          | 0         | 1     | 2          | 3       | 5          | 0          | 0        | 0    | 0   |
| Mayflower Ave & E Slauson Ave  | 18      | -0.23                   | 33    | 0     | 0              | 0                    | 3                 | 15  | 5         | 6         | 2        | 0       | 3          | 0         | 0     | 1          | 0       | 5          | 0          | 0        | 0    | 0   |
| Atlantic Blvd & E 58th St      | 18      | -0.21                   | 33    | 0     | 0              | 0                    | 3                 | 15  | 8         | 5         | 3        | 0       | 1          | 0         | 0     | 1          | 0       | 6          | 0          | 0        | 0    | 1   |
| Fishburn Ave & E Slauson Ave   | 17      | -0.30                   | 37    | 0     | 0              | 0                    | 4                 | 13  | 8         | 4         | 3        | 2       | 0          | 0         | 0     | 0          | 0       | 9          | 0          | 0        | 0    | 1   |
| Atlantic Blvd & E 55th St      | 17      | -0.27                   | 32    | 0     | 0              | 0                    | 3                 | 14  | 4         | 6         | 2        | 2       | 2          | 0         | 0     | 0          | 1       | 2          | 0          | 1        | 0    | 1   |
| Loma Vista Ave & E Slauson Ave | 16      | -0.31                   | 36    | 0     | 0              | 1                    | 2                 | 13  | 4         | 2         | 7        | 0       | 1          | 0         | 2     | 0          | 1       | 7          | 0          | 0        | 0    | 0   |
| Woodlawn Ave & E Slauson Ave   | 12      | -0.34                   | 17    | 0     | 0              | 0                    | 1                 | 11  | 1         | 7         | 3        | 1       | 0          | 0         | 0     | 0          | 0       | 5          | 0          | 0        | 0    | 2   |
| Atlantic Ave & Randolph St     | 10      | -0.39                   | 20    | 0     | 0              | 0                    | 2                 | 8   | 1         | 2         | 3        | 2       | 1          | 0         | 0     | 0          | 0       | 3          | 0          | 0        | 0    | 1   |

| Unsignalized Intersections     |    |       |     |   |   |   |   |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------------------------------|----|-------|-----|---|---|---|---|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Malburg Way & E Slauson Ave    | 22 | -0.14 | 380 | 0 | 2 | 0 | 6 | 14 | 9 | 3 | 0 | 5 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 0 | 0 |
| Loma Vista Ave & E 56th St     | 11 | 0.68  | 31  | 0 | 0 | 1 | 2 | 8  | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 2 |
| Corona Ave & E 57th St         | 10 | 1.31  | 15  | 0 | 0 | 0 | 1 | 9  | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Alamo Ave & E 59th Pl          | 9  | 0.20  | 14  | 0 | 0 | 0 | 1 | 8  | 1 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Atlantic Blvd & E 52nd Pl      | 9  | -0.38 | 19  | 0 | 0 | 1 | 0 | 8  | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 2 |
| Loma Vista Ave & E 54th St     | 9  | 0.55  | 9   | 0 | 0 | 0 | 0 | 9  | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Pine Ave & E 61st St           | 8  | 0.00  | 18  | 0 | 0 | 0 | 2 | 6  | 4 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| King Ave & E 59th Pl           | 8  | 0.69  | 8   | 0 | 0 | 0 | 0 | 8  | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Pine Ave & E 54th St           | 8  | 0.55  | 13  | 0 | 0 | 0 | 1 | 7  | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Flora Ave & E Slauson Ave      | 7  | -0.42 | 7   | 0 | 0 | 0 | 0 | 7  | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| S Maywood Ave & E 54th St      | 7  | 0.50  | 22  | 0 | 0 | 1 | 1 | 5  | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Mayflower Ave & E 60th St      | 6  | 0.41  | 6   | 0 | 0 | 0 | 0 | 6  | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Heliotrope Ave & E 59th Pl     | 6  | -0.08 | 179 | 1 | 0 | 1 | 0 | 4  | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 |
| Gifford Ave & E 58th St        | 6  | 0.06  | 6   | 0 | 0 | 0 | 0 | 6  | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Everett Ave & E 56th St        | 6  | 0.52  | 6   | 0 | 0 | 0 | 0 | 6  | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Carmelita Ave & E 55th St      | 6  | 0.66  | 6   | 0 | 0 | 0 | 0 | 6  | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Corona Ave & E 52nd St         | 6  | 0.02  | 6   | 0 | 0 | 0 | 0 | 6  | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Loma Vista Ave & Fruitland Ave | 6  | -0.28 | 170 | 1 | 0 | 0 | 0 | 5  | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 |
| King Ave & E 61st St           | 5  | -0.08 | 15  | 0 | 0 | 1 | 0 | 4  | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Heliotrope Ave & E 60th St     | 5  | 2.35  | 5   | 0 | 0 | 0 | 0 | 5  | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Woodlawn Ave & E 60th St       | 5  | 0.14  | 5   | 0 | 0 | 0 | 0 | 5  | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Woodlawn Ave & E 59th Pl       | 5  | 0.39  | 5   | 0 | 0 | 0 | 0 | 5  | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Heliotrope Cir & E 59th Pl     | 5  | 0.08  | 10  | 0 | 0 | 0 | 1 | 4  | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mayflower Ave & E 59th Pl      | 5  | 0.44  | 5   | 0 | 0 | 0 | 0 | 5  | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| S Maywood Ave & E 58th St      | 5  | -0.17 | 5   | 0 | 0 | 0 | 0 | 5  | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Loma Vista Ave & E 57th St     | 5  | -0.20 | 5   | 0 | 0 | 0 | 0 | 5  | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Carmelita Ave & E 56th St      | 5  | 0.17  | 5   | 0 | 0 | 0 | 0 | 5  | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Corona Ave & E 53rd St         | 5  | 0.31  | 5   | 0 | 0 | 0 | 0 | 5  | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carmelita Ave & E 53rd St      | 5  | 0.26  | 5   | 0 | 0 | 0 | 0 | 5  | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |

|                            |   |       |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|----------------------------|---|-------|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Everett Ave & E 52nd St    | 5 | 0.16  | 5   | 0 | 0 | 0 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pala Ave & E 61st St       | 4 | -0.05 | 4   | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Vinevale Ave & E 61st St   | 4 | -0.19 | 4   | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Heliotrope Ave & E 60th Pl | 4 | -0.32 | 4   | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| King Ave & E 60th St       | 4 | -0.22 | 9   | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alamo Ave & E 60th St      | 4 | -0.37 | 4   | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| E 52nd Pl & E 52nd Pl      | 4 | 0.13  | 9   | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fishburn Ave & E 58th St   | 4 | -0.21 | 9   | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Carmelita Ave & E 58th St  | 4 | -0.19 | 4   | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 |
| Pine Ave & E 57th St       | 4 | -0.26 | 14  | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Pine Ave & E 55th St       | 4 | -0.18 | 4   | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gifford Ave & E 54th St    | 4 | 0.00  | 9   | 0 | 0 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Loma Vista Ave & E 53rd St | 4 | -0.26 | 168 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Gifford Ave & E 52nd St    | 4 | -0.10 | 9   | 0 | 0 | 0 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| S Maywood Ave & E 52nd St  | 4 | -0.17 | 4   | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Woodlawn Ave & Randolph St | 3 | -0.31 | 3   | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Prospect Ave & E 61st St   | 3 | -0.38 | 3   | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Woodward Ave & E 61st St   | 3 | -0.34 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Flora Ave & E 60th St      | 3 | -0.27 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Pine Ave & E 60th St       | 3 | -0.47 | 13  | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walker Ave & E 60th St     | 3 | -0.29 | 3   | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodward Ave & E 60th St   | 3 | -0.22 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pine Ave & E 58th St       | 3 | -0.43 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| King Ave & E 57th St       | 3 | -0.38 | 3   | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Corona Ave & E 58th St     | 3 | -0.37 | 3   | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Everett Ave & E 58th St    | 3 | -0.38 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Gifford Ave & E 57th St    | 3 | -0.38 | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mayflower Ave & E 56th St  | 3 | 0.08  | 3   | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| King Ave & E 56th St       | 3 | -0.14 | 3   | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Carmelita Ave & E 57th St  | 3 | -0.33 | 3   | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |

|                                                                                               |   |       |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----------------------------------------------------------------------------------------------|---|-------|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pine Ave & E 56th St                                                                          | 3 | -0.41 | 3  | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fishburn Ave & E 56th St                                                                      | 3 | -0.34 | 13 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Gifford Ave & E 56th St                                                                       | 3 | -0.35 | 3  | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mayflower Ave & E 52nd Dr                                                                     | 3 | -0.07 | 3  | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Fishburn Ave & E 53rd St                                                                      | 3 | -0.30 | 3  | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Pine Ave & E 52nd St                                                                          | 3 | -0.28 | 3  | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Everett Ave & Fruitland Ave                                                                   | 3 | -0.49 | 8  | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| 1. Local Critical Crash Rate<br>Differential<br>2. Equivalent Property Damage Only<br>Crashes |   |       |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

## AGENDA REPORT

CITY OF MAYWOOD



## AGENDA ITEM NO. 7.

---

**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** CLAUDIA ZAVALA, COMMUNITY SERVICES LIAISON

**SUBJECT:** CONSIDERATION OF APPROVING THE COMMUNITY BENEFIT FUND APPLICATION FROM RIVER IN ACTION IN THE AMOUNT OF \$10,000.

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### RECOMMENDATION:

Staff recommends that the City Council approve the Community Benefit Fund Application from River in Action in the amount of \$10,000.

### BACKGROUND:

The Application is dated September 1, 2022 and was received by email from the applicant. The City of Maywood has established a "Community Based Fund" to support community-based programs and activities. Applicant eligibility is determined by the City's Community Benefit Fund Guidelines and Procedures ("Guidelines") for the distribution of funds to eligible organizations that provide community-based programs, community activities and educational activities.

### DISCUSSION:

Per the grant guidelines, this includes non-profit agencies that provide programs or services to residents of the city, a school or school-based/affiliated organization in the city or other city-based organizations. The Eligible Organization must also be in existence prior to submitting an application and have a record of successfully providing the services for which funding is requested. In addition, per the Grant guidelines, the maximum amount will be no more than \$5,000. However, in limited circumstances, the City Council has the discretion to award grants in an amount not to exceed \$10,000.

The Guidelines also require that an Eligible Organization provide an eligible service or activity defined as a program, service, activity, event, or other similar activity that has a benefit to the residents of the City or a specified target group by: (i) enhancing the quality of life or the delivery of services in the City; or (ii) providing educational opportunities for the residents of the City.

River in Action has been in existence since September 11, 2018, and is a nonprofit organization focused on providing community-based environmental education programs for Kindergarten through fifth (5th) grade youth. The requestor's proposal is to offer programs and workshops for this age range. River in Action meets all of the grant requirements.

River in Action is requesting a \$10,000 grant to be used to facilitate environmental education programs at Riverfront Park which consist of guided painting workshops, birding, nature walks, plant exploration, and



environmental engineering workshops. The program will facilitate learning that helps students and their families navigate the unique challenges that define our era-reversing climate change, protecting biodiversity, and revitalizing our ocean. Maywood families will have the opportunity to create nature-based art pieces and take home interactive science kits after each workshop.

Their goal is to help the residents of Maywood strengthen their environmental literacy through our art and engineering workshops in hopes that they will gain a better understanding of their watershed and local natural environment.

These guided workshops will take place from October 2022 through January 2023.

Accordingly, based on the documentation provided by the applicant in support of their application, staff recommends that the City Council approve their request.

#### **LEGAL REVIEW:**

The City Attorney has reviewed this report.

#### **FISCAL IMPACT:**

The City currently has budgeted \$75,000 in the Community Benefit Fund for fiscal year 2022/2023. To date, \$27,000 has been spent on this account. Therefore, there is an adequate budget and no additional budget appropriation is needed. Fund = 100 - General Fund; Department = 302 - Community Services; General Ledger (GL) Account = 6301 - Community Benefit Fund Expenditures; Project Code = 9999 - Other

|                                                          |                               |                                     |                  |
|----------------------------------------------------------|-------------------------------|-------------------------------------|------------------|
| <b>F.Y. 22-23 Impact:</b>                                | <b>\$10,000</b>               | <b>Current F.Y. Budget:</b>         | <b>\$75,000</b>  |
| <b>Fund Impacted:</b><br><b>Fund</b>                     | <b>100 General</b>            | <b>Budget adjustment requested:</b> | <b>\$0</b>       |
| <b>Source of funds:</b><br><b>Community Benefit Fund</b> | <b>Account = 6301 -</b>       | <b>Updated Account Budget:</b>      | <b>\$48,000</b>  |
| <b>Expenditures</b>                                      |                               |                                     |                  |
| <b>Account Number:</b>                                   | <b>100-302-0000-6301-9999</b> | <b>For fiscal year:</b>             | <b>2022-2023</b> |

#### **ATTACHMENT(S)**

1. River in Action App 9.2.22
2. RIA Maywood Budget Proposal
3. River\_in\_Action\_501c3 Confirmation\_
4. Community Benefit Fund Guidelines and Procedures12.2021

# CITY OF MAYWOOD

## COMMUNITY BENEFIT FUND APPLICATION

Please Type/Print Information  
(attach additional pages as needed)

### Application Funding Cycle

Date of Application: September 1, 2022

- ☐ Q1: July 1 – September 30  
☒ Q2: October 1- December 31  
☐ Q3: January 1 - March 30  
☐ Q4: April 1 - June 30

Amount Requested: 10,000

|                                                       |                                   |
|-------------------------------------------------------|-----------------------------------|
| Organization Name: <u>River in Action</u>             | Phone Number: <u>562.852.7564</u> |
| Street Address: <u>100 Atlantic Avenue #501</u>       | Fax Number:                       |
| City, State, Zip: <u>Long Beach, CA, 90802</u>        | Federal EIN: <u>824383041</u>     |
| Contact Person: <u>Erica Maceda</u>                   |                                   |
| Contact Email Address: <u>erica@riverinaction.org</u> |                                   |

Provide a detailed description of your organization. For example, are you a school, school-based or affiliated entity, youth program, community based organization, etc.

River in Action is a 501c3 nonprofit that works to provide community based environmental education programs for K-5 youth. We are a place-based organization that works with the communities along the lower Los Angeles river.

Does your organization have non-profit status with the Internal Revenue Service?

Yes ☒ No ☐ (If yes, attach documentation)

How long has this organization been in existence (provide date)?

September 11, 2018

Is the organization located/based in Maywood or does it provide programs or services to Maywood residents? Yes ☒ No ☐ If yes, please explain.

Our programming is specifically focused in the communities along the lower Los Angeles River.

Describe how the requested funds will be used? Attach a proposed budget.

The funds we are requesting will be used to facilitate environmental education programs for the residents of Maywood. The programs will consist of guided painting workshops, birding, nature walks, plant exploration, and environmental engineering workshops.

What is the anticipated time-frame to provide the proposed program, service, event activity or goods and the expenditure of the requested funds?

These guided workshops will take place from October 2022-January 2023.

Describe the organization's efforts in obtaining funding from other sources?

River in Action is currently receiving funding from the RMC to host similar workshops in Downey and South Gate.

How will the requested funds have a benefit to Maywood residents?

Our goal is to help the residents of Maywood strengthen their environmental literacy through our art and engineering workshops in hopes that they will gain a better understanding of their watershed and local natural environment.

How will the requested funds enhance the quality of life or the delivery of services for Maywood residents?

Through connecting communities to their natural environment, we provide insights needed to foster the next generation of resilient, sustainability leaders. We strongly believe that our STEAM workshops help promote environmental literacy and overall mental health and wellness.

How will the requested funds provide educational opportunities for Maywood residents or students?

Funding will be used to facilitate learning that helps students and residents navigate the unique challenges that define our era- reversing climate change, protecting biodiversity, and revitalizing our ocean. Maywood residents will have the opportunity to create nature based art pieces and take home interactive science kits at each of our workshops.

Has your organization previously received funding from the City of Maywood?

Yes ☐ No ☒ If yes, identify the use of the funds, total amount, and fiscal year in which the funds were received.

Is a member of your organization's board or executive leadership a City employee, an elected or appointed City official, or a family member of a City employee or elected or appointed City official? Yes ☐ No ☒ If yes, please explain.

*By my signature below, I hereby certify, under penalty of perjury, that I am qualified to sign for and bind the named organization and that the information contained within and submitted with this application is complete, true and accurate. I have received a copy of the Community Benefit Fund Guidelines and Procedures and agree to abide by its provisions. If awarded funding, an agreement will be required to be executed.*

|                                                       |                                                                                                |               |             |                |
|-------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------|-------------|----------------|
| Date: 9/1/2022                                        | Signature:  |               |             |                |
| Print Name and Title: Erica Maceda Executive Director |                                                                                                |               |             |                |
| Date Received<br>9/1/22                               | Eligibility Verified<br>9/6/22                                                                 | Date Approved | Date Denied | Amount Awarded |

River in Action

Family Paint Night/STEAM Workshops in Riverfront Park

|                                                                 | Item                                                                                                                                                                                                   | Cost                                                                                                                                                                                     |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Personnel</b>                                                |                                                                                                                                                                                                        |                                                                                                                                                                                          |
| RIA Program Artist                                              | <ul style="list-style-type: none"> <li>-Guide family paint night workshops in the park.</li> <li>-Artist will highlight the flora/fauna found in Riverfront Park.</li> </ul>                           | <b>\$800.00</b><br>\$100/hr x 8                                                                                                                                                          |
| RIA Executive Director/<br>Researcher                           | <ul style="list-style-type: none"> <li>-Administrative and project planning services.</li> <li>-Research ecology and history of Riverfront Park for preparation of nature themed workshops.</li> </ul> | <b>\$2,200.00</b><br>\$55/hr x 40 hours                                                                                                                                                  |
| RIA Program Director<br><br>(Holds a BCLAD to teach in Spanish) | <ul style="list-style-type: none"> <li>-Educator that will develop and lead the environmental education lessons at the park.</li> </ul>                                                                | <b>\$1,000.00</b><br>\$50/hr x 20 hours<br><br>5 hours at workshops<br>15 hours to develop workshop and purchase materials<br><br>5 hours for translating any materials used to Spanish. |

|                        |                                                                                                                                                                                                                                              |                                                                                                                          |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| RIA Program Specialist | -Assist during the workshops at the park.<br><br>-Lead nature walks/birding preceding painting workshops.                                                                                                                                    | <b>\$500.00</b><br><br>\$50/hr x 10 hours                                                                                |
| <b>Supplies</b>        |                                                                                                                                                                                                                                              |                                                                                                                          |
|                        | Printing 400 Coloring Books                                                                                                                                                                                                                  | <b>\$1,500.00</b>                                                                                                        |
|                        | Canvases<br>Paint<br>Brushes<br>Tablecloths<br>Cleaning materials<br>Aprons<br>Easels<br>Science Kit Giveaway<br>-Crayons<br>-RIA Coloring Book<br>-Terrarium grow kit<br>-Magnifying glasses<br>-Native succulents<br>-Field guide notebook | <b>\$3,400.00</b><br><br>(Any funds saved here could be applied to the printing more of the coloring books for the city) |
|                        |                                                                                                                                                                                                                                              |                                                                                                                          |
| <b>Equipment</b>       | Binoculars                                                                                                                                                                                                                                   | <b>\$600.00</b>                                                                                                          |
|                        |                                                                                                                                                                                                                                              |                                                                                                                          |
| Other Expenses         |                                                                                                                                                                                                                                              |                                                                                                                          |
|                        |                                                                                                                                                                                                                                              |                                                                                                                          |
| <b>TOTAL:</b>          |                                                                                                                                                                                                                                              | <b>\$10,000.00</b>                                                                                                       |

INTERNAL REVENUE SERVICE  
P. O. BOX 2508  
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: SEP 11 2018

RIVER IN ACTION DBA RIA  
12130 OLD RIVER SCHOOL APT 8  
DOWNEY, CA 90242-2171

Employer Identification Number:  
82-4383041  
DLN:  
26053647007148  
Contact Person:  
CUSTOMER SERVICE ID# 31954  
Contact Telephone Number:  
(877) 829-5500  
Accounting Period Ending:  
June 30  
Public Charity Status:  
170(b)(1)(A)(vi)  
Form 990/990-EZ/990-N Required:  
Yes  
Effective Date of Exemption:  
August 03, 2018  
Contribution Deductibility:  
Yes  
Addendum Applies:  
No

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

For important information about your responsibilities as a tax-exempt organization, go to [www.irs.gov/charities](http://www.irs.gov/charities). Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Letter 947



RIVER IN ACTION DBA RIA

Sincerely,

*Stephen a. martin*

Director, Exempt Organizations  
Rulings and Agreements

Letter 947

# **CITY OF MAYWOOD COMMUNITY BENEFIT FUND GUIDELINES AND PROCEDURES**

## **I. BACKGROUND**

The City of Maywood has established a "Community Benefit Fund" to support community based programs and activities.

## **II. PURPOSE**

The purpose of this policy is to provide guidelines and procedures for the distribution of public funds, which will in turn fund community programs, activities and educational activities conduct by Eligible Organizations that meet the requirements and guidelines set forth by the City Council in this policy.

## **III. ELIGIBILITY AND POLICY**

A. Eligible Organizations. The requesting organization must be: (1) a non-profit agency as defined by the Internal revenue Service (IRS) with a tax exempt status of 501(c)(3) and is in good standing in the State of California based in the City or provides programs or services to residents of the City; a school or school-based/affiliated organization located in the City; or other City-based organization such as athletic organizations or community groups (collectively called "Eligible Organizations"); (2) must be in existence prior to submittal of an application; and (3) must have a record of successfully providing the type of service, activity or program for which funding is requested.

B. Eligible Services and Activities. To apply for a grant under the City Community Benefit Fund, the Eligible Organization must provide a program, service, activity, event or other similar activities that have a benefit to the residents of the City of Maywood or the specified target group within the City by: (i) enhancing the quality of life or the delivery of services in the City; or (ii) providing educational opportunities for the residents or students of the City. Categories of services and activities eligible for grants include but are not limited to educational programs, cultural activities (i.e. music, art, dance, recreation), youth athletics, civic projects, health and safety programs, services sponsored by Maywood community organizations and public services (i.e. senior services, youth programs, health services). If the request relates to a community event, the event must be advertised and open to the public. Grants will be awarded in maximum amounts of no more than \$5,000. In limited circumstances, the City Council has the discretion to award grants in an amount not to exceed \$10,000.

### **C. Restrictions and Ineligible Organizations**

1. Grants shall not be used for religious activities or political campaigning purposes or activities.

2. A non-profit entity, a school or school-based/affiliated organization or other City-based organizations such as athletic organizations or community groups that have

# CITY OF MAYWOOD COMMUNITY BENEFIT FUND GUIDELINES AND PROCEDURES

as a member of their board or executive leadership a City employee, a City elected or appointed official or members of their family, are not eligible to apply for a Community Benefit Fund grant. Family members include spouse or domestic partner, child, parent, grandparent, grandchild, cousin, aunt, uncle, sibling, niece, nephew, parent-in-law, brother-in-law or sister-in-law, as well as all step relationships.

D. City Projects. This policy does not preclude the City from undertaking and funding projects on its own initiative that would be a benefit to the community.

## IV. APPLICATION PROCEDURES

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The application must be submitted by 5:00 p.m. on the applicable deadline date addressed to: City of Maywood, Attention: Community Benefit Fund via City Manager's Office, 4319 E. Slauson Avenue, Maywood, CA 90270.

## C. General Information.

1. Applicants may apply for funds during any application cycle. Notwithstanding, funds must be requested and spent during the same fiscal year in which the award was approved by the City Council.
2. Organizations may submit only one application per fiscal year.
3. Funding to an Eligible Organization will not constitute a precedent for contributions in subsequent fiscal years.

# **CITY OF MAYWOOD COMMUNITY BENEFIT FUND GUIDELINES AND PROCEDURES**

## **V. EVALUATION OF APPLICATION AND SELECTION PROCESS**

A. Review of Applications. Following the application deadline, City Staff will review the applications. Applicants may be contacted if further information is requested, to answer questions, clarify their application, etc. All applications will be evaluated to ensure that the applicant is an "Eligible Organization" and that purpose for which the grant is sought is consistent with this policy. Applications and recommendations of Staff, if any, will be presented to the City Council during a regular scheduled City Council meeting for the Council's consideration and approval.

B. City Council Action. The City Council will take final action on award of all grants and maintains the discretion to fund in whole or in part any request or not to fund any or all requests during the Application Cycle. Alternatively, the City Council may hold-over any application into the next Application Cycle. In the case of multiple applications that are competing for limited available funds, consideration may be given to applications based on the following criteria: (i) the number of residents who are expected to benefit, participate in or be positively impacted by the program; (ii) the performance of the applicant in prior years, including demonstrated fiscal responsibility and compliance with applicable requirements; (iv) the amount of funding previously award to the applicant or the program or event in prior years; and (v) the total amount of funding requested as a proportion of the total available funds for the applicable fiscal year.

## **VI. POST AWARD REQUIREMENTS**

A. Agreement. All Eligible Organizations elected to receive funds will be required to sign and execute an agreement with the City of Maywood.

B. Reporting. Eligible Organizations must complete a report, within 45 days of fund expenditure, describing the use of the grant and amount expended, the number of participants in the event or program, copies of any publicity of the event or program, and a narrative regarding the benefit to the City of Maywood. The City reserves the right to conduct an audit and/or require additional back-up information to substantiate how funds received from the City were expended. Failure to submit this required report will make the Eligible Organization ineligible for allocation of future funds until the required report is submitted. These reports will be reviewed and taken into account for evaluating subsequent funding proposals from that entity.

C. Request for Funds. The Eligible Organization receiving the funds is responsible for submitting a funds request to the City's Finance Director and shall allow the City up to 30 days to process the request. If a third-party vendor is the recipient of the funds (i.e. bus company used for field trip), then the request shall include the information regarding that vendor including their Tax Identification Number and the check shall be made payable to that vendor. If the grant is to be used to purchase tangible goods or services, the City has the discretion to purchase the goods or services directly and

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pass-through the goods or services to the Eligible Organization rather than provide the funding.

D. Return of Funds to the City. Unexpended funds must be returned to the City at the end of the fiscal year. Funds must also be returned to the City if the City determines that the applicant has not performed in accordance with the approved application listing the use of the funds.

E. Failure to Abide by Policy. The failure of an Eligible Organization to abide by this Policy will result in the Eligible Organization being denied for funding in the future.

## AGENDA REPORT

CITY OF MAYWOOD



## AGENDA ITEM NO. 8.

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**DATE:** September 28, 2022

**TO:** HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** CLAUDIA ZAVALA, COMMUNITY SERVICES LIAISON

**SUBJECT:** CONSIDERATION OF APPROVING THE COMMUNITY BENEFIT FUND APPLICATION FROM THE CSU FULLERTON/CSFU PHILANTHROPIC FOUNDATION IN THE AMOUNT OF \$10,000.

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### RECOMMENDATION:

Staff recommends that the City Council approve the Community Benefit Fund Application from CSU Fullerton/CREAL/CSFU Philanthropic Foundation (Foundation) in the amount of \$10,000.

### BACKGROUND:

The City of Maywood has established a "Community Based Fund" to support community-based programs and activities. Applicant eligibility is determined by the City's Community Benefit Fund Guidelines and Procedures ("Guidelines") for the distribution of funds to eligible organizations that provide community-based programs, community activities, and educational activities.

CSU Fullerton/CREAL/CSFU Philanthropic Foundation (Foundation) has partnered with the City of Maywood, since 2009, to provide the Maywood Education Fair in the Maywood community. The Maywood Education Fair is led by Master's students attending CSU Fullerton in the Educational Leadership program. Through the C-REAL, research center on the CSU Fullerton campus, these students work through the CSUF Philanthropic Foundation to educate and develop a "college-going" culture in the community.

The City over the last three years has awarded the Foundation a Community Benefit Grant. Last year, the foundation awarded \$50,000 in college scholarships. Prior to that, in October 2019, over 1,300 residents turned out for the event, located at Santa Rosa de Lima School. This year, 2022, will be their 13th year and it will be an in-person event again. Due to COVID-19 the Maywood Education Fair in 2020 and 2021 were virtual events.

### DISCUSSION:

Per the grant guidelines, this includes non-profit agencies that provide programs or services to residents of the city, a school or school-based/affiliated organization in the city or other city-based organizations. The Eligible Organization must also be in existence prior to submitting an application and have a record of successfully providing the services for which funding is requested. In addition, the guidelines allow for maximum awards in the amount of no more than \$5,000. However, in limited circumstances, the City Council has the discretion to award grants in an amount not to exceed \$10,000.



The Guidelines also require that an Eligible Organization provide an eligible service or activity defined as a program, service, activity, event, or other similar activity that has a benefit to the residents of the City or a specified target group by: (i) enhancing the quality of life or the delivery of services in the City; or (ii) providing educational opportunities for the residents of the City.

The requested funds will go towards CSUF's non-profit efforts to increase the number of minority students completing college. In return, this commitment will have an enormous impact by transforming the Southeast cities of Los Angeles into more college-conscious communities, which will have numerous benefits for our City.

The applicant states that the CSU Fullerton/C-REAL/CSFU Philanthropic Foundation is requesting funds to provide the following services:

- Through a competitive process, they will offer eight (8) \$1,000 college scholarships to qualified students in the community, which total \$8,000. Scholarships are provided for students that attend high schools in Maywood and/or live in Maywood.
- \$2,000 of these funds will assist in paying for giveaways, prizes, gift certificates, and food for the Education Fair, including the scholarship awards event and the Leadership Development Institute required of all scholarship recipients.

**LEGAL REVIEW:**

The City Attorney has not yet reviewed this report.

### FISCAL IMPACT:

The City currently has budgeted \$75,000 in the Community Benefit Fund for fiscal year 2022/2023. To date, \$27,000 has been spent on this account. Therefore, there is an adequate budget and no additional budget appropriation is needed. Fund = 100 - General Fund; Department = 302 - Community Services; General Ledger (GL) Account = 6301 - Community Benefit Fund Expenditures; Project Code = 9999 - Other

|                               |                                     |                  |
|-------------------------------|-------------------------------------|------------------|
| <b>F.Y. 22-23 Impact:</b>     | <b>Current F.Y. Budget:</b>         | <b>\$75,000</b>  |
| <b>\$10,000</b>               |                                     |                  |
| <b>Fund Impacted:</b>         | <b>Budget adjustment requested:</b> | <b>\$0</b>       |
| <b>General Fund</b>           |                                     |                  |
| <b>Source of funds:</b>       | <b>Updated Account Budget:</b>      | <b>\$48,000</b>  |
| <b>Community Benefit Fund</b> |                                     |                  |
| <b>Expenditures</b>           |                                     |                  |
| <b>Account Number:</b>        | <b>For fiscal year:</b>             | <b>2022/2023</b> |
| <b>100-302-0000-6301-9999</b> |                                     |                  |

**ATTACHMENT(S)**

1. Community Benefit Fund application\_9.6.22.pdf\_Maywood
2. Community Benefit Fund Guidelines and Procedures12.2021

# CITY OF MAYWOOD

## COMMUNITY BENEFIT FUND APPLICATION

Please Type/Print Information  
(attach additional pages as needed)

### Application Funding Cycle

Date of Application: \_\_\_\_\_

- ☐ Q1: July 1 – September 30  
☐ Q2: October 1- December 31  
☐ Q3: January 1 - March 30  
☐ Q4: April 1 - June 30

Amount Requested: \_\_\_\_\_

|                        |               |
|------------------------|---------------|
| Organization Name:     | Phone Number: |
| Street Address:        | Fax Number:   |
| City, State, Zip:      | Federal EIN:  |
| Contact Person:        |               |
| Contact Email Address: |               |

Provide a detailed description of your organization. For example, are you a school, school-based or affiliated entity, youth program, community based organization, etc.

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Does your organization have non-profit status with the Internal Revenue Service?  
Yes ☐ No ☐ (If yes, attach documentation)

How long has this organization been in existence (provide date)?

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Is the organization located/based in Maywood or does it provide programs or services to Maywood residents? Yes ☐ No ☐ If yes, please explain.

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Describe how the requested funds will be used? Attach a proposed budget.

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What is the anticipated time-frame to provide the proposed program, service, event activity or goods and the expenditure of the requested funds?

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Describe the organization's efforts in obtaining funding from other sources?

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How will the requested funds have a benefit to Maywood residents?

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How will the requested funds enhance the quality of life or the delivery of services for Maywood residents?

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How will the requested funds provide educational opportunities for Maywood residents or students?

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Has your organization previously received funding from the City of Maywood?

Yes ☐ No ☐ If yes, identify the use of the funds, total amount, and fiscal year in which the funds were received.

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Is a member of your organization's board or executive leadership a City employee, an elected or appointed City official, or a family member of a City employee or elected or appointed City official? Yes ☐ No ☐ If yes, please explain.

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*By my signature below, I hereby certify, under penalty of perjury, that I am qualified to sign for and bind the named organization and that the information contained within and submitted with this application is complete, true and accurate. I have received a copy of the Community Benefit Fund Guidelines and Procedures and agree to abide by its provisions. If awarded funding, an agreement will be required to be executed.*

|                       |                                   |               |             |                |
|-----------------------|-----------------------------------|---------------|-------------|----------------|
| Date:                 | Signature: <i>Eugene Fujimoto</i> |               |             |                |
| Print Name and Title: |                                   |               |             |                |
| Date Received         | Eligibility Verified              | Date Approved | Date Denied | Amount Awarded |

# **CITY OF MAYWOOD COMMUNITY BENEFIT FUND GUIDELINES AND PROCEDURES**

## **I. BACKGROUND**

The City of Maywood has established a "Community Benefit Fund" to support community based programs and activities.

## **II. PURPOSE**

The purpose of this policy is to provide guidelines and procedures for the distribution of public funds, which will in turn fund community programs, activities and educational activities conduct by Eligible Organizations that meet the requirements and guidelines set forth by the City Council in this policy.

## **III. ELIGIBILITY AND POLICY**

A. Eligible Organizations. The requesting organization must be: (1) a non-profit agency as defined by the Internal revenue Service (IRS) with a tax exempt status of 501(c)(3) and is in good standing in the State of California based in the City or provides programs or services to residents of the City; a school or school-based/affiliated organization located in the City; or other City-based organization such as athletic organizations or community groups (collectively called "Eligible Organizations"); (2) must be in existence prior to submittal of an application; and (3) must have a record of successfully providing the type of service, activity or program for which funding is requested.

B. Eligible Services and Activities. To apply for a grant under the City Community Benefit Fund, the Eligible Organization must provide a program, service, activity, event or other similar activities that have a benefit to the residents of the City of Maywood or the specified target group within the City by: (i) enhancing the quality of life or the delivery of services in the City; or (ii) providing educational opportunities for the residents or students of the City. Categories of services and activities eligible for grants include but are not limited to educational programs, cultural activities (i.e. music, art, dance, recreation), youth athletics, civic projects, health and safety programs, services sponsored by Maywood community organizations and public services (i.e. senior services, youth programs, health services). If the request relates to a community event, the event must be advertised and open to the public. Grants will be awarded in maximum amounts of no more than \$5,000. In limited circumstances, the City Council has the discretion to award grants in an amount not to exceed \$10,000.

### **C. Restrictions and Ineligible Organizations**

1. Grants shall not be used for religious activities or political campaigning purposes or activities.

2. A non-profit entity, a school or school-based/affiliated organization or other City-based organizations such as athletic organizations or community groups that have

# CITY OF MAYWOOD COMMUNITY BENEFIT FUND GUIDELINES AND PROCEDURES

as a member of their board or executive leadership a City employee, a City elected or appointed official or members of their family, are not eligible to apply for a Community Benefit Fund grant. Family members include spouse or domestic partner, child, parent, grandparent, grandchild, cousin, aunt, uncle, sibling, niece, nephew, parent-in-law, brother-in-law or sister-in-law, as well as all step relationships.

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