# AGENDA

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

## TUESDAY, NOVEMBER 28, 2023 AT 5:30 PM

Maywood City Council Chambers
4319 E. Slauson Avenue, Maywood, CA 90270
www.cityofmaywood.com

## I. CALL TO ORDER/ROLL CALL

CALL TO ORDER
ROLL CALL

## II. CITY OFFICIALS

MAYOR
Frank Garcia

MAYOR PRO TEM
Mayra Aguiluz

COUNCIL MEMBERS
Jessica Torres
Eduardo De La Riva
Heber Marquez

CITY CLERK
Brian E. Juarez

CITY TREASURER
Mary Mariscal

CITY MANAGER
Jennifer E. Vasquez

CITY ATTORNEY
Roxanne Diaz

## III. MEETING PROCEDURES

THIS MEETING WILL BE HELD IN PERSON.

THE MEETING WILL BE AVAILABLE FOR VIEWING VIA ZOOM:

https://us02web.zoom.us/j/85668824952 AND VIA THE CITY'S FACEBOOK PAGE.

Public Participation Options:

1. **In-Person**: Council Chambers located at 4319 E. Slauson Avenue, Maywood, CA

2. **Before the Meeting**: Public comment will be accepted for the record in advance by 4:00 p.m. the day of the meeting by email to daisy.guerrero@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 72 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. MEETING PROCEDURES** beginning on page 1 of this agenda.

## VI. PRESENTATION

1. PRESENTATION OF THE DRAFT VERSION OF THE ENVIRONMENTAL JUSTICE ELEMENT OF THE GENERAL PLAN

## VII. PUBLIC HEARING

2. ADOPTION OF RESOLUTION NO. 6327 AMENDING THE GENERAL PLAN CIRCULATION ELEMENT, SAFETY ELEMENT, AND LAND USE ELEMENT AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINE 15061(B)(3)

## 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.*

3. MINUTES OF THE NOVEMBER 15, 2023, REGULAR CITY COUNCIL MEETING

4. CONSIDERATION OF APPROVAL OF A LEASE AGREEMENT WITH THE COUNTY OF LOS ANGELES FOR PROPERTY AT 4323 E. SLAUSON AVENUE FOR THE CONTINUED USE OF THE PREMISES AS THE MAYWOOD CESAR CHAVEZ LIBRARY

## IX. DISCUSSION/ACTION ITEMS

5. CITY COUNCIL APPOINTMENT OF FIVE MEMBERS TO THE YOUTH COMMISSION

## X. 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. MEETING PROCEDURES** beginning on page 1 of this agenda.

## XI. ADJOURNMENT - The next Regular Meeting of the Maywood City Council is scheduled for Wednesday, December 13, 2023, at 6:00 p.m. in the City Council Chambers.

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### PUBLIC ACCESS TO MEETING AGENDA AND AGENDA PACKETS

I, _____, City Clerk or 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.

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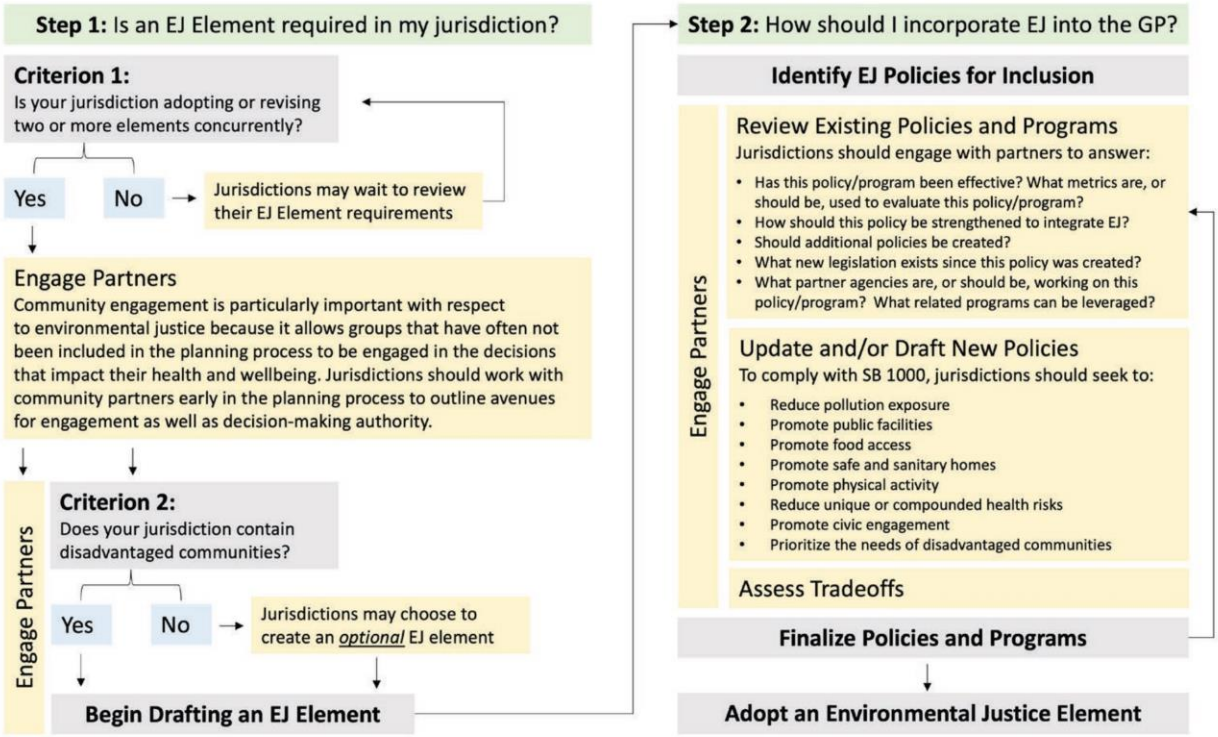
# 1.0 INTRODUCTION

In 2016, the State of California passed Senate Bill 1000 Government Code Section 65302(h) (SB 1000) adding an Environmental Justice (EJ) element to municipal general plans. Communities must identify whether they have environmental justice (or "disadvantaged communities") within their jurisdiction and, if disadvantaged communities are identified, develop an Environmental Justice element, or incorporate Environmental Justice into their other general plan elements. This requirement went into effect in 2018 and applies when a community updates two or more of its general plan elements.

This is the City of Maywood's first Environmental Justice element. The purpose of an EJ element is to address public health and other environmental issues for the vulnerable populations in EJ communities. These populations have long borne the brunt of inequitable policies. California Government Code Section 65040.12 works to minimize adverse effects of environmental hazards on populations most at risk of harm and create a healthy environment for all groups, again with a particular focus on improving health outcomes of disadvantaged populations. The purpose of EJ policies is to reduce impacts on populations experiencing adverse environmental affects, ensure equitable access to services and facilities, promote meaningful community engagement from those populations in municipal government and its decision-making process, and improve public health outcomes.

Under SB 1000, a disadvantaged community is one that is identified by the California Environmental Protection Agency under pursuant to Section 39711 of the Health and Safety Code and/or an area that is a low-income area that is disproportionately affected by environmental pollution and/or other hazards that can lead to negative health impacts, exposure, or environmental degradation. Low-income areas are defined as those areas with household incomes at or below 80% of the statewide median income or household incomes at or below the low-income threshold identified by the Department of Housing and Community Development's list of state income levels adopted pursuant to Section 50093.

***Figure 1: Process for Determining and Addressing EJ Requirements***
*(Source: General Plan Guidelines Chapter 4: Environmental Justice)*




Government Code 65302(h) identifies two criterion jurisdictions should use to determine whether an EJ element is required. The first is whether the jurisdiction is concurrently revising two or more elements on or after January 1, 2018. Concurrent with its Sixth Cycle Housing Element, the City of Maywood is updating its Land Use, Circulation, and Safety elements. The second criterion is for the jurisdiction to determine whether "disadvantaged communities" exist within the jurisdiction. *"'Disadvantaged communities' means an area identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation." (Gov. Code, Section 65302, subd. (h)(4)(A))*. Low-income area is further defined as *"an area with household incomes at or below 80% of the statewide median income or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093." (Gov. Code, Section 65302, subd. (h)(4)(C)).*

## 1.1 ENVIRONMENTAL JUSTICE POLICY FRAMEWORK

Environmental justice (EJ) is regulated under several federal and state law and policies. Several of the most relevant laws and policies are mentioned below, however this is not an exhaustive list of EJ and EJ-related laws and policies. In addition to legislative protections, the environmental justice movement is often driven by, and in fact was born from, the advocacy of non-governmental organizations.

### 1.1.1 Federal Laws and Policies

The foundation for EJ in federal law can be traced back to the Fourteenth Amendment to the US Constitution. Under the Fourteenth Amendment, states may not "deny to any person within [their] jurisdiction, the equal protection of the laws." EJ was brought to the forefront when President Clinton signed Executive Order (EO) 12898 in 1994. This EO is titled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" and was based on a 1992 report written by the United States Environmental Protection Agency (EPA) that found that "(r)axial minority and low-income populations experience higher than average exposures to selected air pollutants, hazardous waste facilities, and other forms of environmental pollution."

EO 12898 requires federal agencies to incorporate EJ into their missions and programs and evaluate the impact of federal actions on EJ populations. EO 12898 relies on several other federal laws that can be used to support EJ policies and evaluations as well as further EJ policies and principles. These federal laws include the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA). Title VI of the Civil Rights Act of 1964 which prohibits any entity receiving federal funds from discriminating on the basis of race, color, or national origins in its programs or activities. NEPA requires an environmental review of proposed federal and/or federally-funded actions.

### 1.1.2 State Laws and Policies

The first California EJ law was passed in 1999, but anti-discrimination laws existed in the state prior to that. The California Constitution prohibits discrimination in public employment, public education, and public contracting (Article 1, Section 31) and state law further prohibits discrimination in any state-funded or administered program or activity (Gov. Code Section 11135). State Planning and Zoning Law prohibits local entities from denying any individual or group the enjoyment of residence, land ownership, tenancy, or any other land use due to race, sex, gender, color, religion, ethnicity, national origin, ancestry, lawful occupation, or age (among other bases) of the individual or group of individuals (Gov. Code Section 65008, subd. (a)). Additionally, the Fair Employment and Housing Act (FEHA) specifically prohibits housing discrimination on the basis of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry familiar status disability or source of income (Gov. Code, Section

12900, et seq.). SB 115 (Chapter 690, Statues of 1999) was signed into law in 1999 and defined EJ in statute and identified the Office of Planning and Research (OPR) as the State's coordinating agency for State EJ programs. Guidance was updated with AB 1553 (Chapter 762, Statutes of 2001) which required OPR to develop general plan guidelines by 2003; since 2003, the general plan guidelines have outlined ways for EJ to be integrated into the general plans written by local jurisdictions. SB 1000 made the EJ element a mandatory element or topic for inclusion in general plans for jurisdictions with disadvantaged populations. OPR updated its EJ guidance and provides a process by which jurisdictions can determine whether they are required to develop an EJ element or not.

In addition to the laws outlined above, several state agencies administer programs and initiatives that address EJ issues. Among them are the California Environmental Protection Agency (CalEPA) maintains both an EJ Program and an EJ Task Force that coordinates compliance and enforcement work of CalEPA's boards, departments, and officers.

## 1.2 ENVIRONMENTAL JUSTICE ADVOCACY

In addition to legislative protections, the environmental justice movement is often driven by, and in fact was born from, the advocacy of non-governmental organizations. The First National People of Color Environmental Justice Leadership Summit was held in 1991 and resulted in the 17 Principles of Environmental Justice (https://www.ejnet.org/ej/principles.html). Many advocacy groups at all levels – grassroots, local, regional, state, and national – continue to work to advance environmental justice and ensure that our most vulnerable neighbors are protected and included in the decisions that impact their health, neighborhoods, and communities.

The City of Maywood maintains relationships with several non-governmental advocacy organizations and coordinates regularly with a variety of groups to plan community events and support municipal outreach efforts.

## 1.3 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

Maywood's General Plan is the City's long-range comprehensive planning document that will guide development and other municipal activities over the coming years. State statute (California Government Code Section 65302 et seq.) requires general plans to contain seven elements to address important municipal issues: land use, circulation, housing, conservation, open space, noise, and safety. Following the adoption of SB 1000 in 2016, plans developed in 2018 and onward must also address Environmental Justice.

While the City of Maywood has elected to develop a standalone Environmental Justice Element, there is still significant overlap between this EJ element and the City's other general plan elements. Planning decisions related to the types of land uses, location, density and intensity of use, transportation systems, and street design have a profound impact on both public health

and environmental justice. This EJ element should be read and considered in the context of the other General Plan elements.

In addition to providing background information and data, the goals and policies in this element are organized into the following topics: Reduce Exposure to Pollution (Including Improved Air Quality); Promote Public Facilities; Promote Food Access; Promote Safe and Sanitary Homes; Promote Physical Activity; Reduce Unique or Compound Health Risks Not Otherwise Addressed; Promote Civic Engagement in the Public Decision-Making Process; and Prioritize Improvements and Programs to Address Community Needs.

Environmental justice and policies to address inequity as well as to serve Maywood's disadvantaged and/or vulnerable populations are included in the plan's other elements. Some of those goals and policies from other elements are brought into this element. Even where not explicitly noted, this element is consistent with the remaining sections of the Maywood General Plan.

## 1.4 MAYWOOD'S ENVIRONMENTAL CONTEXT

Centrally located in the urbanized area of Los Angeles County, approximately eight miles southeast of Downtown Los Angeles, Maywood is south of an industrial district that includes Los Angeles's Boyle Heights neighborhood as well as industrial areas located in the cities of Vernon and Commerce. Maywood and other communities to the south, east, and west of Los Angeles have traditionally served as residential communities for those working in the nearby industrial areas. Maywood is surrounded by Vernon to the north, Commerce to the east, Bell to the South, and Huntington Park to the west. Along with its neighbors in Southeast Los Angeles County, Maywood is considered one of the "Gateway Communities." This moniker is due to their location between Los Angeles and Orange Counties.

Maywood is a densely developed, predominately residential community that faces the challenge of preserving the character of its neighborhoods and business districts while accommodating growth in response to regional needs for new housing and jobs. Industrial uses in Maywood are primarily concentrated along the City's northern and western boundaries with pockets of industrial uses along the eastern border. Commercial uses are concentrated along the City's two main thoroughfares – Atlantic Avenue and Slauson Boulevard. The City of Maywood is one of California's smallest – and most densely populated. The Census Bureau estimates that more than 25,000 people live in Maywood's 1.18 square miles (as of the 2020 US Census). Anecdotally, Maywood's population is likely much higher – closer to 35,000.

# 2.0 IDENTIFYING DISADVANTAGED COMMUNITIES

The statutory language in Government Code section 65302(h) identifies three potential methods for identifying whether a disadvantaged community exists within a jurisdiction. Jurisdictions can choose which method to use but are encouraged to do a thorough screening analysis using each of the three definitions and then verifying the findings with local/regional agencies as well as community input to ensure that disadvantage communities have been properly identified. The three methods OPR recommends jurisdictions use are:

1. Use CalEnviroScreen[1] to determine whether the planning area for the general plan contains census tracts that have a combined score of 75% or higher. (Method 1)
2. Map household median income by census tract in the planning area at or below the statewide median income and examine for disproportionate pollution burden. (Method 2)
3. Map household median income by census tract in the planning area at or below the Department of Housing and Community Development's state income levels and examine for disproportionate pollution burden. (Method 3)

After these three analyses are completed, OPR recommends that jurisdictions incorporate and analyze community-specific data and examine for additional pollution burden and health risk factors.

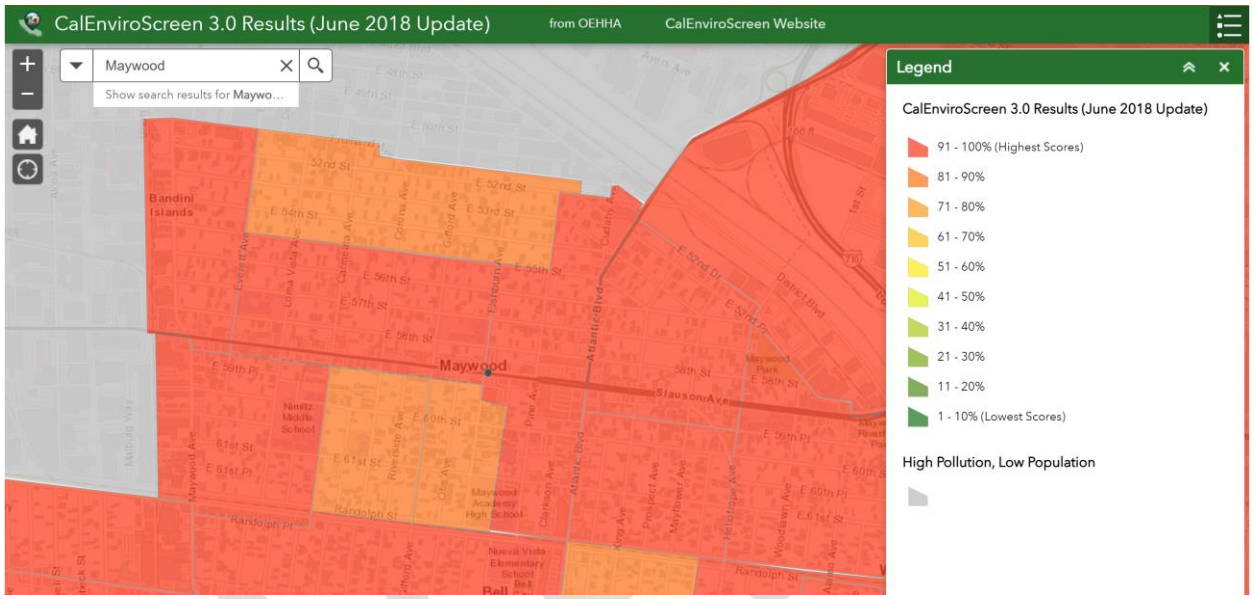
In addition to the methods outlined above, there are several other indicators that can be used to identify or corroborate the presences of disadvantaged communities. These indicators include educational attainment, employment levels, housing cost burdened low-income households, linguistic isolation, poverty, race and ethnicity, single-parent households, citizenship, violent crime rates, and voter participation – both among residents eligible to vote and the share of residents ineligible to vote. Given the City of Maywood's demographics and proximity to sources of pollution (industrial areas and freeway), the entire City of Maywood qualifies for prioritization of disadvantaged communities.

[1] CalEnviroScreen is a statewide mapping tool that identifies California communities that are most affected by many sources of pollution and identifies locations where residents are especially vulnerable to the effects of pollution. CalEnviroScreen uses 20 indicators to calculate health scores by census tract. The 20 indicators include: pollution exposure, location of toxic chemicals in or near communities, the location of sensitive populations, and a variety of socioeconomic factors. Scores are calculated, by census tract, out of 100 based on the 20 indictors.

## 2.1 METHOD 1

Use CalEnviroScreen to determine whether the planning area for the general plan contains census tracts that have a combined score of 75% or higher.

***Figure 2: Maywood CalEnviroScreen***




Every census tract in the City of Maywood has at least an 80% combined score in CalEnviroScreen. The lowest pollution burden score is 79. Under Method 1, the entire City of Maywood is considered a disadvantaged population.

## 2.2 METHOD 2

Map household median income by census tract in the planning area at or below the statewide median income and examine for disproportionate pollution burden.

***Table 1: Median Household Income by Census Tract (2019 5-Year ACS) and Pollution Burden (CalEnviroScreen)***

| Geography | Household Median Income | Pollution Burden |
|---|---|---|
| Census Tract 5333 | $37,841 | 88 |
| Census Tract 5334.01 | $58,214 | 86 |
| Census Tract 5334.02 | $32,845 | 86 |
| Census Tract 5334.03 | $45,217 | 89 |
| Census Tract 5337.01 | $36,845 | 90 |

| Geography | Household Median Income | Pollution Burden |
|---|---|---|
| Census Tract 5337.02 | $43,214 | 79 |
| Census Tract 5337.03 | $58,344 | 93 |
| City of Maywood | $44,241 | n/a |
| **County of Los Angeles** | **$72,797** | n/a |
| **State of California** | **$80,440** | n/a |

Every census tract within in the City of Maywood has a household median income lower than the statewide household median income and has a disproportionate pollution burden. Under Method 2, the entire City of Maywood is considered a disadvantaged population.

## 2.3 METHOD 3

Map household median income by census tract in the planning area at or below the Department of Housing and Community Development's state income levels and examine for disproportionate pollution burden. In 2019, the Area Median Income for Los Angeles County was $73,100 (https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/Income-Limits-2019.pdf).

As shown in Table 1, all census tracts in Maywood have a household median income significantly less than the area median income as defined by the Department of Housing and Community Development and bear a disproportionate pollution burden. Under Method 3, the entire City of Maywood is considered a disadvantaged population.

## 2.4 OTHER INDICATORS

### 2.4.1 Demographics

As of January 1, 2020, the Southern California Association of Governments (SCAG) Pre-Certified Local Housing Data estimates that the City of Maywood had 27,904 residents. As mentioned previously, anecdotal evidence indicates that the City's population is likely much higher. The City's population density is approximately 21,000 people per square mile making it among the most densely populated cities in California and across the United States.

Maywood's population is more than 98% Hispanic/Latino in origin and almost half (47.0%) of Maywood's residents were born outside of the United States. This is significantly higher than in Los Angels County where only about 34% of residents are foreign-born. Of Maywood's foreign-born population, only approximately a third (32.9%) are naturalized citizens. The City's household median income is approximately $44,000. Approximately a fifth (19.7%) of Maywood households are living in poverty.

Only 8.1% of Maywood residents have a bachelor's degree or higher. Twenty-seven percent of residents 25 and older have a high school diploma or the equivalent.

Maywood's 12,362 workers work in 13 major industrial sectors (SCAG Pre-Certified Local Housing Data). More Maywood residents work in Manufacturing (2,285 employees or 18.5% of Maywood workers) than in any other sector. The second-largest sector is Education & Social Services (1,884 employees or 15.2% of Maywood workers). More than a thousand Maywood workers work in each of the following sectors: Retail Trade (1,497 employees), Transportation (1,487 employees), Construction (1,132 employees), and Arts, Entertainment, and Recreation (1,083 employees).

CalEnviroScreen includes the following socioeconomic characteristics in its analysis: education, linguistic isolation, poverty, unemployment, and housing burden. Maywood's census tracts all rank at high risk (75+ on a 0-100 scale) in each of these categories except unemployment. (See Table 2). One census tract (5334.02) also rants at high risk for unemployment.

***Table 2: CalEnviroScreen Socioeconomic Indicators***

| Geography | Education | Linguistic Isolation | Poverty | Unemployment | Housing Burden |
|---|---|---|---|---|---|
| Census Tract 5333 | 99 | 98 | 85 | 27 | 95 |
| Census Tract 5334.01 | 97 | 95 | 83 | 12 | 93 |
| Census Tract 5334.02 | 94 | 93 | 81 | 79 | 96 |
| Census Tract 5334.03 | 98 | 98 | 87 | 51 | 97 |
| Census Tract 5337.01 | 99 | 94 | 88 | 43 | 85 |
| Census Tract 5337.02 | 99 | 97 | 88 | 45 | 96 |
| Census Tract 5337.03 | 99 | 87 | 90 | 71 | 93 |

### 2.4.2 Exposure to Pollution and Environmental Hazards

The City of Maywood and its residents are exposed to air pollution from a variety of sources. Much of this exposure is due to the City's proximity to industrial land uses and associated local truck traffic. As shown in Table 1, Maywood's census tracts earned a score of between 79 and 93 indicating a high pollution burden citywide. Exposure varies by pollutant type, as shown in Table 3.

**Ozone**

Ozone is the main component of smog. The main sources of ozone include trucks, cars, planes, trains, factories, farms, construction, and dry cleaners. Ozone is one of the most common and

significant air pollution health threats in California. It is one of the United States EPA's top six commonly found criteria air pollutants and can cause lung irritation, inflammation, and worsening of existing chronic health conditions – even at low levels of exposure. While ozone is a common pollutant in California, Maywood's census tracts are at relatively low risk.

**PM 2.5**

PM 2.5 stands for particulate matter 2.5 micrometers or less in diameter. This is approximately 1 10,000$^{th}$ of an inch or less than the thickness of a human hair. PM 2.5 can include organic chemicals, dust, soot, and metals and come from cars and tricks, factories, wood burning, and other activities. Like ozone, PM 2.5 is one of the United States EPA's top six criteria air pollutants. Exposure to PM 2.5 has been shown to cause many serious health problems including heart and lung disease. Particles can settle deep in the lungs as we breathe. Maywood's census tracts are at moderately high risk of PM 2.5 exposure.

**Diesel Particulate Matter**

Diesel particulate matter is caused by exhaust from trucks, buses, trains, ships, and other diesel-powered engines and is comprised of both gases and solid particles. The solid particles contain hundreds of chemicals, many of which are harmful to health. People living and/or working in cities, industrial areas, and hear heavy truck or train traffic are most likely to be exposed to diesel particulate matter. Diesel particulate matter can settle deep in the lungs and cause health issues including eye, throat, and nose irritation, heart and lung disease, and lung cancer. Maywood's census tracts are at moderate risk of exposure to Diesel Particulate Matter.

**Pesticides**

Pesticides are chemicals used to control insects, weeds, and/or plant/animal diseases and are applied to fields by air, farm machinery, or workers on the ground. Farmworkers, their families, and others who live near agricultural fields are most at risk of exposure to pesticides. Pesticides can cause immediate illness as well as conditions that present themselves later in life such as birth defects and cancer. Maywood is a densely developed urban area far from California's agricultural centers and its census tracts are at no risk of pesticide exposure. Maywood is home to a very small number of farmworkers (84 farmworkers) who may experience health impacts due to exposure to pesticides; however, this number is approximately 0.3% of Maywood's population so it does not rise to the level of a public health hazard.

**Toxic Releases**

Industrial facilities that make or use toxic chemicals can release these chemicals into the air, impacting local air quality. Release information is available for more than 500 chemicals used at large facilities in the United States. Health impacts vary by chemical release type and size. These releases can occur regularly or during an accident. Given Maywood's industrial land uses

and its proximity to industrial land uses in nearby communities, Maywood's census tracts are all at high risk of exposure to toxic releases.

**Traffic**

Local traffic is synonymous with city life; California, and the Los Angeles area in particular, is infamous for its heavy traffic. This traffic releases significant amounts of exhaust into the local air. Even though the state of California has very strict vehicle-emissions standards, vehicle exhaust is one of the state's main sources of air pollution. Vehicle exhaust is comprised of a wide variety of chemicals, many of them toxic, that can cause health impacts including making breathing difficult, causing cancer, damage DNA, and cause low birth weight and premature births. CalEnviroScreen includes traffic risk for six of Maywood's seven census tracts, most of which are at high risk.

**Drinking Water Contaminants**

Most of California's drinking water sources meet a variety of health and safety requirements, but water can still become contaminated. Contaminated drinking water can cause a variety of health hazards from different contaminants from natural and human sources. Human sources of water contamination include factories, sewerage, and farm runoff. Poor communities and people in rural areas are most at risk of exposure to contaminated drinking water. Maywood's location within a dense, urban area where all buildings are connected to public water supply reduces its residents' risk of exposure to contaminated drinking water. In fact, all of Maywood's census tracts are at low risk of exposure to contaminated drinking water.

**Cleanup Sites**

Cleanup sites are locations that have been contaminated with harmful chemicals and must be cleaned up. Impacts can be hyper-local or more widespread depending on the type and scale of contamination. The closer to a contaminated site one lives or works, the more likely they are to be exposed and experience health impacts. Health impacts vary depending on the type of exposure and chemical type. Cleanup activities may take years or decades to clean up. Studies regularly show that low-income and/or minority neighborhoods are more likely to have cleanup sites. Due to the presence of industrial sites and historic land use patterns, Maywood's census tracts are at high to very high risk of exposure to cleanup sites.

**Groundwater Threats**

Groundwater can be impacted by leaking storage containers. Common pollutants from leaks include gasoline and diesel fuel, solvents, heavy metals, and pesticides. Dairy farms and other concentrated animal-feeding operations can also pose a threat to groundwater due to the large quantities of animal manure produced at these operations. Since groundwater can be impacted by a variety of pollutants, health risks and impacts vary. Only one of Maywood's census tracts is

at high risk of groundwater pollution threat. This is likely due to the type of industrial uses in this area of the City; business operations include oil filter cleaning, warehousing, food distribution, and other warehouses.

**Hazardous Waste Generators and Facilities**

Commercial and industrial activities create waste that can contain a variety of dangerous chemicals. Facilities that treat, store, or dispose of this kind of waste must be specially regulated. Hazardous waste is transported from the businesses that generate the waste to specially permitted facilities for recycling, treatment, storage, and/or disposal. Community exposure can occur during accidents and/or as a regular course of operation. Health impacts vary depending on the scale and type of exposure. Similar to other noxious land uses, poorer communities and minority communities are more likely to be located near hazardous waste facilities. Given the distribution of industrial uses in Maywood, some if its census tracts are at very high risk of exposure of hazardous waste while others are at little to no risk.

**Impaired Water Bodies**

Similar to groundwater, surface water can be contaminated by a variety of pollutants, causing the water body to become impaired. Maywood is adjacent to the Los Angeles River, an urban waterway that has been identified as impaired. Exposure and health impacts can vary greatly. Given Maywood's location adjacent to the Los Angeles River, the City's census tracts are considered at moderate risk of exposure.

**Solid Waste Sites and Facilities**

Solid waste facilities (landfills, transfer stations, and composting facilities) collect, process, and/or store household garbage and other types of waste. Maywood does not have any of these types of facilities, so its census tracts are at no risk.

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***Table 3: CalEnviroScreen Pollutants and Environmental Hazards***

| Geography | Ozone | PM 2.5 | Diesel Particulate Matter | Pesticides | Toxic Release | Traffic | Drinking Water Contaminants | Cleanup Sites | Groundwater Threats | Hazardous Waste | Impaired Water | Solid Waste |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Census Tract 5333 | 53 | 84 | 71 | 0 | 95 | 80 | 41 | 80 | 14 | 90 | 72 | 0 |
| Census Tract 5334.01 | 53 | 82 | 71 | 0 | 98 | n/a | 47 | 86 | 32 | 74 | 72 | 0 |
| Census Tract 5334.02 | 53 | 82 | 71 | 0 | 96 | 79 | 41 | 79 | 28 | 0 | 72 | 0 |
| Census Tract 5334.03 | 53 | 82 | 71 | 0 | 97 | 77 | 38 | 87 | 57 | 63 | 72 | 0 |
| Census Tract 5337.01 | 53 | 82 | 71 | 0 | 97 | 77 | 41 | 92 | 59 | 62 | 72 | 0 |
| Census Tract 5337.02 | 53 | 82 | 71 | 0 | 96 | 71 | 39 | 81 | 41 | 10 | 72 | 0 |
| Census Tract 5337.03 | 53 | 82 | 71 | 0 | 96 | 95 | 41 | 93 | 79 | 51 | 72 | 0 |

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### 2.4.3 Health Indicators

CalEnviroScreen provides information on three health indicators: asthma, low birth weight, and the rate of cardiovascular disease. Cancer is another common health indicator of pollution exposure. The Multiple Air Toxics Exposure Study IV (MATES – IV) evaluated the background cancer risk for the greater Los Angeles Region.

**Asthma**

Asthma affects the lungs and makes it hard to breathe. Symptoms of asthma include breathlessness, coughing, and chest tightness along with its hallmark wheezing. Environmental factors are closely related to the incidence of asthma in the general population. While asthma can be an underlying condition, outdoor air quality often triggers asthma attacks and/or worsens symptoms. Maywood's census tracts are a relatively low risk of asthma risk, indicating an about-average incidence of the disease in the City. See Table 4.

**Low Birth Weight**

Low birth weight is diagnosed in babies born weighing less than 5.5 pounds. There are a wide variety of factors, including poor nutrition, a lack of prenatal care, stress and smoking by the pregnant mother, neighborhood violence, living in an impoverished neighborhood, exposure to air pollution, industry, and/or agriculture have all been shown to influence low birth weight. Maywood's census tracts vary widely for risk of low birth weight. See Table 4.

**Cardiovascular Disease**

Cardiovascular disease includes several conditions involving blocked or narrowed blood vessels that can lead to heart attack or other heart problems. As with low birth weight, there are a wide variety of risk factors that lead to cardiovascular disease, including: diet, lack of exercise, smoking, and exposure to air pollution. Maywood's census tracts are generally at a moderate risk of cardiovascular disease. See Table 4.

***Table 4: CalEnviroScreen Health Indicators***

| Geography | Asthma | Low Birth Weight | Cardiovascular Disease |
|---|---|---|---|
| Census Tract 5333 | 44 | 97 | 57 |
| Census Tract 5334.01 | 52 | 22 | 81 |
| Census Tract 5334.02 | 43 | 67 | 65 |
| Census Tract 5334.03 | 41 | 61 | 61 |
| Census Tract 5337.01 | 46 | 72 | 61 |
| Census Tract 5337.02 | 53 | 81 | 82 |
| Census Tract 5337.03 | 50 | 23 | 75 |

**Background Cancer Risk (MATES-IV Study)**

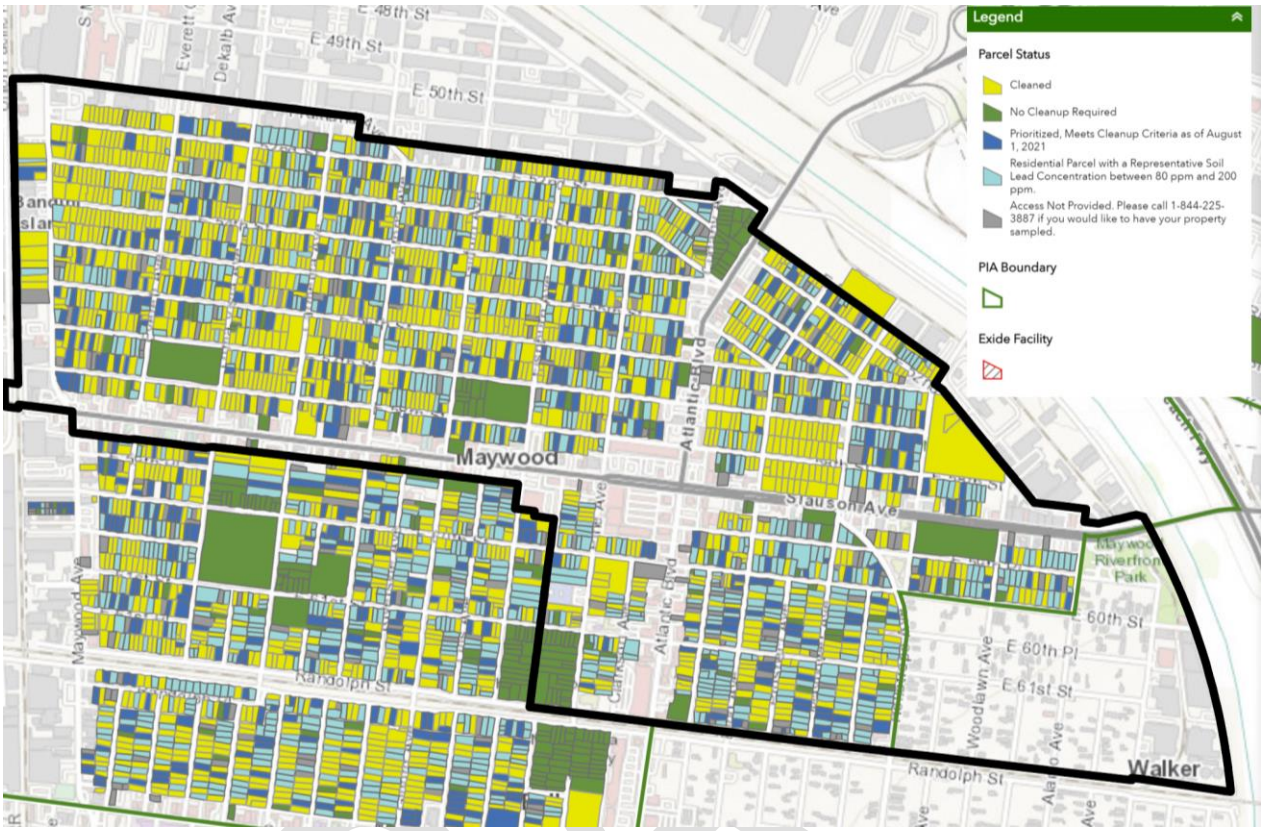
Maywood is part of the South Coast Air Basin (SCAB), a highly urbanized area that is home to approximately 17 million people, 11 million vehicles, and a very high concentration of industrial and commercial activities. This area has one of the highest densities of commercial and industrial activities in the entire United States. These factors combine to cause some of the worst air quality across the United States. To evaluate the background cancer risk exposure for residents in the SCAB area, the South Coast Air Quality Management District (SCAQMD) prepared the MATES-IV study. MATES-IV examines 40 air pollutants, including particulate matter, lead, and benzene, at 10 monitoring sites for one year (2012-13). The study found that the background cancer risk in the SCAB is approximately 897 in one million. This risk is primarily due to diesel exhaust (which accounted for 68% of estimate air toxic risk).

**Exide Contamination and Cleanup**

Nearly all of Maywood is affected by the release of lead and other toxic chemicals from the Exide Technologies facility in Vernon. These releases occurred over the course of decades that the plant was active. Residents and officials forced the plant's closure in 2015, but the massive cleanup effort is ongoing. According to the state's Department of Toxic Substances Control, more than 10,000 residential lots and 20,000 homes were impacted by exposure to lead dust from the plant.[2] Almost the entire city of Maywood is included in the County's map of affected areas and related clean-up zone. Per the Department of Toxic Substances Control, the site was still understood to pose an "imminent and substantial endangerment to the public health or welfare or to the environment" as of 2020. Lead exposure has many long-lasting effects, especially in kids, and lead is notoriously very hard to clean up; the LA County of Department of Public Health recommends nearby residents take advantage of blood testing and paint hazard testing resources to understand their risks and pursue clean-up resources provided by the County and State.

***Figure 3: Exide Technologies Cleanup Area***

[2] LA County Department of Public Health and https://www.latimes.com/california/story/2020-10-16/exide-bankrtuptcy-decision-vernon-cleanup




## 2.5 SUMMARY

The entire City of Maywood is a disadvantaged population. Using each of the three methods outlined in Government Code section 65302(h) to identify disadvantaged populations, each census tract in the City is identified as a disadvantaged population. Examining many of the other indicators of disadvantaged populations also shows that the City of Maywood is a disadvantaged population. This finding is consistent with municipal data and community input.

# 3.0 COMMUNITY ENGAGEMENT

Truly effective and inclusive community engagement is a listening art. It is not about implementing a formula or checking a box, but instead customizing a process reflective of the community's goals and needs. Meaningful civic and community engagement is guided by engaging in meaningful and relevant dialogue, prioritizing inclusive representation, providing equitable access to information and opportunities; making sure contributions have impact, and creating empowering experiences.

State law requires that the local planning agency provides opportunities for community involvement in the planning process. Such involvement should include a variety of public entities as well as community groups and individuals during public hearings and other appropriate methods (Gov. Code Section 65351). This general planning effort relied primarily on "other appropriate methods" only holding public hearings as required for review and approval by the municipal regulatory boards.

Throughout the General Plan update, which ran from 2021 to 2023, the Maywood community was consulted using a variety of methods and approaches. All materials were prepared in English and Spanish, and the three general plan workshops were bilingual with the presentation and materials presented in both languages.

A project website hosted plan documents, announced meeting and event dates, and provided a platform on which residents and other stakeholders could interact and provide feedback. Three public meetings were held, both in person and virtually, to solicit public comment and feedback and the project team presented at both City Council and Planning Commission meetings. Two of the three public meetings were held virtually due to the ongoing COVID-19 Pandemic. These workshops were held in July 2021 and February 2022 and attracted a handful of participants. An in-person public workshop focused on the environmental justice element held in June 2023 had approximately 30 participants.

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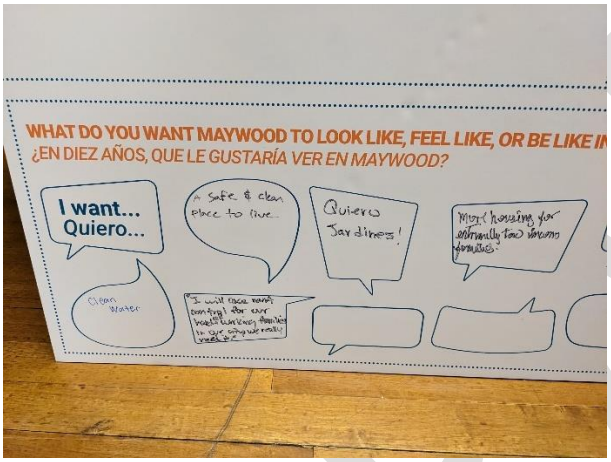
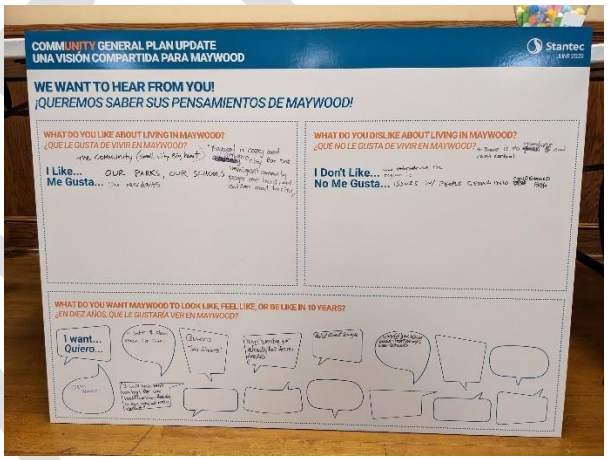
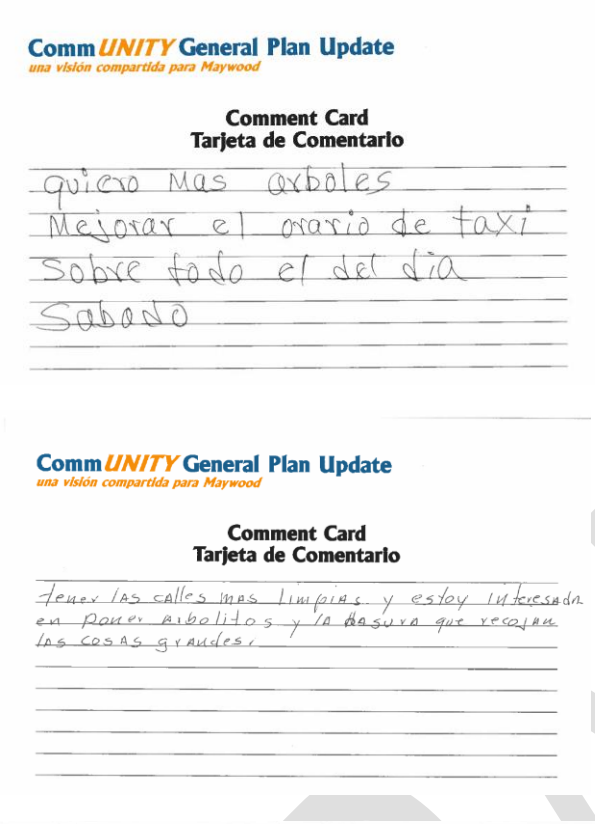
***Figure 4: Photos from the June 2023 Public Workshop***




By far, the most successful outreach activities were asking open-ended questions of residents already participating in other community events. Over the course of the project, hundreds of comment cards were handed out at events like Trunk or Treat, tree planting events, the National Night Out/Take Back The Night, holiday celebrations, the health resource fair, and the mobile food pantry. Project posters and fliers were also available and posted at these events, but residents strongly preferred the open-ended comment cards, and nobody wrote on any of the posters. Comment cards were also available at City Hall and Library. In all, city staff passed out comment cards at more than a dozen local events.

***Figure 5: Sample of Comment Cards Received at Public Engagement Events***




While ultimately successful, engaging the Maywood community was challenging. This engagement effort has taught the City a lot about the best ways to reach the public. From the beginning, this project's goal was two-fold: receiving input on the general plan update was important, but the project team saw this effort as primarily an initial engagement effort designed to begin building a foundation of meaningful engagement of city residents with the goal of improved and ongoing engagement. Engaging the community was a challenge. Except for the Housing Element, the City has not undertaken a general plan update since the late 1980s, so residents are entirely unfamiliar with the concept of a general plan as well as with the overall planning process. The City is actively rebuilding community trust after a period of corruption in

the City's municipal operations. The City's demographics also contribute to the engagement challenges. The United States does planning differently than many other countries; with such a large segment of the city's population born abroad, many are unfamiliar with municipal planning efforts making them less inclined to participate. Many Maywood residents work multiple jobs, working long hours to make ends meet. Additionally, many Maywood residents are undocumented, which can make residents uninterested in engaging with public officials. Language and educational barriers can also make participation difficult.

In addition to public engagement, members of the project team met regularly with other municipal officials and shared regular progress reports. Coordination meetings were held with other consultants working with the City as well as with several community groups and advocacy organizations including the YMCA, East Yard Communities for Environmental Justice, and Amigos de los Rios. During this project, the City of Maywood hired several staff people to serve as community liaisons and foster ongoing community relations. City Hall is actively cultivating relationships with these organizations and others to increase community engagement and participation.

The project team received a variety of input that influenced each of the general plan elements. Residents were most concerned with rent increases and housing insecurity and traffic and parking. Additional comments related to increasing the tree canopy, public safety, and bicycle/pedestrian infrastructure. Generally, residents enjoy living in Maywood, placing high value on the community and the relationships they have. Overall, respondents felt more positively about Maywood than negatively. However, the items residents most dislike are parking, traffic, and unsafe/unsanitary homes. Additionally, several residents pointed out that Maywood and the surrounding communities are underserved compared to other communities in the Greater Los Angeles Region.

# 4.0 ENVIRONMENTAL JUSTICE PLANNING VISION

Maywood is completing and environmental Justice (EJ) Element as part of its General Plan for the first time. This Element seeks to address environmental justice through a set of comprehensive goals, policies, and programs aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. The Element will be used by the Maywood City Council and the Planning Commission, other boards, commissions and agencies, developers, and the public in planning for the physical development of the City. As a General Plan element, the Environmental Justice Element is closely linked to the remainder of the General Plan and carries equal weight with the other General Plan elements. The City of Maywood's Environmental Justice Plan is organized into sections:

- Reduce Exposure to Pollution (Including Improved Air Quality).
- Promote Public Facilities.

- Promote Food Access.
- Promote Safe and Sanitary Homes.
- Promote Physical Activity.
- Reduce Unique or Compound Health Risks Not Otherwise Addressed.
- Promote Civic Engagement in the Public Decision-Making Process; and
- Prioritize Improvements and Programs to Address Community Needs.

Each of these sections identifies one or more goals and several planning policies to support the goal. These goals and policies were developed with community input and reflect the needs identified through the planning process. While cities can opt to create a separate Environmental Justice Element, as Maywood has done, environmental justice is inextricably woven into each of the other General Plan elements. Throughout this section, environmental justice goals and policies are identified alongside goals and policies from the other plan elements. Goals and policies that appear in other elements are identified and generally appear at the bottom of the section. EJ is one of the threads that weaves through the entire general plan and should be treated as an extension of each of the other plans.

## 4.1 ENVIRONMENTAL JUSTICE ISSUES IN THE CITY OF MAYWOOD

As discussed previously in this element, there are several issues and factors in the City of Maywood that are directly related to environmental justice. The City is surrounded by freeways with heavy truck traffic, major rail yards, and a variety of industrial facilities including those that conduct metal heat treating activities, welding steel forging, oil refining and recycling, and battery manufacturing. Traffic in and around Maywood is significant.

The City is in the Southern California Air Basin and is approximately 5 miles southeast of Downtown Los Angeles. The area historically has some of the worst air quality in the United States. Implementation of strict regulations over the recent decades has led to significantly improved air quality. Despite these improvements, however, socioeconomically disadvantaged communities in the region still experience a disproportionately high pollution burden. In addition to air pollution, Maywood residents have a relatively high likelihood of experiencing other forms of pollution leading to a variety of public health impacts.

Maywood is densely developed and many housing units are overcrowded due to issues of housing affordability and availability. Many residents are immigrants and educational attainment in Maywood is relatively low.

As an under-resourced community, the City of Maywood has already implemented a variety of environmental justice policies and programs. Given that the entire community is identified as environmental justice, all aspects of municipal services are designed to service EJ populations.

Working with its partners, the City has implemented several policies and programs including having dedicated community service professionals on staff at City Hall, supporting a mobile food bank and daily meal service, zoning for supportive housing and encouraging the development of safe, sanitary, and affordable housing. The City is constantly pursuing grant opportunities to implement additional programs and services as well as contribute to residents' quality of life without increasing the tax burden.

## 4.2 ENVIRONMENTAL JUSTICE GOALS AND POLICIES

This Environmental Justice Element is the City of Maywood's first Environmental Justice element. As the City implements and gains experience with these efforts, it is anticipated that strategies and approaches will change to better meet Maywood's unique community. The Environmental Justice element is meant to be a living document that is revisited and updated regularly as conditions change to ensure that residents' most pressing needs are addressed.

California General Plan Guidelines identify eight categories each Environmental Justice element must address: reducing exposure to pollution (including improved air quality), promoting public facilities, promoting food access, promoting safe and sanitary homes, promoting physical activity, reducing any unique or compound health risks, promoting civic engagement, and prioritizing improvements and programs that address the needs of EJ populations. Over the course of several months, Maywood residents had the opportunity to rank the importance of each of these categories either during a public workshop held in June 2023 or in the following weeks at City Hall. By far, participants ranked promoting safe and sanitary homes as their highest priority. More than a quarter of the votes cast (26%) identified this as a priority. The next-highest ranked priorities were reducing unique or compound health risks, promoting physical activity, and promoting public facilities. Each of these received 14% of votes cast. Reducing exposure to pollution and improving air quality was close behind with 13% of the vote. Each of the categories received at least 9% of votes cast.

### 4.2.1 Reduce Exposure to pollution (Including Improved Air Quality)

While generally desirable places to live, urban environments often present adverse environmental conditions that negatively impact individual and community health. Unfortunately, our most at-risk populations typically bear the brunt of the impacts from pollution, including poor air quality. While air quality is a regional issue, there are actions the City can take to reduce exposure to pollution and improve air quality. Even when these exposures cannot be eliminated, education and outreach can give residents the tools and knowledge they need to lessen the impacts of exposure to adverse environmental conditions for themselves and their families. Environmental justice populations have traditionally borne the brunt of environmental pollution and worsened air quality, resulting in poorer public health outcomes. A good quality of life must include a clean and healthy living environment. This is achieved through a variety of means, including good land use policy that plans development to improve and enhance quality of life.

**Land Use Compatibility**

Land use compatibility is the way a City's land use plan and zoning ordinances arrange uses within the community to reduce the instances of incompatible uses while still allowing each use to thrive. Industrial and manufacturing land uses contribute to air pollution, but also provide valuable jobs and contribute to the local economy. This EJ element, in conjunction with the land use element, aims to reinforce improvements to past land use planning that resulted in heavy industrial/high polluting uses operating in very close proximity to residential neighborhoods. The City is actively working to buffer residential neighborhoods from the industrial uses with the goal of allowing industrial uses to continue operating, but to adjust operations to minimize community impacts and protect residents from noxious uses and sources of pollution while encouraging more efficient/cleaner industrial uses, supporting community revitalization, and introducing additional commercial uses. See the Land Use Element for more information.

**Goals and Policies**

Minimize exposure to pollution with a particular focus on improving outdoor and indoor air quality using planning and educational approaches.

**Policies**

- Educate the public on air quality impacts and strategies to improve air quality as well as mitigation strategies to lessen the impact of exposure.
- Encourage the use of indoor air filtration systems through educational programming and materials and explore funding incentives (including grant programs) to support the installation of indoor air filtration systems.
- Encourage, and whenever possible, contribute to the development of transportation demand management (TDM) measures such as: alternative work schedules, bicycle facilities, ridesharing, and preferential parking for car/vanpools.
- Develop a greenhouse gas emissions reduction program that measures baseline and future anticipated greenhouse gas emissions, sets reduction targets for all sector (including municipal operations), outlines public-private and nonprofit partnerships to support the planning effort, and outlines a process by which greenhouse gas emissions are regularly assessed.
- Encourage the use of green/cool roofs to help mitigate the urban heat island effect and contribute to improved environmental conditions.
- Whenever possible, replace municipal fleet vehicles with low-emissions and/or alternative fuel vehicles.
- Make land use and urban design decisions that promote physical activity, access to nutritious food, and reduce air pollution.

- Safely and systematically address toxins, legacy pollutants, and hazardous materials by continuing to work with state, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.
- Minimize the development of sensitive land uses near freeways as much as possible, taking particular care to minimize exposure of housing for vulnerable populations such as families with children, seniors, and people with disabilities.
- Continue and expand the City's tree planting program to maximize air quality improvements and urban heat island mitigation.
- Work with the City's industrial businesses to improve outdoor air quality by enhancing operations and implementing other pollution reduction measures as feasible. These strategies may include limiting idling of diesel trucks, providing education and outreach to industrial businesses, and ensuring compliance through code enforcement activities.
- Enforce Air Pollution Requirements. AB 61 requires the California Air Resources Board (CARB) to designated high priority communities to deploy air monitoring and/or emissions reduction programs. These monitoring programs measure community exposure to air pollutants and toxic air contaminants. The Southeast Los Angeles County Community Emissions Reduction Plan was published in December 2020.
- Facilitate the continued redevelopment of aging industrial uses to businesses more compatible with adjoining residential neighborhoods (Land Use Element).
- Review and strengthen regulations for the establishment and operation of industrial uses that address parking, landscaping, screening of storage areas, and minimize nuisances such as smoke, noise, odors, and vibrations (Land Use Element).
- Mitigate the urban heat island effect using green infrastructure and low impact development techniques including completing the Urban Forestry Plan; continue increasing the tree canopy along Maywood's streets and in parks and other public spaces; and prioritize planting native trees along streets and in parks/public spaces (Safety Element).
- Prioritize integrated climate actions – those actions that both reduce greenhouse gas emissions and build resilience to climate impacts – as well as other actions that provide multiple benefits (Safety Element).
- Explore and implement partnership opportunities with the Cities of Bell, Cudahy, and Huntington Park to develop a multi-jurisdictional shuttle service (Circulation Element).
- Require the lowest pollutant emissions from the City's own vehicle pool and equipment used for government purposes (Conservation Element).

- Develop and enforce local criteria for air and water quality so that the city may reduce its share of these regional problems (Conservation Element).

### 4.2.2 Promote Public Facilities

Public facilities include City Hall and community facilities including schools, libraries, parks, community centers, and other recreational facilities that serve the community. Equitable access to, and distribution of, these facilities and services ensures all residents can benefit from the services and programming provided at these facilities. Building connections to and within these facilities is key to a vibrant and active community and can often serve as one of the key features of a community, bringing residents from all walks of life together to create a shared identity.

The City of Maywood operates a variety of public facilities throughout the community. These facilities include City Hall, the Maywood Cesar Chavez Library, seven public school buildings (operated by the Los Angeles Unified School District), the YMCA, and public parks. The City has four public parks and several smaller, neighborhood pocket parks. Public recreational facilities are supplemented with a shared use agreement between the City and school district. Facilities are distributed throughout the community. See the Land Use Element for more information.

**Goals and Policies**

Ensure equitable distribution and access of high-quality public facilities throughout the City of Maywood.

**Policies**

- Locate new public facilities that provide youth, family, and/or senior services near transit stops and in mixed use neighborhoods when feasible.
- Continue increasing public parks including pocket parks and public plazas to increase public access to open space and providing more opportunities for recreation closer to residential neighborhoods ensuring that all residents have relatively easy access to parks, community centers, fields, and other community amenities. Consistent maintenance and improvement of these facilities will encourage more people to utilize these important community resources.
- Prioritize investment in the improvement and maintenance of parks and other public facilities, using the capital improvement program, grant funding, nonprofit partnerships, and other available means to invest in public facilities and services.

- The City will seek to create more recreational open space and tot lots in neighborhoods where there is a need to serve existing and new residents (Housing Element).
- The City of Maywood will plan for and support infrastructure availability to ensure the ability to support its Regional Housing Needs Allocation (RHNA). The City will implement its infrastructure capacity plan to… ensure adequate infrastructure is available for all Maywood residents, present and future… (Housing Element)
- Properly locate and adequately size public facilities to meet existing and projected demand (Land Use Element).
- Coordinate with public and private agencies to improve public facilities as density increases (Land Use Element).
- Periodically inventory and monitor the condition of the City's sewer, water, storm drainage, streets, and parks, libraries, schools, health care facilities, and other supporting appurtenances (Land Use Element).
- Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected (Land Use Element).
- Support the rehabilitation and expansion of the Maywood Cesar Chavez Library to meet the community's changing needs (Land Use Element).
- Encourage the development of a new civic center that will serve as a source of community pride and identity (Land Use Element).
- Prioritize capital improvements and expansion projects at facilities that support emergency response (Safety Element).
- Explore creating a cooling center or "resilience hub" within the City of Maywood (Safety Element)
- Coordinate with community groups, nonprofit organizations, and others to identify existing resources and networks that can support cooling effort (Safety Element).

### 4.2.3 Promote Food Access

Hunger makes everything more challenging. Students are not able to adequately focus on their studies and are less likely to break the cycle of poverty when they do not have access to enough or healthy food. Adults are similarly affected by hunger and more likely to forgo meals if food is scarce to give their children maximum access to food resources.

**Goals & Policies**

Expand access to healthy food options and reduce the number of food insecure residents.

**Policies**

- Work to expand public awareness of, and participation in, federal food assistance programs including the Women, Infants, and Children (WIC) nutrition program and the Supplemental Nutrition Assistance Program (SNAP) by sharing program information on the City's website and in newsletters, providing pamphlets and other information at public facilities including schools, and encouraging merchants to accept WIC and SNAP payments.
- Work with partner organizations, including the YMCA, to expand meal programs and food bank events. While sustainable, permanent funding to support these programs is preferred, grants and other external funding sources can be accessed to jump-start expanded offerings and/or provide cash infusions when most critically needed.
- Provide healthy food options at city buildings, public vending machines, and public events.
- Encourage residents to plant fruit trees and other edible landscaping and explore opportunities for grant funding to support edible landscaping education and make plants/trees available to residents.
- With the Los Angeles County School District and other stakeholders, explore the feasibility of "edible school yards" that provide gardens and gardening programs on school property.
- Consider ways to allow and encourage small-scale urban agriculture in parks, schools, and neighborhoods.
- Ensure that residents are permitted to grow fruits and vegetables in their yards, provided there are not significant negative impacts to adjacent property owners.
- Allow public facilities to be used as pickup sites for Community Supported Agriculture (CSA) programs.
- Work to bring a farmer's market to Maywood.

### 4.2.4 Promote Safe and Sanitary Homes

Housing is a primary focus for Maywood residents, the vast majority of whom are renters. Renters typically are at a significantly higher risk of displacement and have limited ability to address deficiencies in their units. The Housing Element discusses the condition of Maywood's housing stock in detail. The City is making progress to bring substandard and/or illegal units

into compliance, but much work remains to be done. The City has recently passed a rent stabilization ordinance that seeks to provide relief and predictability for tenants. The safety and adequacy of housing is a leading concern for the City and its residents alike.

**Goals & Policies**

Expand access to safe and sanitary homes, bringing substandard units into compliance with the building code and health and safety regulations.

**Policies**

- The City, working with nonprofit and other partners, will educate residents on the requirements of standard housing and their rights.
- Maywood will encourage the rehabilitation and preservation of substandard units owned/occupied by lower income households.
- The City will continue to utilize the code enforcement program to bring substandard units into compliance with applicable codes to improve overall housing conditions in Maywood (Housing Element).
- The City will promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality (Housing Element).
- The City will continue to promote rehabilitation programs that provide financial and technical assistance to lower-income property owners (Housing Element).
- The City will continue to use the code enforcement program to bring substandard units into compliance with applicable codes to improve overall housing conditions in Maywood (Housing Element).
- Develop a program to bring unpermitted accessory dwelling units (ADUs) into compliance. This program will promote the legalization of unpermitted or undocumented ADUs to ensure safe, healthy, and habitable living conditions. This program will… ensure safe, healthy, and habitable living conditions… provide a means for tenants to improve potentially substandard and/or unsafe conditions in their homes… (Housing Element).
- Promote efforts to correct housing deficiencies including housing stock quality and availability. Policies include: providing adequate funding and staffing to support code enforcement programs; continued enforcement of building, zoning health, and safety codes to improve quality of life for residents; reducing overcrowding; encouraging conservation and rehabilitation programs aimed at improving and maintaining the quality of the existing housing stock in the City; establishing, maintaining, and enforcing multi-family development standards that regulate the use of properties in a manner that protects the health, safety, and general welfare of the community and maintains

neighborhood character; and promoting efforts to correct housing deficiencies including housing stock quality and availability (Land Use Element).

### 4.2.5 Promote Physical Activity

Physical activity is important for improving public health. People who are physically fit tend to recover more quickly and more completely from injuries and illness and regular exercise contributes to longer lifespans. However, a densely developed urban environment does not always lend itself to easy access to physical activity. The City of Maywood has been actively expanding and improving its parks, providing additional opportunities for exercise including a new fitness court, improved playing fields, and a renovated pool. This aspect of the environmental justice element directly related air quality and pollution because outdoor exercise must be limited when air quality is poor.

**Goals & Policies**

Provide opportunities for residents to easily incorporate physical activity into their daily lives.

**Policies**

- Seek grant and other funding sources to provide secure bicycle parking and other bicycle facilities at all public buildings.
- Improve the use of existing parks and programs through marketing and promotion.
- Make land use and urban design decisions that promote physical activity, access to nutritious food, and reduce air pollution.
- Actively engage the public in promoting walking and biking through educational programming and materials.
- Seek grant funding to provide additional Fitness Courts.
- Allow sufficient pedestrian cross times when setting traffic light timing.
- Work with the Los Angeles County School District, YMCA, and other organizations to identify funding sources for expanded after school fitness and education programs for Maywood's youth.
- Seek grant funding and/or partnerships to teach bicycle and pedestrian safety in schools and workplaces to educate participants about the benefits of walking and cycling.
- Address both actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.

- Implement the complete streets policy including requiring that new commercial development projects provide adequate bicycle and pedestrian facilities and amenities such as street trees, landscaping, paving, benches, waste receptacles, and bicycle racks (Circulation Element).
- Implement the recommendations of the 2023 City of Maywood Active Transportation Plan (Circulation Element).
- Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve bicycle routes within the Los Angeles County bicycle route system (Circulation Element).
- Support efforts to link the bicycle path system to the Los Angeles River Bicycle Trail. Coordinate with organization such as the Northeast Trees to create a regional bicycle path system (Circulation Element).
- Pursue funding sources from regional, state, and federal agencies, specifically under Senate Bill 821, to provide sidewalk improvements and enhancements, and to create and maintain bicycle paths (Circulation Element).
- Ensure that all sidewalks and walkways in the City are safe for pedestrian users by requiring that they be wide, well lit, and be appropriately shaded in commercial areas (Circulation Element).
- Support the planning and future implementation of the Rail to River project (Circulation Element).
- Support Metro LA's River Path Project (Circulation Element).
- Develop a citywide bike map (Circulation Element).
- Identify Safe Routes to School maps highlighting preferred walking roues to each school (Circulation Element).
- Regularly host Walking School Bus and School Bicycle Train events (Circulation Element).
- Organize Senior Walking Clubs (Circulation Element).
- Host a Bike or Walk to Work Day event (Circulation Element).
- The City will seek to create more recreational open space and tot lots in neighborhoods where there is a need to serve existing and new residents (Housing Element).

- Improve access to and quality of community services and facilities within the City. Policies include continuing to share public school recreation land and facilities for City recreation and/or community uses (Land Use Element)

### 4.2.6 Reduce Unique or Compound Health Risks Not Otherwise Addressed

Environmental justice populations are uniquely at risk of compounded health risks as a direct result of their life circumstances. Income is one of the strongest determinants of overall health; this is compounded by the likelihood someone lives in substandard housing, has access to healthy food, has opportunities for physical exercise, and can access routine or preventative healthcare.

**Goals & Policies**

Reduce the debilitating impact that poverty has on individual, familiar, and community health and well-being.

**Policies**

- Promote wrap-around, multi-pronged efforts and partnerships to increase access to income, support programs, safe, healthy, and stable affordable housing options, and opportunities for social mobility.
- Coordinate with Los Angeles County, nearby communities, non-profit organizations, and other governmental and non-governmental organization to increase regional access to adequate, affordable health care facilities.
- Work with the Los Angeles County Department of Public Health, nonprofit organizations, community groups, and other stakeholders to monitor health and wellness trends, conditions, and outcomes in Maywood.
- Reduce alcohol, tobacco, and other drug use by creating a social and physical environment that supports healthy choices, ensuring access to treatment services, and enforcing existing regulations.
- Encourage mobile healthcare clinics to bring healthcare into the community, reduce barriers to care, and promote preventative screenings and care. Work with local healthcare providers to implement and coordinate services with primary care clinics.
- Provide healthy food options at city buildings, public vending machines, and public events.
- Work to limit the impacts of climate change on the City's most vulnerable populations by focusing on planning programs and intervention activities in the communities with the highest needs.

- Plan for the public health impacts of climate change including disease and temperature impacts. Seek to work with the Intergovernmental Panel on Climate Change (IPCC) and/or similar health organizations to identify Maywood's critical public health issues.
- Safely and systematically address toxins, legacy pollutants, and hazardous materials by continuing to work with state, federal, regional, and local agencies to eliminate and reduce concentrations of regulated legacy pollutants.

**Goals & Policies**

Promote public awareness and recognition of the roles of social determinants in health and persistent health inequities.

**Policies**

- Evaluate and ensure City policies, programs, and services promote fairness, equity, and justice.
- Coordinate with public, private, nonprofit partners, and other community organizations to educate the public about health and wellness, ensuring that information and interventions presented are readily available, culturally relevant, linguistically accessible, and address the root causes of health disparities and inequities. This outreach should also discuss health risks associated with poor air quality, water and soil contamination, and exposure to other contaminants such as lead paint, asbestos, mercury, etc.
- Encourage increased enrollment in affordable healthcare programs by making information readily available to residents, broadly advertising enrollment periods, and partnering with health clinics.
- Support community education programs on healthy eating habits and lifestyles, including topics such as nutrition, physical activity, and vegetable gardening.

### 4.2.7 Promote Civic Engagement in the Public Decision-Making Process

Robust and extensive civic engagement are at the center of community. Maywood has successfully emerged from a very challenging period but must still earn back the trust of many residents. Previous administration suffered from corruption, which has resulted in an engaged citizenry taking power back and demanding changes and accountability. While these challenges have ignited civic engagement for many residents, it is has also served as a discouragement for many others. Maywood sits at this intersection and must continue to operate in a fair and transparent manner to win back the trust it has lost. Meaningful public engagement and involvement is one of the hallmarks of the environmental justice movement, which calls on everyone to participate in the decision-making process. Historically under-resourced populations are most at risk and face particular challenges engaging in public discourse but must be welcomed and brought into the process as public decisions have an outsized impact

on these disadvantaged populations. It is critical that the City continue to actively seek out these residents, bringing them into the process. Offering incentives and going out into the community builds public trust and provides the best opportunity to engage with the city's residents; every neighborhood in Maywood is identified as environmental justice areas.

**Goals & Policies**

Increase civic engagement in Maywood, building public trust and ownership of public actions and bringing residents from across the community into the city's social fabric. Increase participation rates in community events including voting, youth activities, adult education, senior activities, and family-oriented programs.

**Policies**

- Ensure City government functions are operated in an open and transparent manner and that decisions are reached in a consistent and predictable manner.
- Encourage residents to register to vote and to vote in elections.
- Continue utilizing ongoing, regular outreach and communication strategies in both English and Spanish to increase public knowledge and understanding of municipal operations and services.
- Expand distribution of the Maywood Today Newsletter, providing hard copies at local businesses, civic institutions, and other places residents congregate and explore the creation of an email distribution list.
- Ensure that public activities are accessible and welcoming to all. Continue to ensure that residents will find people who speak their language at City Hall and other public facilities. City staff and/or interpreters will be readily available to assist residents in English, Spanish, and other languages as necessary.
- Educate public decision-makers including employees, elected, and appointed officials on the principles of environmental justice and meaningful public engagement.
- The City will continue and expand its partnerships with the YMCA and other community-based organizations to build trust and relationships with community residents.
- Establish guidelines for universal public communication, working to reach residents in as many different methods possible, utilizing a variety of techniques and social media tools.
- Establish a high school outreach program to teach civic engagement and bring students to City Hall for programming and internship opportunities.

- Provide more opportunities for residents, particularly youth and senior residents, to engage in community service.
- Maintain transparency and integrity in the decision-making process by proactively and meaningfully engaging residents in planning decisions that impact their housing and neighborhoods.
- Continue to regularly engage residents in neighborhood efforts including issues concerning safety, neighborhood character, planning, and redevelopment.
- Environmental justice principles will be embedded into the City's planning processes and practices.
- Routinely survey residents to assess the performance of local circulation infrastructure (Circulation Element).
- Assure the effective participation of Maywood residents in land use decisions (Land Use Element).

### 4.2.8 Prioritize Improvements and Programs to Address Community Needs

The entire City of Maywood is a disadvantaged population, so all programs designed to serve the community are environmental justice activities. The City is actively working with community partners and grant agencies to expand service programs and increase its ability to respond to community needs as they arise.

**Goals & Policies**
Improve support networks and program offerings, increasing economic and social opportunity for Maywood residents.

**Policies**

- In economic development activities, work to attract and retain industries and businesses that can provide a living wage and health insurance benefits while meeting existing levels of workforce education.
- Decrease the number of Maywood residents commuting to other communities by preserving and expanding the match between residents' skills and available jobs by encouraging collaboration between local industries and local high schools with the goal of developing job training programs and encouraging local businesses to hire Maywood residents by developing a local job board that advertises vacancies and supporting local job fairs.
- Work with interested organizations, service providers, local businesses, and other stakeholders to develop a youth job partnership that connects Maywood teenagers with after school and summer jobs, volunteer opportunities, and other workforce development opportunities.
- Support community organizations and other groups that address social equity issues.

- The City of Maywood will continue to support efforts to mobilize assets and improve social support networks to provide much-needed services and programming.

DRAFT

# AGENDA REPORT
CITY OF MAYWOOD

**AGENDA ITEM NO. 2.**

**DATE:** November 28, 2023

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

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

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

**SUBJECT:** ADOPTION OF RESOLUTION NO. 6327 AMENDING THE GENERAL PLAN CIRCULATION ELEMENT, SAFETY ELEMENT, AND LAND USE ELEMENT AND MAKING A FINDING OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINE 15061(B)(3)

**RECOMMENDATION:**
Staff recommends that the City Council adopt Resolution No. 6327 amending the General Plan Safety Element, Land Use Element and Circulation Element and find that adoption of the resolution is exempt under CEQA pursuant to CEQA Guideline 15061(b)(3).

**BACKGROUND:**
On April 14, 2021, the City of Maywood City Council authorized a Professional Service Agreement with a consultant, Stantec, to update the City's Housing Element which led to the need to update the City's Circulation, Safety, Land Use Elements and requirement to add an Environmental Justice Element to the City's General Plan. A draft of the Environmental Justice Element will be presented to the City Council separately at this City Council meeting.

Stantec has amended the City's 6th Cycle Housing Element and the City is awaiting final certification of this element from the California Department of Housing and Community Development (HCD). As of October 2023, HCD has notified the City that the submitted 6th Cycle Housing Element met all State requirements.

The funding for this part of the project, which does not include the Housing Element update, is from a Senate Bill (SB2) Grant, which the City submitted an application for in 2019 and was awarded $160,000 which can be utilized for this part of the project.

General Plans are typically updated approximately every 10 to 20 years to set a vision for the future direction and growth for a City. The City last updated the proposed elements of the General Plan in 1989 and 2007.

**DISCUSSION:**
The update to the elements support the 6th Cycle Housing Element and the changes that were adopted in the 5th Cycle Housing Element that was adopted in January of 2020. The amendments to the elements support affordable housing needs within the city by developing two amendments to the zoning ordinance which include an accessory dwelling unit ordinance and new development and design standards ordinance. These are now part of the new Land Use Element, which will serve as a road map to aid in clarifying development and design standards for future development. In the 5$^{th}$ cycle housing element, the discussion of creating a Residential

Senior-Affordable Housing (R-SA) zoning designation and implementation. This designation was discussed to allow for a maximum density of units per acre in the zoning ordinance, and that designation needed to be added to the land use element to make the two documents consistent. This was accomplished with the proposed land use element amendment. The mapping of the overlay parcels and mapping of parcels in the Emergency Services overlay zone established by the Housing Element were also completed.

The Circulation Element needed to be updated by completing a review and update of the Complete Streets policies. These policies create livable communities especially for the most vulnerable people who use our streets, including children, people living with disabilities, older adults, and people who cannot afford or do not have access to a car. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic. The proposed update also includes the Local Roadway Safety Plan (LSRP) along with the Active Transportation Plan (ATP) goals. These goals and policies address issues such as providing a safe, local multi-modal transportation system that accommodates current and future volumes and needs for all categories of users; facilitates access to public transportation that is safe and responsive to changing transit demands; and provides for an extensive, integrated, and safe bicycle and pedestrian network throughout the community, and makes Maywood a pedestrian-friendly community.

The update revised and created new polices and goals to integrate the new plans that were created in these plans, so they would be utilized and implemented.These goals and policies included in the element along with the Complete Streets, Local Roadway Safety Plan, and the Active Transportation Plan provide a path to enable implementation of the mitigation measures that address the risks and concerns of community. They also emphasize education as a way to identify and reduce problem areas. Plans like the LSRP help to guide the process of future transportation safety improvements for years to come. The data-driven analysis process of the LSRP identifies 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 the 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.

Last, the Safety Element needed to be updated to be in compliance with climate change and environmental justice requirements as dictated by State law. This element has not been updated since 1989. The Safety Element identifies hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits. The update is an extension of the numerous other documents that were prepared over the last 5 years. The biggest changes to this element were due to climate change and the challenges that Maywood and California have at mitigating its effects. The health issues that arise due to climate change climate-related health impacts include injury, illness, and death from wildfires and wildfire smoke, extreme heat, drought, landslides, extreme weather events, vector-borne disease, and associated mental health impacts. Climate-driven disasters directly result not only in injuries, deaths, and displacement, but also loss of livelihood, businesses, crops, and homes – contributing to unemployment, poverty, and the housing crisis. Direct impacts and subsequent cascading effects increase chronic and infectious diseases, mental health challenges, and heat- and smoke-related illnesses. Climate change affects every Californian.

The Safety Element must also include mapping of known seismic and other geologic hazards. While it must also address evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. The Safety Element must identify information regarding flood hazards, establish a set of comprehensive goals,

policies, and objectives for the protection of the community from the unreasonable risks of flooding, and establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives for flood protection. It is recommended that the Safety Element does the same for drought impacts.

The recent introduction of climate risk to the discussion of the Safety Element, adds a focus on longer term preparation of a community for a changing climate. Policies in the Safety Element should identify hazards and emergency response priorities, as well as mitigation through avoidance of hazards by new projects and reduction of risk in developed areas. As California confronts mounting climate change impacts, local governments are now required, in accordance with Senate Bill 379, Land Use: General Plan: Safety Element (Jackson, 2015) to include a climate change vulnerability assessment, measures to address vulnerabilities, and a comprehensive hazard mitigation and emergency response strategy.

All these efforts are addressed in the various conditions along with the Goals, Objectives, and Actions. The implementation of the programs and policies of this element are addressed with partners and collaboration, emergency response resource sharing, funding, and implementation programs. These are accomplished through relationships with neighboring cities, and community-based organizations. The city continues to go after grant funding to continue pursuing opportunities to better Maywood.

**LEGAL REVIEW:**
The City Attorney has reviewed this report.

**FISCAL IMPACT:**
There are no fiscal impacts related to this action.

**ATTACHMENT(S)**
1. Safety Element 23
2. Land Use 23
3. Circulation Element 23

**RESOLUTION NO. 6327**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MAYWOOD, CALIFORNIA, ADOPTING THE CITY'S AMENDED GENERAL PLAN CIRCULATION ELEMENT, SAFETY ELEMENT, AND LAND USE ELEMENT AND MAKING A FINDING Of EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINE 15061(B)(3)**

**WHEREAS,** the State of California requires that cities and counties adopt a comprehensive long-term General Plan for the physical development of the City; and

**WHEREAS,** the State of California requires the City of Maywood to have a General Plan that contains these mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. These elements are mandated elements listed in Government Code section 65302; and

**WHEREAS,** the City initiated an update to the Safety, Circulation, and Land Use Elements of the City of Maywood General Plan when the mandated 6th Cycle Housing Element update was being updated. The elements are required to be consistent with the other elements; and

**WHEREAS,** public outreach regarding the updated elements was conducted throughout the drafting process of the documents at events such as health fairs, National Night out, and a workshop was held during a Planning Commission meeting; and

**WHERAS,** on November 28, 2023, the Maywood City Council conducted a duly noticed public hearing at a meeting of the City Council to present the revised Safety, Circulation, and Land Use Elements and receive public comment.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MAYWOOD HEREBY FINDS, DETERMIES, AND RESOLVES AS FOLLOWS:**

**Section 1.** The recitals set forth in this Resolution are true and correct and incorporated herein as if set forth in full.

**Section 2.** Pursuant to the California Environmental Quality Act (CEQA) and the City's local CEQA Guidelines, the City has determined that there is no possible significant effect directly related to the adoption of the Safety, Circulation, and Land Use Elements pursuant to CEQA Guideline Section 16061(b)(3) and therefore no further action is required under CEQA. Section 15061(b)(3) consists of activities covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. The Safety, Circulation, and Land Use Elements would not result in any direct or indirect physical changes to the environment. Because the Safety, Circulation, and Land Use Elements would not approve any development project or change any land use or development regulations, it can be seen with certainty that there is no possibility that its adoption would have a significant effect on the environment.

**Section 3.** Adoption of the proposed updated Safety, Circulation and Land Use Elements will make the General Plan infernally consistent, including consistency with the 6th Cycle 2021-2029 Housing Element.

**Section 4.** he City Council of the City of Maywood hereby adopts the updated Safety, Circulation, and Land Use Elements of the General Plan as set forth in Exhibits A, B, C of this Resolution.

**Section 4.** This Resolution shall be effective immediately upon its passage and approval.

**PASSED, APPROVED AND ADOPTED THIS 28th DAY OF NOVEMBER 2023.**

_____
Frank Garcia, Mayor

**ATTEST:**

_____
Brian E. Juarez, City Clerk

**APPROVED AS TO FORM:**

_____
Roxanne Diaz, City Attorney

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

I, Brian E. Juarez, City Clerk of the City Council of the City of Maywood, do hereby certify that foregoing Resolution No. 6327 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 November, 2023 by the following roll call vote, to wit:

AYES:

NAYES:

ABSENT:

ABSTAINED:

_____
Brian E. Juarez, City Clerk

Comm*UNITY*
General Plan Update
*una visión compartida para Maywood*

# 2023 SAFETY ELEMENT

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# 1.0 INTRODUCTION

The goal of the Safety Element is to reduce the potential short- and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquake, landslides, climate change, and other hazards.

## 1.1 CALIFORNIA STATE SAFETY ELEMENT REQUIREMENTS

Consistent with Government Coe Section 65302(g), the Safety Element mut provide for the protection of the community from any unreasonable risks associated with the effects of:

- Seismically induced surface rupture, ground shaking, ground failure
- Tsunami, seiche, and dam failure
- Slope instability leading to mudslides and landslides
- Subsidence
- Liquefaction
- Other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body
- Flooding
- Wildland and urban fires
- Climate change

The Safety Element must include mapping if known seismic and other geologic hazards. It must also address evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards. The Safety Element must also identify information regarding flood hazards, establish a set of comprehensive goals, policies, and objectives for the protection of the community from the unreasonable risks of flooding, and establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives for flood protection. It is recommended that the Safety Element do the same for drought impacts.

The recent introduction of climate risk to the discussion of the Safety Element, adds a focus on longer term preparation of a community for a changing climate. Policies in a Safety Element should identify hazards and emergency response priorities, as well as mitigation through avoidance of hazards by new projects and reduction of risk in developed areas. As California confronts mounting climate change impacts, local governments are now required, in accordance with Senate Bill 379, Land Use: General Plan: Safety Element (Jackson, 2015) to include a climate change vulnerability assessment, measures to address vulnerabilities, and comprehensive hazard mitigation and emergency response strategy as explained further in this section.

## 1.2 ELEMENT SCOPE

Per the Required Elements section of the State General Plan Guidelines, the Safety Element directly relates to topics also mandated in the (1) Land Use, (2) Conservation, (3) Environmental Justice, and (4) Open Space Elements, as development plans must adequately account for public safety considerations and open space identified for public health and ecological benefits often incorporates areas of increased hazard risk. The Safety Element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and entitlement permits.

### 1.2.1 Relationship to Other Planning Efforts

The update to Maywood's Safety Element coincides with a handful of related planning efforts now underway or imminent, including:

- Maywood's Climate Adaptation Plan
- Maywood's Multi-Hazard Mitigation Plan
- Maywood's Urban Forestry Plan

Relevant existing plans and assessments developed by the City:

- Maywood's Local Road Safety Plan (2023)
- Maywood's Active Transportation Plan (2023)

Relevant existing plans and assessments developed by Los Angeles County include:

- Los Angeles County Climate Vulnerability Assessment (2021)
- Los Angeles County Safety Element (updated 2022)

- 2045 Los Angeles County Climate Action Plan (2022)

Relevant regional and state plans, guides, and assessments include:

- California Adaptation Planning Guide (2020)
- California Climate Adaptation Strategy (2022)
- Los Angeles Region Report of California's Fourth Climate Change Assessment (2018)

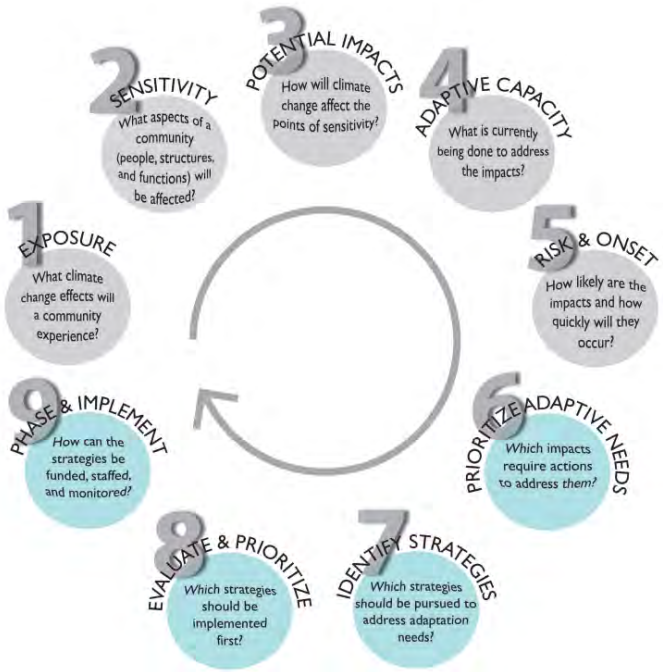
The Safety Element intends to be responsive to and reflective of the findings and commitments already made by these previous efforts.

# 2.0 EXISTING CONDITIONS AND VULNERABILITIES

## 2.1 VULNERABILITY ASSESSMENT

Climate vulnerability assessments examine the potential impacts of climate change on a community's members and assets. Both the severity of exposure to climate hazards and the community's ability to adapt and respond will determine how climate changes will impact a community's health, economy, ecosystems, and socio-cultural stability. Communities that understand thee impacts can prepare climate adaptation policies and programs to increase resilience to climate change.

Per state General Plan Guidelines, this vulnerability assessment follows the first five steps of adaptation planning development as outlined by the California Adaptation Planning Guide, shown below in grey.




This section explores consequences of climate change as it relates to specific hazards discussed in other sections of the Safety Element, as well as two hazard types not otherwise explicitly discussed in this document: temperature and precipitation. The following sections explore how climate change affects the nature, severity, and/or frequency of related events. Descriptions of exposure, sensitivity, potential impacts, adaptive capacity, and risk/onset associated with each hazard type are provided below.

### 2.1.1 Introduction

Since the Maywood Safety Element was last updated in 1989, climate change has emerged as a challenge for Maywood and California more broadly. Communities across California and beyond are experiencing climate-related health impacts, which include injury, illness, and death from wildfires and wildfire smoke, extreme heat, drought, landslides, extreme weather events, vector-borne disease, and associated mental health impacts. Climate-driven disasters directly result not only in injuries, deaths, and displacement, but also loss of livelihood, businesses, crops, and homes – contributing to unemployment, poverty, and the housing crisis. Direct impacts and subsequent cascading effects increase chronic and infectious diseases, mental health challenges, and heat- and smoke-related illnesses. Climate change affects every Californian, but the most climate vulnerable communities and populations experience worth health impacts from the crisis than others.

Adaptation and resilience strategies are adjustments in natural or human systems in response to existing or expected climate impacts to reduce harm. This section includes adaptation and resilience strategies applicable to all hazards in compliance with Senate Bill 379.

***Risk and Onset: How likely are the impacts and how quickly will they occur?***

While the effects of climate change are already felt across California, the extent of future impacts is dependent upon future emissions. Where data is available, the climate change effects explored below present potential consequences under two emissions scenarios: medium and high. The medium emissions scenario assumes a RCP of 4.5 and the high emissions scenario assumes a RCP of 8.5.

***Sensitivity***

Maywood's sensitivity is informed by social vulnerabilities, physical vulnerabilities, and secondary impacts of climate change effects.

Per the Los Angeles County Safety Element, social vulnerability encompasses the conditions that affect people's sensitivity and exposure to the impacts of climate change and elevate risk of harm. Although climate hazards pose a risk to all LA County residents, various factors can make certain populations more susceptible to harm than others. These factors include inequities in infrastructure provisioning and access to the benefits of education, living wages and income, economic opportunity, social capital, healthcare, and/or other services; institutionalized bias or exclusion from political and decision-making power; inequities in environmental and living conditions and health status; and differences in individual health, age, and ability. As highlighted in the General Plan's Housing Element, the relatively high linguistic isolation, poor health condition, overcrowding, and limited economic opportunity of Maywood's residents reflect a heightened social vulnerability, which leads to greater susceptibility to hazard-related disruptions.

Per LA County's Safety Element, physical vulnerability is the susceptibility and limitations of physical infrastructure in the context of climate hazards and extreme events. Climate change has the potential to damage physical infrastructure and disrupt services or limit accessibility. Disruption to infrastructure can create cascading impacts that can heighten the severity of a climate event and impact other interconnected sectors that serve critical needs.

Aspects of Maywood's development pattern and built infrastructures serve to reduce its vulnerability to hazards in some ways and increase it in others. For example, Maywood's overall density can have both positive and negative implications for access to services in times of disaster. While its largely low-rise building fabric reduces its physical vulnerability to seismic hazards, the associated pavement increases physical vulnerability to extreme heat.

Per LA County's Safety Element, secondary impacts are caused by the primary impacts of climate-induced hazards. Secondary impacts may be felt during and after the hazard event and outside of the immediate area of impact. Examples of secondary impacts are smoke and hazardous air quality from a wildland fire, increased mosquito activity after a flood event, mudslides after extreme precipitation falling on a recent burn area, or poor air quality due to increased smog production resulting from extreme heat events. Effective emergency response planning will need to consider how secondary impacts may affect the impacted and adjacent communities.

While Maywood is not at immediate risk of some of the hazards that threaten neighboring communities, successful hazard planning will account for the ways in which nearby wildfires and flood events pose risks to Maywood's physical infrastructures and personal safety.

## 2.2 TEMPERATURE

### 2.2.1 Effects and History

Temperatures are predicted to continue to rise in California during the 21st Century, resulting in higher average temperatures and more frequent and severe heat waves. These changes will pose a risk to every region and sector across natural, built, and social systems. While the entire state will experience temperature increases, local impacts will vary greatly with many communities and ecosystems already experiencing the effects of rising temperatures.

In Maywood, the annual average maximum temperature is expected to increase by 3.7 – 4.6 degrees Fahrenheit by mid-century (2035-2064). The average annual number of extreme heat days will increase from a historic baseline of 2 days/year to 8 – 10 days/year by mid-century (2035 – 2064).[1]

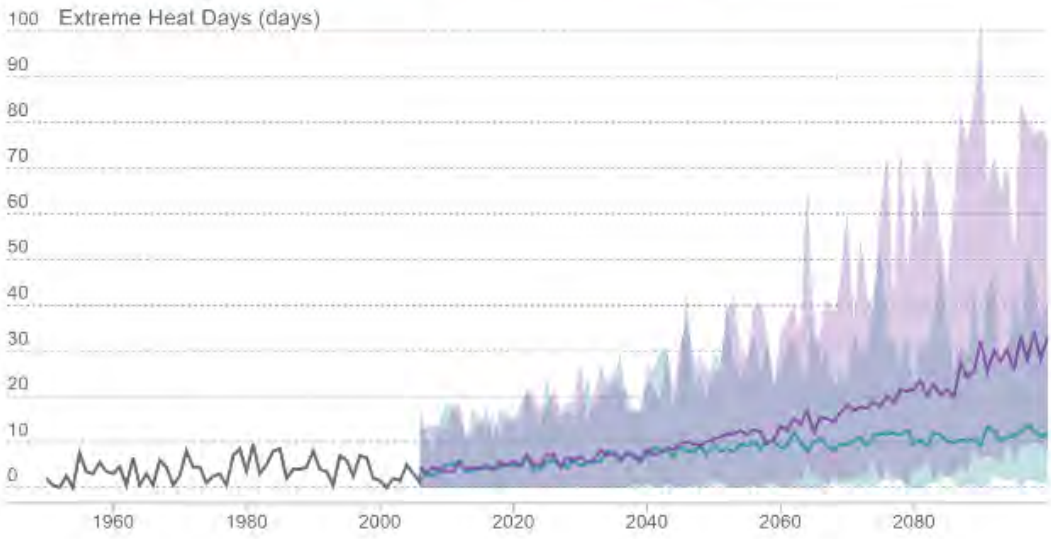
[1] Cal-Adapt

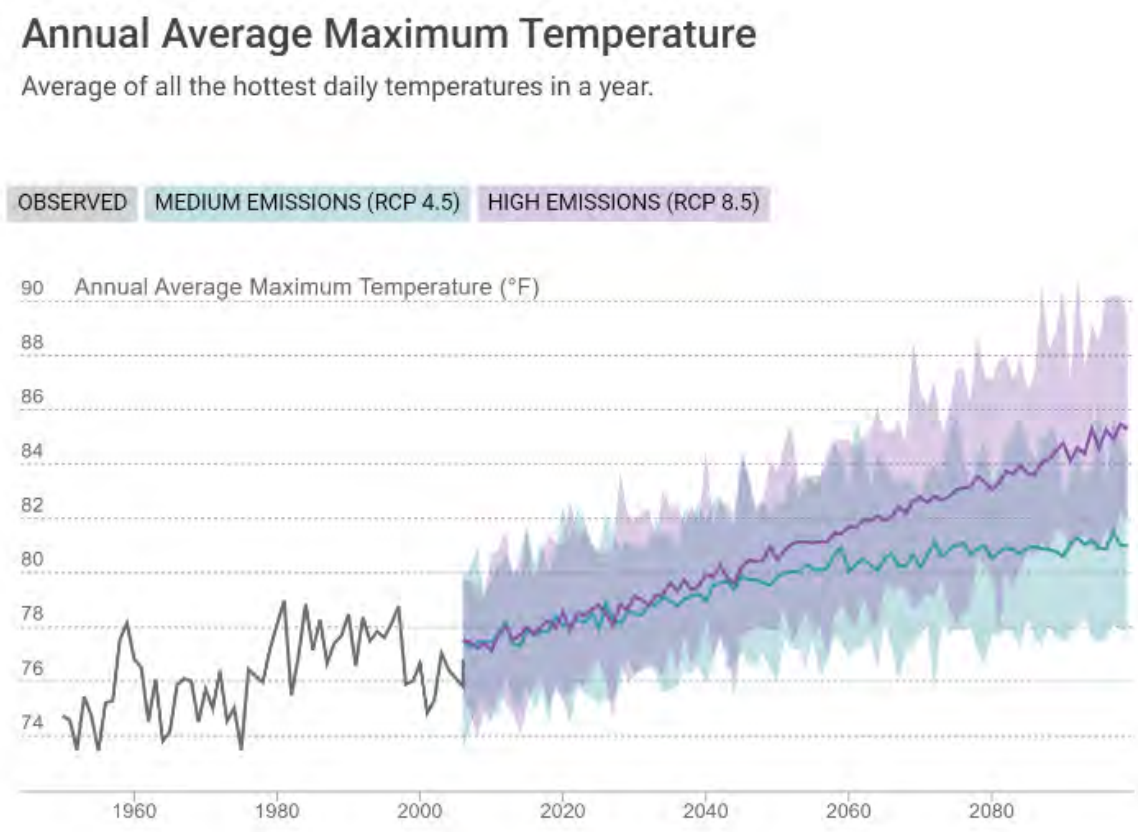
## Extreme Heat Days

Number of days in a year when daily maximum temperature is above a threshold temperature of 97.9 °F

Note: Threshold temperature used in this tool is location specific. It is defined as the 98th percentile value of historical daily maximum/minimum temperatures (from 1961–1990, between April and October) observed at a location.

OBSERVED | MEDIUM EMISSIONS (RCP 4.5) | HIGH EMISSIONS (RCP 8.5)






When compared with rural areas, large urban areas often experience higher temperatures, greater pollution, and more negative health impacts during hot summer months. This phenomenon is known as the urban heat island effect. Heat islands are created by a combination of heat-absorptive surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators), and the absence of vegetation (which provides evaporative cooling). Maywood is a built-out urban environment where limited tree canopy, buildings with poor temperature control, and lot of pavement magnify the impacts of modest increases in temperature[2]. All of Maywood's census tracts are at least 70% impervious surface and roughly 95% of Maywood is lacking tree cover[3].

As discussed in the Housing and Land Use Elements, Maywood is a densely developed residential community with many households experiencing overcrowding. This can result in warmer in-home temperatures and increased strains on in-home cooling infrastructure such as air-conditioning units.

[2] LA County CVA
[3] CHAT

Increasing temperatures and extreme heat events amplify the public health impact on populations most susceptive to extreme heat, add stress to the electrical grid, and contribute to drought conditions and water scarcity. Higher temperature can contribute to the build-up of harmful air pollutants and cause respiratory issues. Extreme heat can be dangerous, even deadly, particularly for the most vulnerable residents including older populations, children, those with certain health conditions, and people with limited or no access to cooling or shade.

### 2.2.2 Action to Date

In Maywood, the Urban Forest Management and Tree Planting Program has begun to map local trees and implement an Urban Forest Management Plan to increase tree cover in Maywood. The program provides informational materials related to tree planting, care, and the importance of tree canopy in reducing the urban heat island effect and cooling costs. The City, in partnership with several nonprofit organizations, has implemented a tree-planting program focused on the areas of the City with the least landscaping and tree coverage.

The Los Angeles County Department of Public Health is working with stakeholders and communities to protect people in Los Angeles County (especially low-income populations and communities of color) from extreme heat and other negative impacts of climate change. This involves both promoting long-term urban heat island reduction strategies and taking acute action during heat waves. There are currently no County-run cooling centers – free, indoor air-conditioned locations where people can keep cool when there are extreme heat conditions – in Maywood. The closest County-run cooling centers are:

- Huntington Park Library (6518 Miles Avenue, Huntington Park)
- FDR Park (7600 Graham Ave, Los Angeles)
- Margaret Travis Senior Center (4855 Tweedy Boulevard, South Gate)
- Robert Louis Stevenson Branch Library (803 Spence Street, Los Angeles)
- Salazar Park (3864 Whittier Boulevard, Los Angeles)

The State published an Extreme Heat Action Plan, *Protecting Californians from Extreme Heat* (2022), which presents state actions related to:

- Building public awareness and notification
- Strengthening community services and response
- Increasing resilience of the built environment

### 2.2.3 Further Action

Maywood can address some of the effects and vulnerabilities related to extreme heat by increasing tree cover and perviousness and increasing access to cooling centers or “resilience hubs” -- designated areas in which residents can access air conditioning, cool water, and/or fans/shade on hot days.

Maywood can also reduce its dependency on the electric grid on hot days – to discourage usage spikes and resultant brownouts – by promoting energy efficient building practices and local electric generation. Meanwhile, Maywood can support regional and state efforts to increase redundancy of the electric grid on which it relies.

## 2.3 PRECIPTIATION

### 2.3.1 Effects and History

California’s climate varies between wet and dry years. Research suggests that wet years will become wetter, and the dry years will become drier. While California does not see the average annual precipitation changing significantly in the next 50-75 years, precipitation will likely occur in more intense storms and within a shorter wet season. The shift towards larger year-to-year fluctuations is already underway.

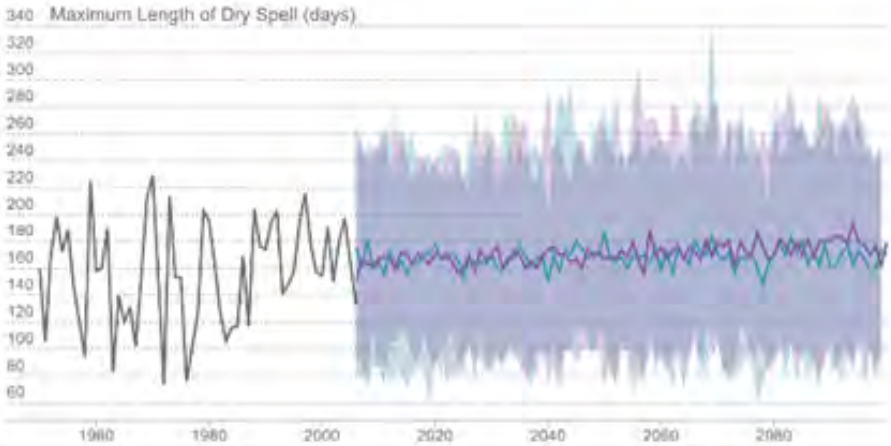
In the years preceding the publication of this Safety Element, all of California’s 58 counties were under drought emergency proclamation. Recent research suggests that extended drought occurrence (“mega-drought”) could become more pervasive in future decades.

In Maywood, the annual average maximum length of a dry spell is expected to increase by 9 days by mid-century (2035 – 2064) under both medium and high emissions scenarios and to increase by 16 days by end-of-century (2070 – 2099) under high emissions scenarios. These increases are from a historic baseline with an average 160-day dry spells. Maywood’s Standardized Precipitation- Evapotranspiration Index, a multi-scalar drought indicator, is also predicted to increase by the end of the century from a historical baseline of 0.3 months to 1.7 months (medium emissions) to 3.2 months (high emissions).

## Maximum Length of Dry Spell

The maximum length of dry spell for each year. In other words, the maximum number of consecutive days with precipitation < 1mm for each year.

OBSERVED MEDIUM EMISSIONS (RCP 4.5) HIGH EMISSIONS (RCP 8.5)

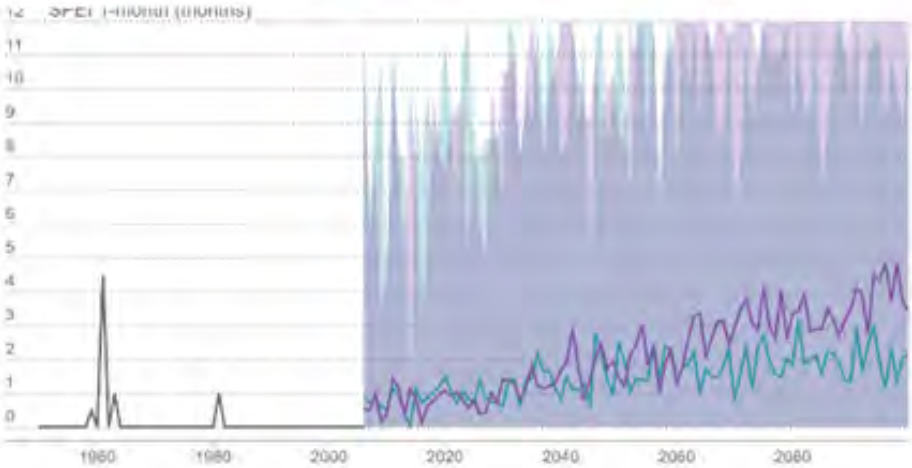



## SPEI 1-month

Number of months in a year with a Standardised Precipitation-Evapotranspiration Index (SPEI) <= -1. SPEI is a multi-scalar drought index and can be used to detect, monitor and analyze droughts.

The standardized precipitation-evaporation index (SPEI) depicts the combined impacts of precipitation deficits and potential evapotranspiration on soil moisture. SPEI does not include impacts from effects like wind speed, relative humidity or solar radiation impacts (typically short-term forcing) – making it more reflective of long-term hydrological and ecological drought conditions. Here we present SPEI calculated for a 9-month period, attempting to reflect a length slightly longer than California's typical wet period. A value less than -1 implies the drought is at least moderate in intensity, with more negative values representing more severe droughts.

OBSERVED MEDIUM EMISSIONS (RCP 4.5) HIGH EMISSIONS (RCP 8.5)



### 2.3.2 Action to Date

The City of Maywood is working with residents and businesses to comply with water conservation restrictions. The City has a webpage where residents can find information about the mandated watering schedule, utility contact information, and water saving tips.

### 2.3.3 Further Action

Maywood can continue addressing impacts of drought by requiring the use of drought-tolerant plants in city-owned public spaces, encouraging the use of drought-tolerant plants in commercial and residential open spaces, and encouraging the use of sustainable irrigation systems.

## 2.4 FLOODING

While across California, the frequency and severity of coastal and inland flood events is projected to increase with climate change, Maywood is at very low risk of flooding and is projected to remain at low risk. The City is not at risk of coastal flooding or related hazards and the nearby channelized Los Angeles River and its levees do not pose a risk of flooding. Maywood is not predicted to be impacted by sea level rise.

## 2.5 FIRE

### 2.5.1 Effects and History

Maywood is not in a wildfire hazard zone, though much of the surrounding area is. This has implications for Maywood's air quality and its residents'' access to jobs and services. Heat waves, precipitation changes, and other climate effects are expected to increase risk of wildfire in neighboring communities causing negative impacts on Maywood's air quality.

Fire hazards related to the production, transportation, distribution, and storage of petrochemical or other hazardous materials are a concern for Maywood. Global efforts to decrease reliance on oil and gas fuel sources, in an effort to reduce carbon emissions, ay have a local co-benefit of reducing the likelihood of fires and explosions fueled by oil and gas produced and transported in Maywood.

### 2.5.2 Further Action

Akin to cooling centers, creating city-owned spaces with air conditioning and filtering available to community members during wildfire-related air-quality alerts can help protect residents. Public-private partnerships may provide another way to establish such refuges.

Encouraging Maywood's schools, shopping centers, and other commercial spaces to improve building air quality can help provide a healthy breathing environment for Maywood's students, workers, and residents.

## 2.6 KEY TAKEAWAYS

Since the last Safety Element was adopted in 1989, Maywood has begun to feel the effects of climate change. These effects include more frequent heat waves, more severe drought conditions, and more nearby wildfires which will impact air quality in the City. The effects will continue to increase over the coming decades, regardless of which emissions scenario is used. The City and its partners have opportunities to minimize the risks to Maywood residents and systems from climate change through the actions outline later in this Safety Element.

## 2.7 SEISMIC AND OTHER GEOLOGIC HAZARDS

The City of Maywood is in the Los Angeles basin, an alluvial lowland underlain by a structural depression that has experienced periodic disposition since the Late Cretaceous Period (135 million years ago) and continuous subsidence since the Late Miocene Period (25 million years ago). The basin is bounded on the north by the northwest Santa Monica Mountains and Puente Hills east, Elysian north, and Repetto; on the east and southeast by the Santa Ana Mountains and the San Joaquin Hills. The basin surface sloes gently south toward the ocean.

The natural topography of the City is generally level with local relief ranging from 140 feet above sea level in the southeast to 175 feet above sea level in the northwestern portion of Maywood.

The surrounding region is seismically active, with several active faults present. Several of these faults – the San Andreas, Newport-Inglewood, San Fernando, Sierra Madre, and Whittier – are all capable of affecting the City. Potentially active faults in the immediate vicinity of Maywood include the Norwalk, Raymond Hill, Malibu Coast-Santa Monica-Hollywood, and Verdugo.

Residents, employees, and visitors in the city are exposed to seismic hazards that are commonly found throughout the region. The degree of exposure or risk is no greater within the city area than expected from new development located elsewhere in the region. In fact, given the prevalence of low-rise constriction – most of Maywood's buildings are two or fewer stories tall – Maywood's building stock is at lower risk of major damage due to seismic hazards than are neighboring communities.

### 2.7.1 Ground Shaking

Movement of any of the faults may result in ground shaking at the building sites. The effects of ground shaking can be mitigated if buildings are designed and constructed in conformance with current building codes and engineering practice. Retrofits and demolitions have been completed to address high-risk structures.

### 2.7.2 Liquefaction

Liquefaction occurs when saturated sand and silt take on the characteristics of a liquid during an earthquake. Liquefaction susceptibility reflects the relative resistance of a soil to loss of strength when subjected to ground shaking. Physical properties of soil such a sediment grain-size distribution, compaction, cementation, saturation, and depth govern the degree of resistance to liquefaction. Grain-size characteristics of a soil also influence susceptibility to liquefaction. Very shallow ground water increases soil susceptibility to liquefaction. Soils susceptible to liquefaction are typically saturated, loose, and sandy, while soils resistant to liquefaction are dry, cohesive, or sufficiently dense. Liquefaction can lead to severe building and structure damage.

The underlying geologic materials in Maywood are firm and dense, with a substantial proportion of clay. The potential for liquefaction is judged to be very low for most of the city north of Slauson. Ground water levels and soil characteristics increase the liquefaction potential for the portion of the city south of Slauson. A small area in the extreme southeast corner of the city is judged to have a high liquefaction potential. That said, as reported by the California OES MyHazards service, all of Maywood is in a Liquefaction Zone of Required Investigation, suggesting that what is known about Maywood's liquefaction risk is insufficient. Further investigation may be required to understand the degree and extent of liquefaction risk in Maywood.

### 2.7.3 Tsunamis and Seiches

Maywood is located approximately 20 miles from the Pacific Ocean at an elevation ranging between 140 and 175 feet above sea level. The risk of damage from seismic sea waves (tsunamis) is minimal. No large bodies of water are located such that they would adversely affect the City in the event of seiches (oscillations in a body of water due to earthquake shaking).

### 2.7.4 Slope Failure and Subsidence

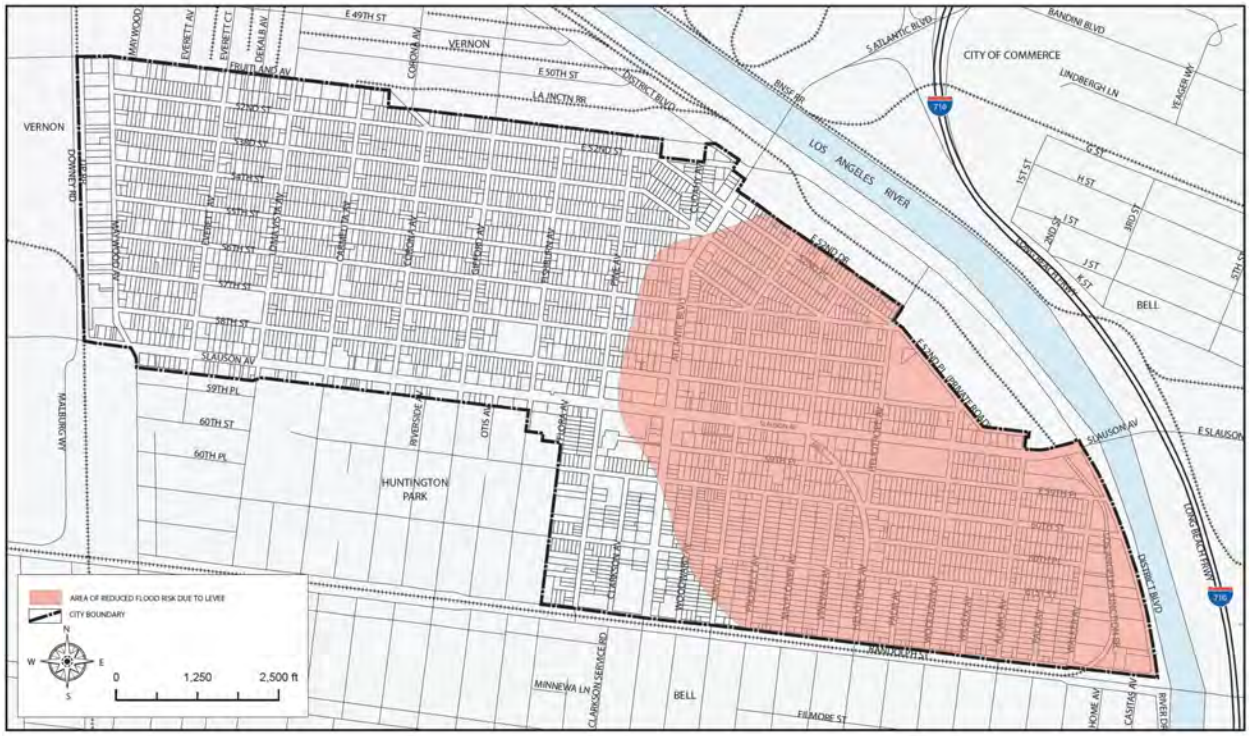
Maywood is located on relatively flat-lying ground that has no slope stability problems or potential fur lurching. Additionally, the City I not located in the path of any potential or future landslide.

## 2.8 FLOOD HAZARDS

### 2.8.1 FEMA-Effective Flood Hazard Zones

As illustrated by the California DWR Mapping Tool, most of Maywood east of Atlantic boulevard is in an area with reduced flood risk due to the levee on the Los Angeles River (Zone X)[4]. Important structures within this zone include Heliotrope Avenue Elementary School, Maywood Village Square Shopping Center, and Riverfront Park. Maywood's industrial area along the Los Angeles River, between District Boulevard and Walker Avenue, is also in this Zone. The rest of Maywood is not in a FEMA-effective flood hazard zone.

**FEMA Floodplain Map**




### 2.8.2 Additional Measures of Flood Risk

Maywood is not included in the extent of any of the USACE or other regional flood mapping efforts shared via California's Department of Water Resources' Best Available Map platform. Maywood is also not included in any California Department of Water Resources Levee Flood Protection Zone maps.

[4] https://gis.bam.water.ca.gov/bam/

### 2.8.3 Dam Inundation/Failure

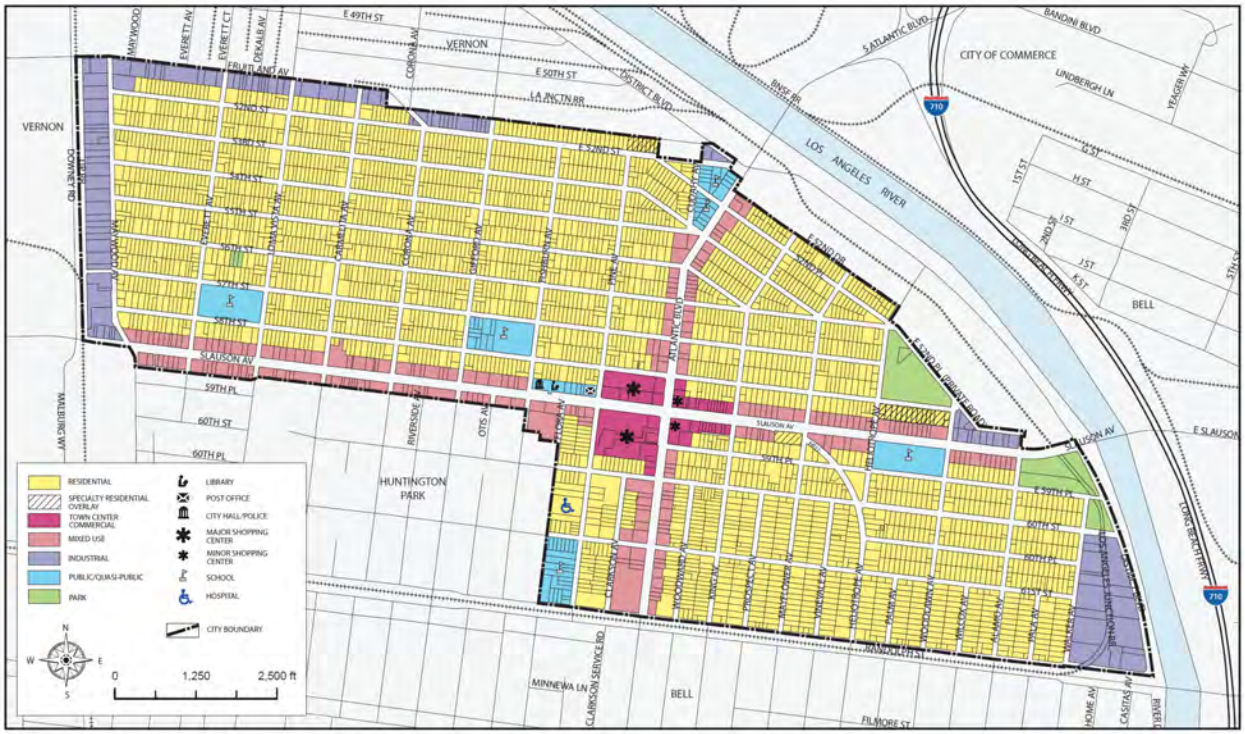
Maywood is not located in a mapped dam inundation zone, nor is it near a dam without a mapped inundation zone.

## 2.9 HAZARDOUS MATERIALS AND WASTE

### 2.9.1 Hazardous Facilities and Sites Summary

Industrial land uses and zoning districts are concentrated around Maywood's edges, east of Walker Avenue and along Fruitland and Maywood Avenues. Along the length of Slauson Avenue and Atlantic Boulevard are commercial uses and some commercial manufacturing uses. Effectively, Maywood is bordered on all sides by industrial uses including rail yards, plastics manufacturers, and gas companies.

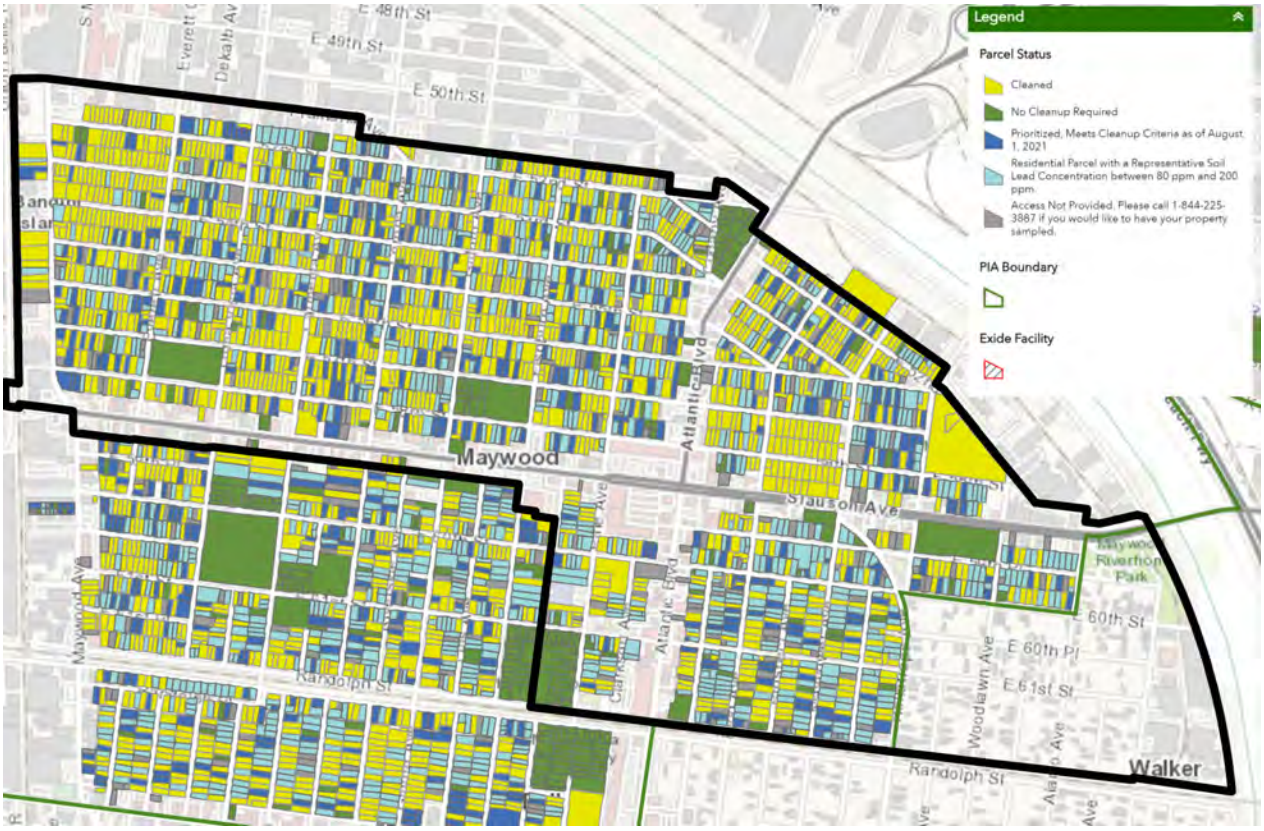
**Land Use Map**




Broadly, hazards are associated with the production, transportation, and storage of petroleum, chemical, and explosive products. Related activities are relatively concentrated within and just outside of Maywood. Given the density and proximity of facilities working with hazardous materials and housing in Maywood, health and displacement risks in the event of a hazard-fueled fire or hazardous materials spill/leak are high.

In nearby Vernon, Exide Technologies' battery recycling plant released lead and other toxic chemicals into the air for decades. Residents and officials forced the plant's closure in 2015, but the massive cleanup effort is ongoing. According to the state's Department of Toxic Substances Control, more than 10,000 residential lots and 20,000 homes were impacted by exposure to lead dust from the plant.[5] Nearly all of Maywood is included in the County's map of affected areas and related clean-up zone. Per the Department of Toxic Substances Control, the site was still understood to pose an "imminent and substantial endangerment to the public health or welfare or to the environment" as of 2020. Lead exposure has many long-lasting effects, especially in kids, and lead is notoriously very hard to clean up; the LA County of Department of Public Health recommends nearby residents take advantage of blood testing and paint hazard testing resources to understand their risks and pursue clean-up resources provided by the County and State.

**Exide Technologies Cleanup Area**




In 2016, several explosions related to a magnesium-fueled fire at a metal recycling facility, Panda International Trading Company, prompted hundreds of evacuations and left more than

[5] LA County Department of Public Health and https://www.latimes.com/california/story/2020-10-16/exide-bankrtuptcy-decision-vernon-cleanup

3,000 area residents without power. A smoke advisory was issued, extending across much of the county. Residents lived right next door to the facility.

Maywood has one official Superfund site: For over 40 years until 1991, the Pemaco Maywood site was home to a chemical mixing facility that used chlorinated solvents, aromatic solvents, and flammable liquids. Activities contaminated the soil and groundwater with various contaminants. EPA has completed numerous cleanup actions on the site, though long-term operations and maintenance of the site's cleanup plan are still ongoing.[6]

Another potential hazard related to industrial fire hazards are those created by utility lines, primarily gas lines, and overhead electrical power lines. Streets and railroads nearby used to transport hazardous or toxic substances. Train derailment and truck crashes are a risk.

## 2.10 FIRE HAZARDS

Maywood is at low risk for wildfire within its boundaries, as it is a densely developed, built out city with no woodland. However, smoke from wildfires can drift hundreds of miles and air quality issues can impact Maywood from wildfires in other parts of Los Angeles County and nearby where wildfires are more common – and becoming more severe and frequent. Climate change is increasing the risk of wildfire as drought and heatwaves dry out plants and dirt, creating fuel for fires. Exposure to smoke can result in immediate poor health outcomes for everyone, but especially people with heart or lung conditions, the elderly, and children[7].

Maywood does face other fire risks and problems may arise in older structures that are not adequately maintained according to current building and safety codes. The concentration of chemical use, storage, and manufacturing plants in and near Maywood also present a fire risk as does the transport of chemicals to/from these plants and other facilities. Several major arterials cross the City, linking freeways and railroads to plants using, producing, and/or discharging hazardous materials. These transportation routes may carry a variety of materials that, in the event of an accident, would pose health risks to Maywood residents.

## 2.11 GENERAL EMERGENCY PREPAREDNESS

### 2.11.1 Sheltering

The City of Maywood has designated emergency shelters and emergency reception locations. Emergency shelters are designated to provide short-term shelter for persons stranded in the City or left homeless in the event of a disaster or accident. These shelters may also be used to disperse supplies, serve as first aid stations, and serve as public information centers. Reception

[6] https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0904950

[7] Wildfire Smoke | Los Angeles County Department of Public Health - Environmental Health (lacounty.gov)

centers are non-shelter gathering/collection areas where information, first aid, and supplies are dispersed and may serve as gathering areas for citywide evacuation.

### 2.11.2 Evacuation

Slauson Avenue and Atlantic Boulevard are the City's designated emergency evacuation routes. The direction of travel on these roadways and any restrictions to vehicular movement will depend on the nature, location, and spatial characteristics of the event leading to the evacuation. In addition, these two roadways are important routes for police and fire vehicles responding to emergency cases in the city and any significant long-term disruption of traffic flow should be considered as an adverse impact on emergency services.

### 2.11.3 Municipal Capacity and Partnerships

Emergency preparedness and response in Maywood depends on a combination of municipal, regional, county, state, and institutional teams and resources. Emergency response services and resources include:

- Los Angeles County Sheriff Department: The City of Maywood contracts the Los Angeles County Sheriff's Department for police services. There is a substation on East Slauson Avenue. Residents can register to receive public safety messages via text or email.
- County of Los Angeles Fire Department: Fire services in the City of Maywood are provided by the Los Angeles County Fire Department Fire Station Number 1633. The closest fire station is in Bell at 6320 Pine Avenue, just one block from the intersection of Atlantic Avenue and Randolph Street in Maywood.
- Utility services: Residents of Maywood are advised to contact utility services directly in the event of a utility-related emergency. The City provides contact information for each utility company on the municipal website. The City directs residents and businesses to SoCal Edison's website to check outage status. SoCal Edison has Community Resource Centers, available to support customers during a Public Safety Power Shutoffs (PSPS). SoCal Edison provides Customer Resiliency Kits, which include informational materials, light snacks, water, small resiliency devices, and personal protective equipment. Location and hours of operation details are typically updated one day before any potential PSPS event.
- The Southeast Rio Vista YMCA provides a diverse array of emergency services and has proved to a be a nimble responder in times of crisis. The YMCA served as a shelter to community members displaced by the 2016 magnesium fire explosions. It now partners with the Los Angeles Regional Food Bank and the City of Maywood to operate a monthly mobile food pantry, a service that was held more frequently during the lockdowns associated with the COVID-19 pandemic in 2020. Additionally, the YMCA provides a

regular meal program for area children and seniors. Maywood's preparedness for hazards and other disruptions depends on institutions like the YMCA that have long-standing relationships the community.

# 3.0 GOALS, OBJECTIVES, AND ACTIONS

## 3.1 BUILD A CULTURE AND PRACTICE OF DISASTER RESILIENCE

Objective: Residents have increased awareness of the risks that Maywood faces and how their households can stay informed and prepared as disasters occur

Actions:

- Supply information to the community about local physical hazard risks, household disaster preparedness best practices, and local/regional services in the event of a disaster using a variety of methods including print and electronic means.
- Provide information to the community about hazardous material exposure risks and resources in their community using a variety of methods including print and electronic means.
- Partner with community groups and institutions to distribute information about hazard preparedness using a variety of methods including print and electronic means.
- Remain informed about neighboring community, regional, county, and state resources related to risk and preparedness as they are released and proactively direct community members to these resources.
- Standardize communication channels for informing residents about potential hazards and resources in the event of a disaster using a variety of methods including print and electronic means.

## 3.2 IMPROVE PLANNING FOR, RESPONDING TO, AND RECOVERING FROM HAZARDS AND DISASTERS THAT AFFECT MAYWOOD

Objective: Maywood makes decisions related to capital improvements and the provision of services using best available science and deep understanding of local vulnerabilities.

Actions:

- Complete the Maywood Local Hazard Mitigation Plan (in progress)

Objective: Prioritize maintaining the integrity of essential public facilities.

Actions:

- Establish direct points-of-contact for each utility company.
- Prioritize capital improvements and expansion projects at facilities that support emergency response.

Objective: Support cooperative working relationships with the public agencies responsible for emergency response and disaster preparedness.

Actions:

- Coordinate with county and other public agencies, including transportation agencies and health care providers, on emergency planning, response activities, and evacuation planning.
- Review and improve emergency preparedness and response capabilities in the City.

Objective: Mitigate the local urban heat island effect using green infrastructure and low impact development techniques.

Actions:

- Complete the Urban Forestry Plan (currently in progress).
- Continue increasing the tree canopy along Maywood's streets and in parks and other public spaces.
- Prioritize planting native trees along streets and in parks/public spaces.

Objective: Prepare Maywood residents for hot days and ensure access to services that help residents stay cool.

Actions:

- Explore creating a cooling center or "resilience hub" within the City of Maywood.
- Coordinate with community groups, nonprofit organizations, and others to identify existing resources and networks that can support cooling efforts.

- Provide tools and information related to relevant energy-efficiency and climate-resilient best practices to all community members pursuing new construction, renovation, and/or redevelopment projects.

## 3.3 MEET THE CHALLENGE OF CLIMATE CHANGE BY TAKING BOLD ACTION TO PROTECT MAYWOOD'S RESIDENTS, OUR QUALITY OF LIFE, AND OUR ECONOMY

Objective: Ensure Maywood has a strong understanding of climate-related vulnerabilities and has developed climate adaptation goals and implementation strategies.

Actions:

- Follow the California OES Adaptation Planning Guide guidance and further assess vulnerabilities through development of a Maywood Local Climate Action Plan.

Objective: Integrate climate adaptation and mitigation into local planning and development decisions.

Actions:

- Identify and take all opportunities to prepare for climate change in all planning and investment decisions. Seek out decisions that make the situation better instead of making decisions that do not worsen the situation or transfer the challenge from one area, sector, or social group to another.
- Prioritize integrated climate actions – those actions that both reduce greenhouse gas emissions and build resilience to climate impacts – as well as other actions that provide multiple benefits.
- Prioritize actions that promote equity, foster community resilience, and protect the most vulnerable Maywood residents. Explicitly include communities that are disproportionately vulnerable to climate impacts.
- Base all planning, policy, and investment decisions on the best-available science, including local and traditional knowledge and consider future climate conditions.

Objective: Encourage energy-efficient and climate-resilient development.

Actions:

- Support energy efficiency.
- Minimize fire risk and earthquake susceptibility in redevelopment projects.
- Identify and encourage retrofits to existing buildings that do not meet fire and/or earthquake standards.

# 4.0 IMPLEMENTATION

## 4.1 PARTNERS AND COLLABORATION

Given the diversity of threats California faces and the vast array of entities that are focused on building our resilience to these threats, it is essential that our efforts to minimize hazard risk and adapt to climate change include partnerships, coordination, and collaboration. No one single government or entity is fully “in charge” or “responsible for” adaptation and disaster response. All entities, including local, regional, and state governments as well as community-based organizations and the private sector hold a piece of this puzzle and must work together to leverage each other’s strengths and actions in response to the climate crisis.

Working together, minimize risk, respond to emergencies, and adapt to climate change allows us to go further, faster. We can move beyond the broad recognition of the need to build partnerships to institutionalizing these partnerships and collaboration to deliver results. These partnerships already exist within Maywood and offer opportunities to deepen and broaden inter-organizational relationships. The YMCA, Amigos de los Rios, and East Yard Communities for Environmental Justice are just a few of the organizations and groups active in the City.

## 4.2 EMERGENCY RESPONSE RESOURCE SHARING

As a small city surrounded by other communities with a variety of resources and capabilities, Maywood and its neighbors depend on the County and neighboring community resources to respond to emergencies and meet resident needs during disasters. Many municipal boundaries in this area are invisible and community response is inextricably linked. For example, there are no official cooling centers in Maywood, but its residents are able to access cooling centers located in adjacent communities. Working together, these communities have the opportunity to leverage additional resources as well as administrative and physical capacity to meet the area’s needs in the event of a disaster. Maywood can work to formalize these partnerships and ensure equal access to services and response for its residents.

The City can also leverage its relationships with nonprofits and other community-based organizations to help engage the public and disseminate information before, during, and after a potential emergency.

Another key strategy to prevent emergencies is to ensure that the electric system including substations, distribution centers, and home wiring is modernized and well-maintained. The electric grid is the responsibility of the public sector (crossing multiple jurisdictions), private utility providers, and individual property owners.

## 4.3 FUNDING

The City of Maywood and its partners will need to continue to pursue grant opportunities to fund Maywood's investments in preparedness and adaption work. Leveraging municipal funds is often key to securing grants and other money from the General Fund could be used to support projects. The world of grant funding to support disaster preparedness, disaster recovery, and climate adaptation/resilience activities is ever evolving. New programs at the county, state, and federal level as well as from private funders are announced regularly.

## 4.4 IMPLEMENTATION PROGRAMS

### 4.4.1 Heat Mitigation Programs

While parkland and other open spaces may be the gold standard for reducing the urban heat island effect, such land is not available in Maywood's compact, densely developed urban landscape. In this context of intense density, piecemeal interventions that prioritize high-impact, low-footprint projects are more appropriate. Some of these efforts include the careful selection of street trees that maximize shade while minimizing irrigation and watering needs, using light-colored aggregate for paving streets and/or parking lots, supporting white-painted or greened rooves, and using low-maintenance greening when undertaking park renovations. Each of these interventions can have an outsized impact within Maywood's tight urban fabric without significantly increasing maintenance costs. The City has already implemented a successful tree planting program and plans to continue adding street trees throughout the City. Many of these interventions are similar to low-impact development principles, including the use of engineered systems to replicate or use ecological processes, and can be incorporated into redevelopment and renovation projects throughout the City.

### 4.4.2 Buildings and Land Uses

As redevelopment occurs in Maywood, it is important that the City prioritize climate resilient structures designed to endure earthquakes. Redevelopment in Maywood is anticipated to be in larger buildings than the one- and two-story buildings that currently make up most of the City's building stock. Maywood's dense urban environment is conducive to resilient and efficient land uses that encourage alternative means of transportation and contribute less than a typical California development to the traffic emissions. Additionally, these redevelopments are all anticipated to be more energy efficient and climate resilient than the existing buildings. There are no vacant parcels in the City, so all projects are redevelopment projects.

As the City undertakes necessary municipal projects and renovates City buildings, climate-resilient, low-impact, and energy-efficient designs will be used. Oftentimes, these public buildings serve as shelter and/or resource locations during a disaster, so they will also need to be energy-secure to ensure they remain operational during any potential emergency.

Comm*UNITY*
General Plan Update
*una visión compartida para Maywood*

# 2023
# LAND USE ELEMENT

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DRAFT

# INTRODUCTION

Maywood is a densely-developed community that faces the challenge of preserving the character of its neighborhoods and business districts while accommodating growth in response to regional needs for new housing and jobs. The City of Maywood is one of California's smallest – and most densely populated. The Census Bureau estimates that more than 25,000 people live in Maywood's 1.18 square miles (as of the 2020 US Census). Anecdotally, Maywood's population is likely much higher – closer to 35,000.

Centrally located in the urbanized area of Los Angeles County, approximately eight miles southeast of Downtown Los Angeles, Maywood is south of an industrial district that includes Los Angeles's Boyle Heights neighborhood as well as industrial areas located in the cities of Vernon and Commerce. Maywood and other communities to the south, east, and west of Los Angeles have traditionally served as residential communities for those working in the nearby industrial areas. Maywood is surrounded by Vernon to the north, Commerce to the east, Bell to the South, and Huntington Park to the west.

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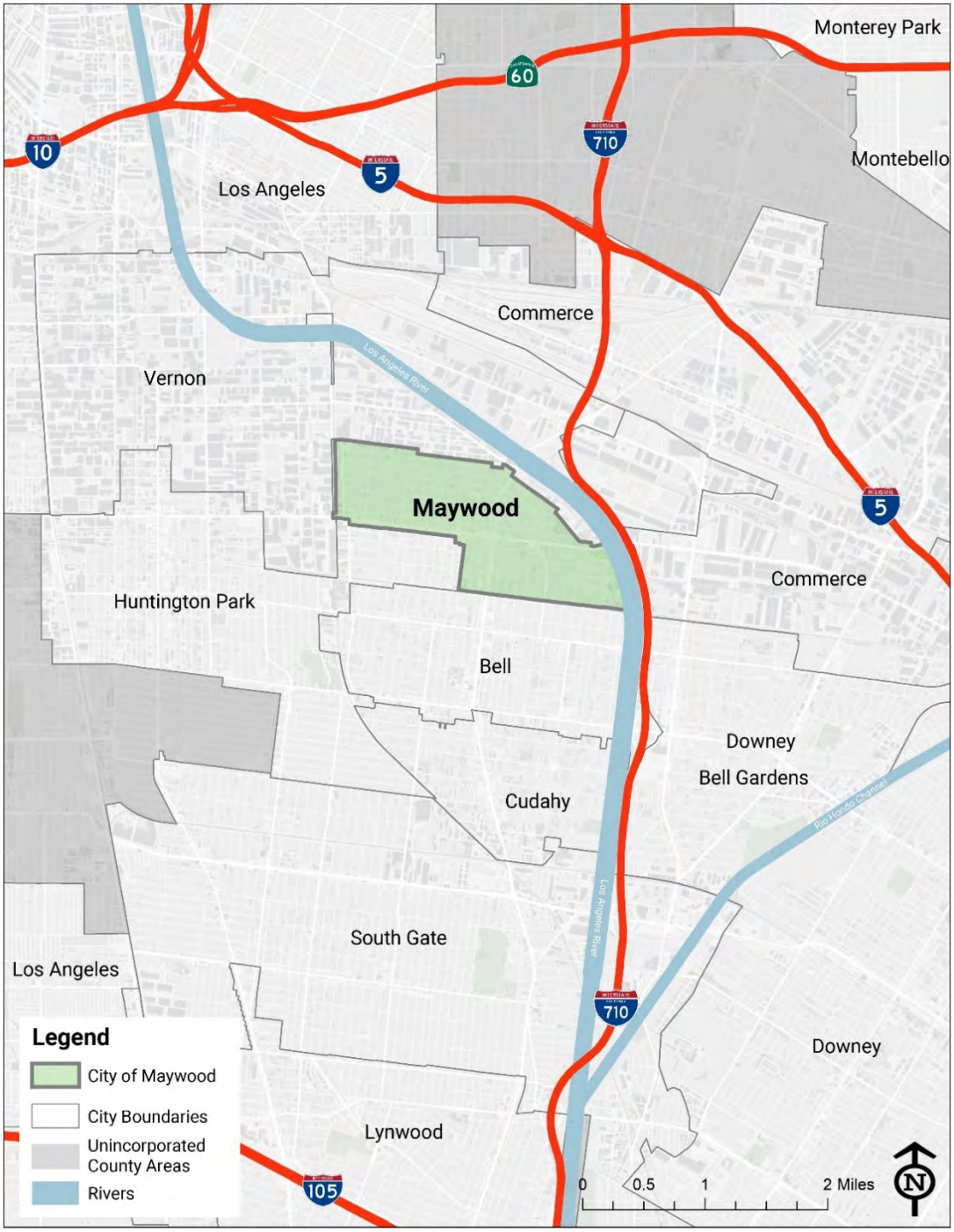
**Figure 1: Regional Location**



Maywood is predominantly residential, with commercial areas extending along the two major arterials: Atlantic Boulevard and Slauson Avenue. There are small industrial areas located at the northwest corner and easternmost reaches of the city.

Embedded in an area with mature urban development, Maywood's opportunities for responding to growth are limited. The City has no vacant parcels; the entire city has been previously developed. During the last decades of the twentieth century, development activity focused on the more efficient use of sites large enough to support additional housing or larger commercial spaces. While these trends will continue, the City anticipates that new opportunities will emerge for combining residential and commercial uses in vibrant mixed-use redevelopment projects. This Land Use Element will guide these changes and provide a framework for decision-makers to ensure that new development reflects the qualities important to Maywood.

This Land Use Element describes long-range goals for the community's physical development, both in terms of land use type and intensity, as well as urban character and form. The Element also provides the framework for all other General Plan elements, since land uses in Maywood affects:

- The design of the transportation system (Circulation Element);
- How the City pursues new business activity (Economic Development Element);
- Where housing will be located and what types of housing will be provided (Housing Element);
- How these uses create noise levels affecting the quality of life for people living and working in Maywood (Noise Element);
- How the City provides urban services to residents and businesses and prepares for natural and human-made disasters (Public Safety);
- How the City allocates open space and similar resources for the purposes of parks, environmental resource protection, and passive recreation (Open Space/Conservation Element); and finally,
- How the allocation of land in the city affects under-resourced and disadvantaged populations (Environmental Justice Element).

## 1.1 SCOPE AND CONTENT OF THE LAND USE ELEMENT

This Land Use Element supports the community's desire to retain and expand upon Maywood's unique and important features: its diverse residential neighborhoods, the potential of its commercial corridors, and the public facilities and services provided to the community. At the

same time, the goals and policies look toward the need to ensure the City's long-term fiscal stability, to accommodate the housing requirements of the community's diverse demographic composition, and to respond to the community's retail and service commercial needs.

State planning law requires that the Land Use Element designates "the proposed general distribution and general location and extent of the uses of the land" for a variety of purposes (Government Code Section 65302(a)). Through maps and text, this Element defines the distribution and intensity of development of residential neighborhoods, commercial and industrial areas, parks and other open spaces, and governmental and institutional uses of properties in Maywood.

In particular, the *Land Use Plan* (Section 4.0) contains the Land Use Policy Map, which presents a pictorial representation of the land use distribution. The Land Use Plan section also identifies land use objectives where specific policies will be implemented to guide the City toward its land use (and related) goals. Finally, the Element describes the relationship between General Plan land use policy and zoning, and how the zoning ordinance provides the primary means for implementing land use goals.

# 2.0 RELATED TERMS AND CONCEPTS

This Element uses several planning terms that are important for discussing land use issues.

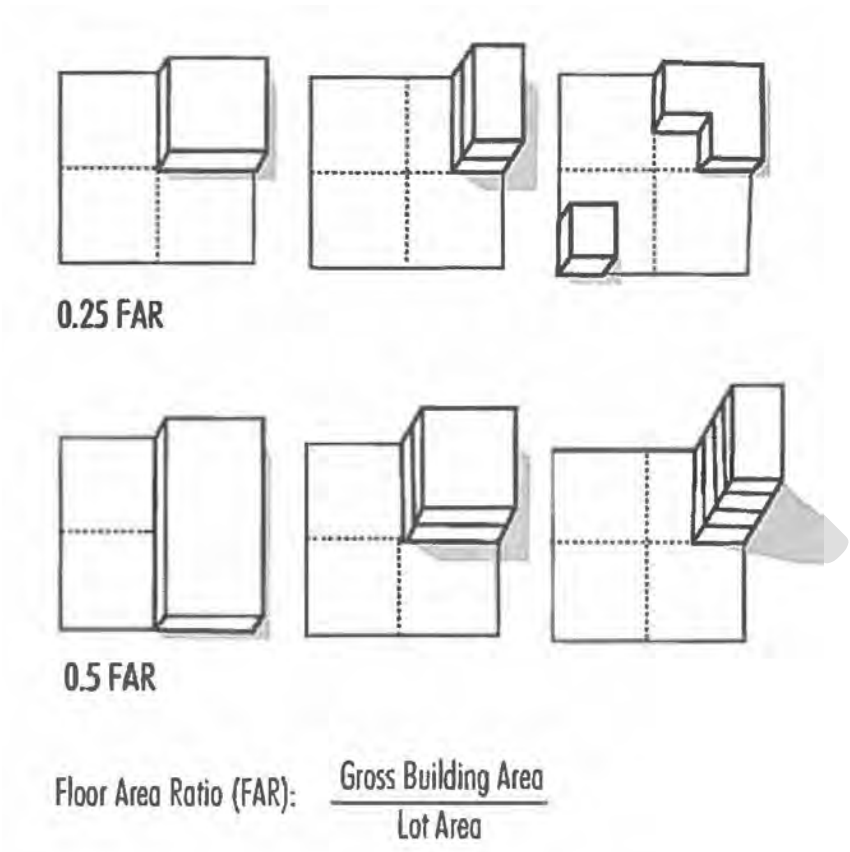
## 2.1 DENSITY AND INTENSITY

Density and intensity describe the level of development that is existing or permitted on a parcel of land. Density applies to residential land use classifications and refers to the number of allowable housing units (sometimes called dwelling units) per net acre of land. For nonresidential land use categories, intensity means the total amount of development on a lot. Intensity can be expressed in several ways, such as the total building square footage, the mass of a building, the percent of lot coverage, or the floor-area ratio (FAR). This Element uses FAR to describe permitted intensity for nonresidential land uses.

## 2.2 FLOOR-AREA RATIO

Floor-area ratio, or FAR, represents the relationship between the total floor area of all buildings on a lot and the total area of that lot. The FAR is determined by dividing the total floor area of all buildings by the area of that lot. For example, a 5,000 square-foot building on a 10,000 square-foot lot represents a FAR of 0.5. A 0.5 FAR can provide for a low-rise building covering most of the lot, a mid-sized structure with reduced lot coverage, or a tall building with substantial outdoor space or landscaping (see Figure LU-1).

**Figure 2: Floor-Area Ratio Illustrated**




## 2.3 NONCONFORMING

Any use or structure that does not conform to the zoning regulations is considered a nonconforming use. Nonconforming can include:

- Nonconforming structures (by virtue of size, type of construction, location on land, or proximity to other structures);
- Nonconforming use of a conforming building;
- Nonconforming use of a nonconforming building; and
- Nonconforming use of land.

## 2.4 ACCESSORY DWELLING UNIT

Accessory Dwelling Units (ADUs) are additional, often small-scale dwelling units added onto lots of existing, typically single-family or lower-density units. They have been known by many names such as granny flats, in-law units, or backyard cottages. They are affordable to construct, can provide a source of income for homeowners, and provide a needed housing option for many types of households. The City of Maywood has long had a significant number of ADUs in its residential neighborhoods. Many garages have been converted to accessory units.

In addition to garage conversions, many Maywood homeowners have built additions and/or otherwise divided their homes to accommodate multiple households. While many of the City's ADUs were constructed with appropriate City permits and inspections, the City is working to identify and inspect those ADUs that were built without the necessary approvals. As part of this process, the City is working to ensure that all ADUs in Maywood are identified and inspected to ensure code compliance and safe living conditions. The City's Inspectional Services staff are prioritizing inspections of ADUs and other rental units where health and safety concerns have been reported.

The California Health and Safety Code (HSC), Section 65583(c)(7), requires that cities and counties develop a plan that incentivizes and promotes the creation of ADUs that can be offered at affordable rent for very-low to moderate-income households. There are a number of state grants and financial incentives for the production of ADUs in low- and moderate-income neighborhoods. The City of Maywood will be undertaking a comprehensive rewrite of its Zoning Code. This will include updates to ensure compliance with state ADU regulations.

# 3.0 RELATED PLANS AND PROGRAMS

The Land Use Element provides the framework within which the City will make development decisions. Its scope is necessarily broad, addressing the entire City over a twenty-year planning period. In addition to this more broad Land Use Element, the City adopts detailed plans and ordinances to set specific standards for development and project design. These regulatory documents, described below, include the City's zoning ordinance, and specific plans that encompass limited geographic areas.

As Maywood makes land use decisions that affect surrounding jurisdictions and, in turn, neighboring cities adopt policy measures that impact Maywood, regional governance agencies have prepared plans to address issues of regional concern, including land use, air quality, transportation, and affordable housing. This Element of the General Plan also reflects the issues, policies, and regulations of the City and regional plans listed below.

## 3.1 ZONING ORDINANCE

The City's zoning ordinance, which is part of the Municipal Code, establishes regulations with respect to permitted uses, allowable density, building height, end development character, etc. The zoning ordinance consists of a map that delineates zoning designations by parcel, and text that explains the purposes of each designation, specifies permitted and conditional uses, and establishes development and performance standards.

The zoning ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies it contains. Under California law, the zoning ordinance must be consistent with the General Plan.

Upon this General Plan's adoption, zoning inconsistencies may occur. The City of Maywood shall resolve those inconsistencies between the General Plan and the Zoning Code through the future zoning code update proposed for FY 2025. In case of inconsistency, the General Plan supersedes the Zoning Code.

Maywood is a densely-developed, predominately residential community. Almost 60% of the City's total land is designed for Residential uses; the dominant residential land use regulation is "Residential," identified by the R-3 district. This category of land use is characterized by a mix of single-family detached and attached or detached multi-unit developments with densities of up to 20 units per acre. While the Zoning Ordinance has been updated to create new zoning districts with higher densities, the Housing Element identifies several zoning changes to be made. A comprehensive zoning review and update is also planned in FY 2024.

## 3.2 RELATED GENERAL PLAN ELEMENTS

The City of Maywood's Land Use Element is necessarily related and connected to the other General Plan Elements as it guides the use of all land within the City, designating particular areas for different uses. Those uses are discussed further in each of the related plan elements.

## 3.3 REGIONAL COMPREHENSIVE PLAN AND GUIDE

The Southern California Association of Governments (SCAG) undertakes regional planning efforts for the six-county SCAG region that includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's efforts focus on developing strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the SCAG region. The Regional Comprehensive Plan and Guide - developed with active participation from local agencies, elected officials, the business community, community groups, and private institutions, and private citizens- sets forth broad goals and objectives

intended to be implemented by participating jurisdictions and agencies such the South Coast Air Quality Management District and Los Angeles County Metropolitan Transportation Authority.

## 3.4 AIR QUALITY MANAGEMENT PLAN

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A nonattainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant). The plan must outline specific programs and strategies, and timelines for bringing the area into compliance with national and/or state air quality standards. The Air Quality Management Plan prepared by the South Coast Air Quality Management District was first adopted in 1994 and contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. In 2022, SCAG updated the Plan to meet 2015 National Ambient Air Quality Standards for ground-level ozone. The assumptions and programs contained in Maywood's General Plan draw directly from regional goals, objectives, and assumptions contained in SCAG's Regional Comprehensive Plan and Guide.

# 4.0 LAND USE PLAN

## 4.1 OVERVIEW OF LAND USE OBJECTIVES

This section describes the planned distribution and development intensities of all land uses citywide and identifies specific goals the City will pursue within designated focus areas. The City's goals and objectives with respect to land use are to:

- Preserve and Enhance Residential Neighborhoods;
- Encourage Mixed-Use Development;
- Promote Commercial Vitality;
- Support the Continued Operation of Industrial Uses;
- Ensure Access to and Quality of Services in Infrastructure as Maywood Grows;
- Invest in the Aesthetic Quality of Maywood's Public and Private Realms; and
- Upgrade City Parks and Increase Amenities to Provide More Recreational Opportunities to Maywood Residents.

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## 4.2 LAND USE CATEGORIES

To maintain the desired balance of uses in the community and achieve community goals regarding housing, economic development, industrial business opportunities, parks, and public facilities, the City will make land use decisions in conformance with the Land Use Policy Map. The Land Use Policy Map, presented as Figure 3, illustrates properties designated for business and industrial activity, identifies existing residential neighborhoods and locations for new housing through mixed-use opportunities, shows parks and recreation amenities for the community, and indicates sites for schools and other public land uses. The land use categories shown on the map are as follows.

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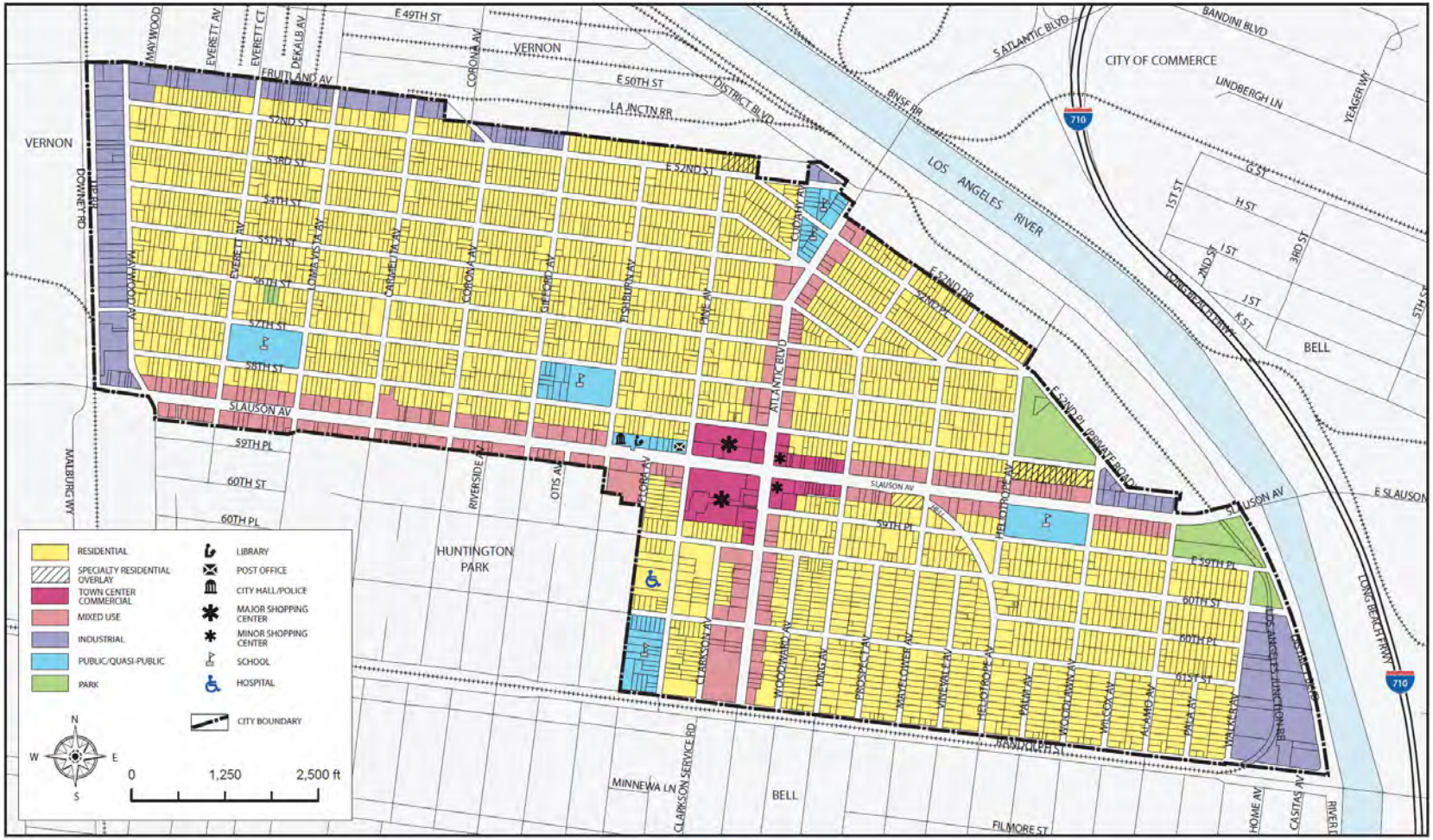
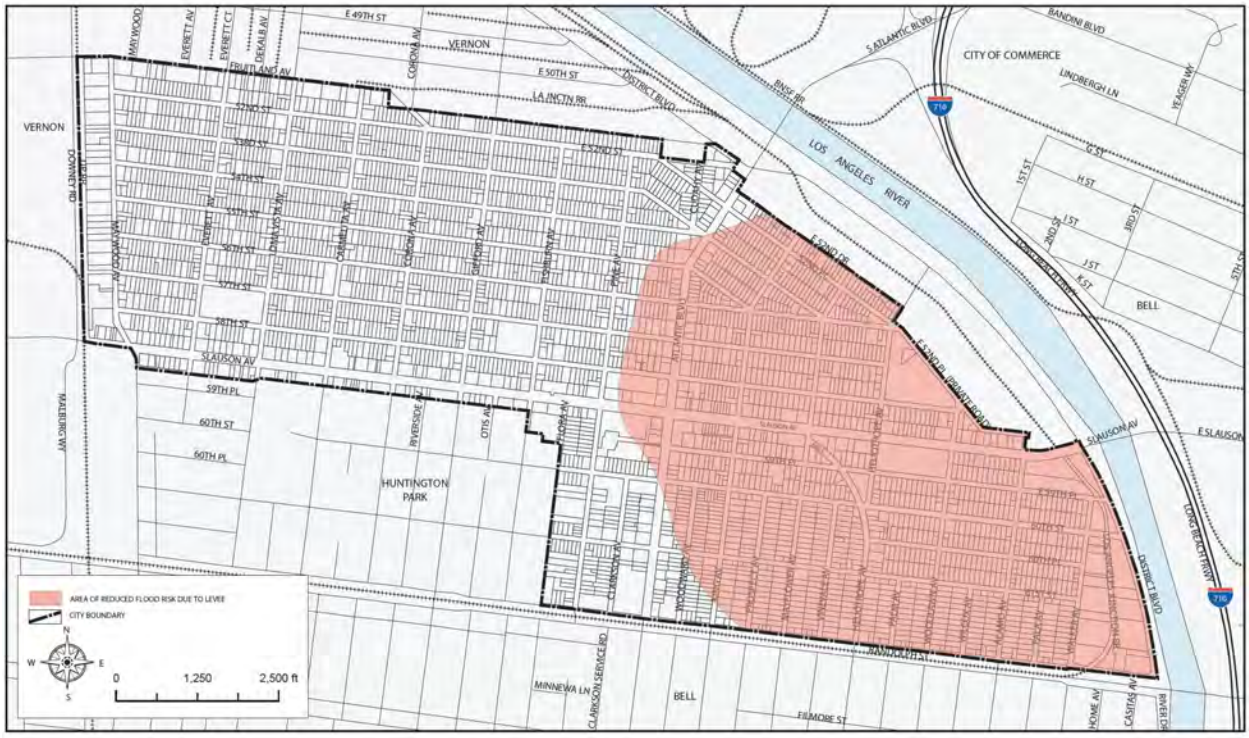
**Figure 3: Land Use Policy Map**




*Please note, some of the City's parks are still zoned/mapped as residential uses and /or are only a portion of the block so are not shown on this map.*

The City of Maywood is not at risk of flooding per the current Federal Emergency Management Agency's (FEMA) flood mapping (see Figure 4). Since there are no mapped floodplains in Maywood, no land uses within the City are considered at risk of flooding. The City will continue to annually monitor any changes to the floodplains and update its regulations and policies accordingly. The revised zoning code will more strongly encourage (and require in some locations) the use of stormwater capture and low impact development (LID) techniques to help mitigate potential flooding concerns as the climate continues to change and the region experiences more frequent, intense rain events. Concurrent with this Land Use Element update, the City is updating its Safety Element with climate change impacts.

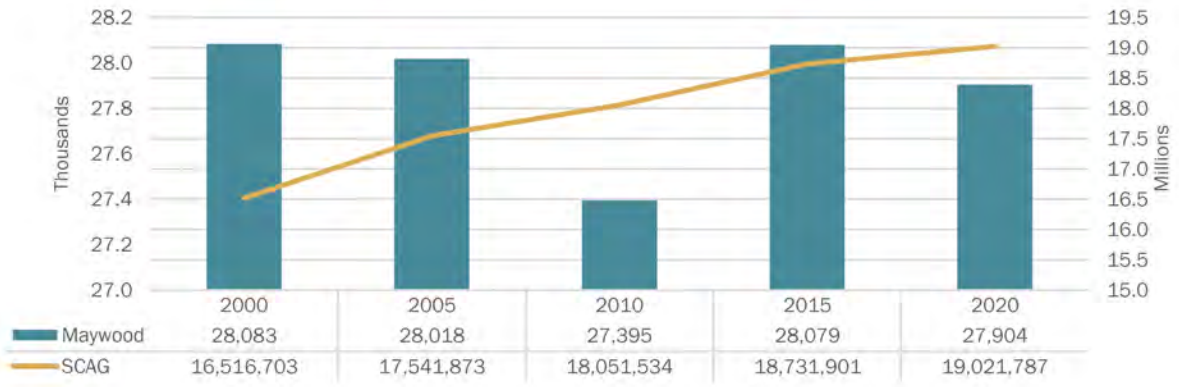
**Figure 4: FEMA Flood Plain**




## 4.2.1 Residential, Business, and Industry

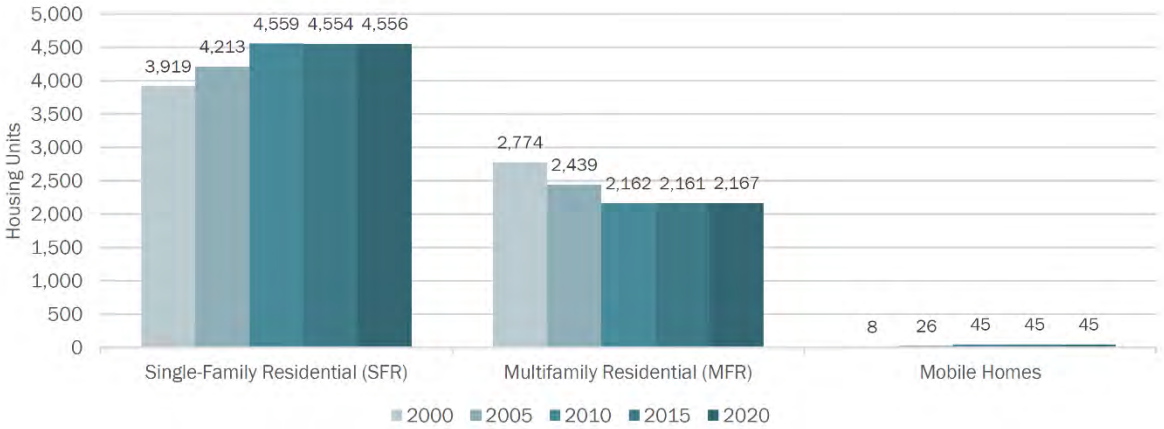
Maywood is built-out and is one of the most densely populated communities in California (and even in the United States!). Maywood's official population is approximately 25,000 residents; the population density is approximately 21,200 people per square mile. With the exception of a recent small dip in population, the City's population has remained relatively steady since. However, it is likely that the census and SCAG pre-certified data does not capture all of Maywood's residents.

**Figure 5: Maywood Population 2000 – 2020 (SCAG Pre-Certified Local Housing Data)**




Most of Maywood's residents reside in single-family dwellings. In Maywood, many single-family dwellings have one or more accessory dwelling unit (ADU) and/or have converted the garage to additional housing.

**Figure 6: Maywood Housing Types 2000 – 2020 (SCAG Pre-Certified Local Housing Data)**

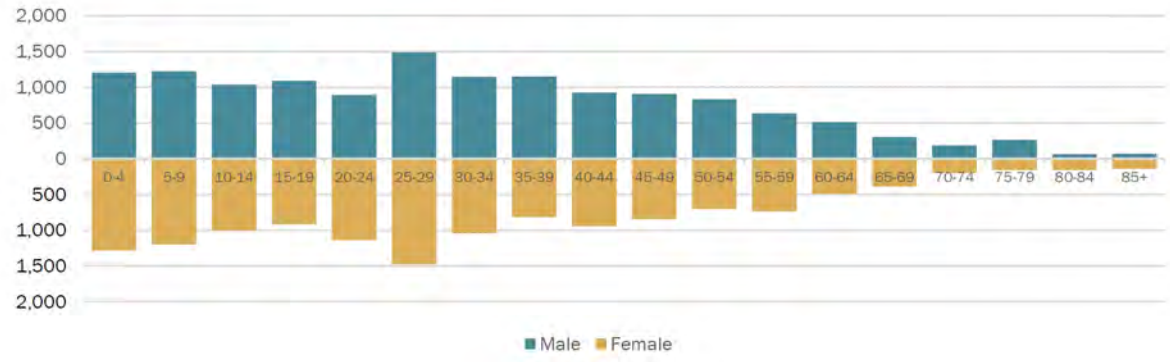



Maywood's population is almost evenly split between men and women; the community is 50.5% male and 49.5% female. It is a young population of working age people and their children. The population skews younger than the SCAG region; nearly 30% of the population is under 18, compared to 23% in the SCAG region as a whole, and the largest age cohort in Maywood is 25-29 years old. Residents aged 65 and older comprise only 7% of the City's population, which is nearly 50% lower than in the SCAG region, where 13% of the population is 65 and older.

**Table 1: Maywood Population By Age (2019 ACS 5-Year Estimates)**

| Age | Number of Residents | Percent of Residents |
|---|---|---|
| **Under 5** | 2,308 | 8.4% |
| **5 - 9 Years** | 2,053 | 7.5% |
| **10 - 14 Years** | 2,203 | 8.1% |
| **15 - 19 Years** | 2,061 | 7.5% |
| **20 - 24 Years** | 2,226 | 8.1% |
| **25 - 29 Years** | 2,771 | 10.1% |
| **30 - 34 Years** | 1,906 | 7.0% |
| **35 - 39 Years** | 1,690 | 6.2% |
| **40 - 44 Years** | 1,863 | 6.8% |
| **45 - 49 Years** | 1,897 | 6.9% |
| **50 - 55 Years** | 1,684 | 6.2% |
| **55 - 59 Years** | 1,331 | 4.9% |
| **60 - 64 Years** | 1,051 | 3.8% |
| **65 - 69 Years** | 751 | 2.7% |
| **70 - 74 Years** | 549 | 2.0% |
| **75 - 79 Years** | 549 | 2.0% |
| **80 - 84 Years** | 197 | 0.7% |
| **85 and Older** | 242 | 0.9% |
| **Total (2019)** | **27,332** | **100%** |

**Figure 7: Maywood Population By Age and Sex (SCAG Pre-Certified Local Housing Data)**




Maywood's population is predominantly Hispanic; more than 98% of residents identify as Hispanic or Latino. The vast majority (84.7%) are of Mexican origin. Most residents (73.8%) identify as white and 24.5% identify as Some Other Race, which is often a category chosen by

residents who identify as mixed race. Slightly more than half (53.0%) of Maywood's population was born in the United States. Of the population not born in the United States, only 32.9% are naturalized citizens. While 6.2% of the population five years and older speak only English at home; 93.8% speak Spanish at home. Of the population that does not speak English at home, 46.3% speak English less than "very well."

**Table 2: Maywood Population By Race (2019 ACS 5-Year Estimates)**

| Race | Number of Residents | Percent of Residents |
|---|---|---|
| **White Alone** | 20,162 | 73.8% |
| **Black or African American Alone** | 241 | 0.9% |
| **American Indian and Alaska Native Alone** | 47 | 0.2% |
| **Asian Alone** | 73 | 0.3% |
| **Native Hawaiian and Other Pacific Islander Alone** | 0 | 0% |
| **Some Other Race** | 6,689 | 24.5% |
| **Two or More Races** | 120 | 0.4% |
| **Total** | **27,332** | **100%** |

The US Census Bureau tracks race and Hispanic/Latino Origin separately, forcing people who identify as Hispanic/Latino to select their race in a separate question. Many people identifying as Hispanic/Latino select White or Some Other Race as their race.

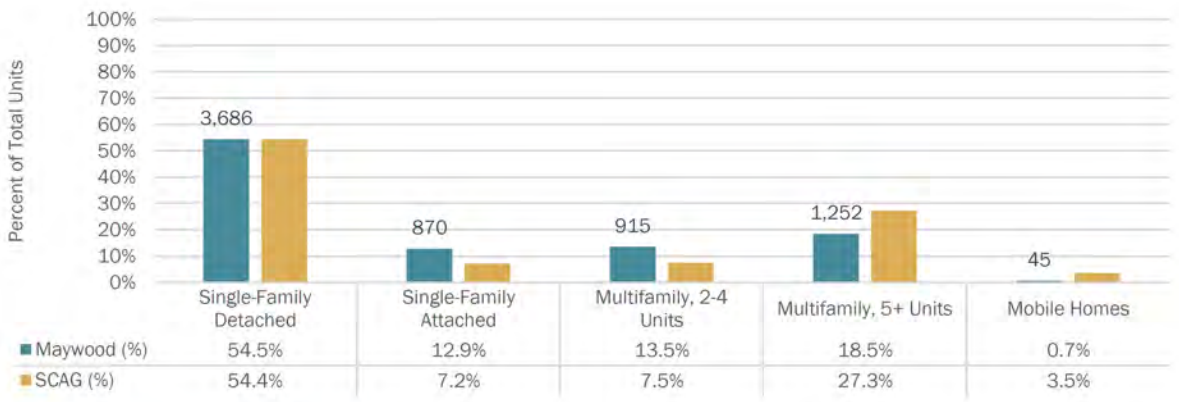
**Table 3: Maywood Hispanic and Latino Population (2019 ACS 5-Year Estimates)**

| | Number of Residents | Percent of Residents |
|---|---|---|
| **Hispanic or Latino** | 26,883 | 98.4% |
| **Not Hispanic or Latino** | 440 | 1.6% |
| **Total** | 27,332 | 100% |

Maywood has 6,768 housing units, of which 3,686 or 54.5% are single-family detached houses. This is comparable to the SCAG region, where 54.4% of housing are single-family detached houses. However, an additional 870 units in Maywood are attached single family units, resulting in a total single-family percentage of 67.3%. This is slightly higher than the SCAG region where

61.7% of the housing is single-family units. However, single-family zoning in Maywood in fact allows two-family houses, and many nominally single-family properties in Maywood also have accessory units. Multifamily units make up 32% of the City's housing stock, which is slightly less than in the SCAG region.

**Figure 8: Housing Type (SCAG Pre-Certified Local Housing Data)**

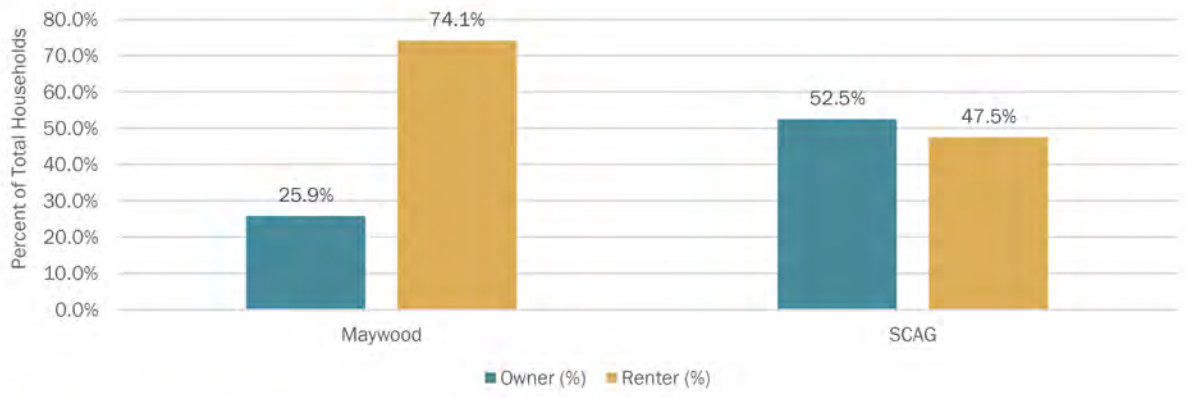



*CA DOF E-5 Population and Housing Unit Estimates*

Over the past twenty years, more single-family units have been constructed in Maywood than multi-family units. Single-family units increased by 637 and multi-family units decreased by 607. An additional 37 mobile home units were added over the same two decades. Construction of South Region High School by the LAUSD in 2010 resulted in the elimination of 119 housing units.

Housing stability and security can depend heavily on housing tenure. Nearly three-quarters of Maywood residents are renters, which reduces housing security. Of the City's approximately 6,700 housing units, only 1,731 or 26% are owner-occupied. In the SCAG region, housing tenure is more evenly divided between renters and homeowners. In communities like Maywood, absentee owners tend to be small landlords, sometimes former residents who move to another city and keep their Maywood house as a rental property.

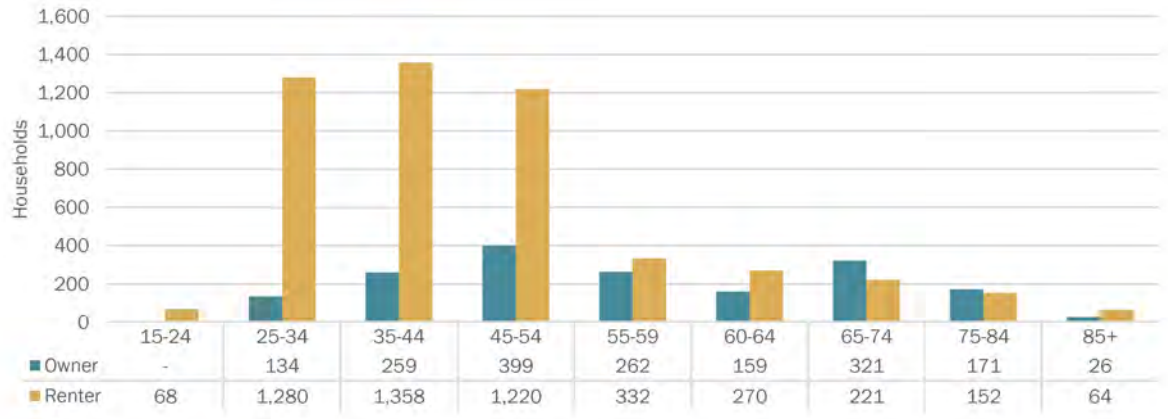
**Figure 9: Housing Tenure in Maywood and the SCAG Region (SCAG Pre-Certified Local Housing Data)**




*American Community Survey 2014-2018 5-year estimates.*

Though more residents in Maywood rent than in other communities, the distribution of housing tenure by age is consistent with typical trends. The older the householder, the more likely they are to own their unit. However, the age at which householders become homeowners appears to be higher in Maywood than in many other places. In Maywood, the only age groups more likely to own their homes than rent are householders ages 65-84. Householders under 54 are significantly more likely to rent than own (83% of these households are renters). This is consistent with the fact that Maywood median incomes are lower than in the rest of the region.

**Figure 10: Housing Tenure by Age (SCAG Pre-Certified Local Housing Data)**



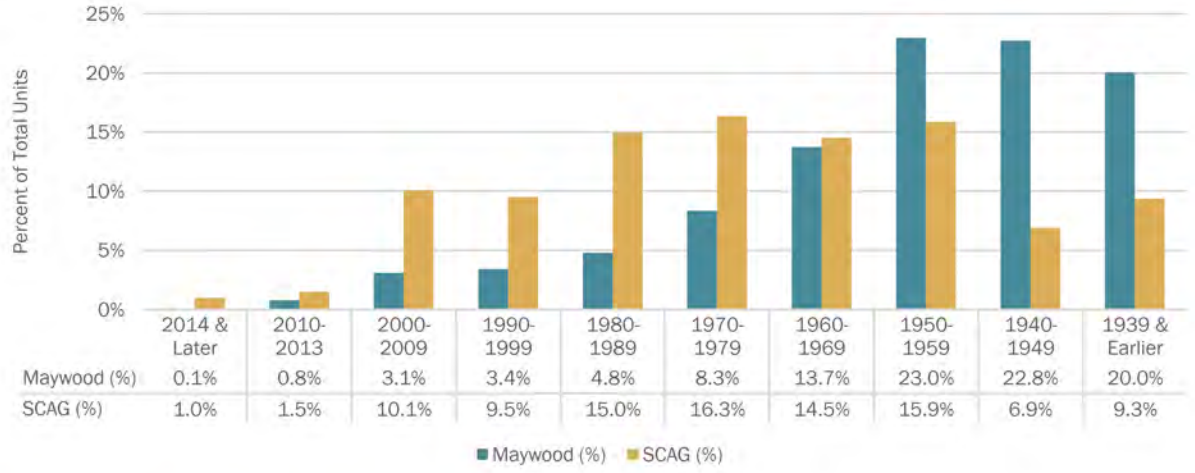

*American Community Survey 2014-2018 5-year estimates.*

Though homeownership rates in Maywood are significantly lower than in the SCAG region, the length of time Maywood residents have lived in their current units is comparable to the region as a whole. More Maywood residents moved into their current residence between 2010 and 2014 (36.2%) than during any other time period. Similarly, the largest proportion of SCAG residents (31.9%) moved to their current residence during the same time period. In both Maywood and the region, the second-highest percentage of residents (26.1% in Maywood and 27.9% in the region) moved to their current residence between 2000 and 2009. This indicates that housing occupation in Maywood has been relatively stable and most households have remained in the same unit for many years.

Maywood also has a relatively low housing vacancy rate. Based on the 2015 – 2019 ACS 5-Year Estimates, only 141 of Maywood's 6,836 units were vacant. This is a vacancy rate of 2.0%. In Los Angeles County, the vacancy rate is three times higher at 6%.

Most housing units (65.8%) in Maywood were constructed prior to 1959. The biggest construction booms were in the 1940s and 1950s, when 45.8% of Maywood's housing was constructed. In the SCAG region, more housing units were built during the 1970s than any other period. Less than one percent (0.9%) of Maywood's housing has been constructed since 2010, with only 0.1% constructed since 2014.

**Figure 11: Housing Units by Year Structure Built (SCAG Pre-Certified Local Housing Data)**




| | 2014 & Later | 2010-2013 | 2000-2009 | 1990-1999 | 1980-1989 | 1970-1979 | 1960-1969 | 1950-1959 | 1940-1949 | 1939 & Earlier |
|---|---|---|---|---|---|---|---|---|---|---|
| Maywood (%) | 0.1% | 0.8% | 3.1% | 3.4% | 4.8% | 8.3% | 13.7% | 23.0% | 22.8% | 20.0% |
| SCAG (%) | 1.0% | 1.5% | 10.1% | 9.5% | 15.0% | 16.3% | 14.5% | 15.9% | 6.9% | 9.3% |

*American Community Survey 2014-2018 5-year estimates.*

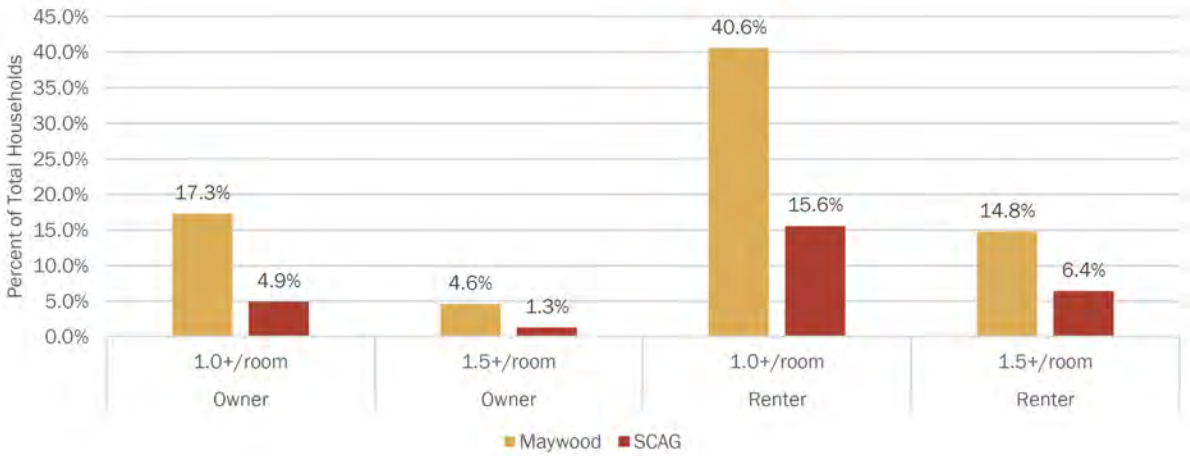
The ACS also provides information about substandard housing. In Maywood, the vast majority of housing is not considered substandard, but an estimated 112 units lack telephone services and 74 units lack complete kitchen facilities. No units are lacking plumbing facilities. In general, housing has been maintained and improved over the last decade, though unpermitted

accessory units may need improvements to bring them up to code. Housing located at the western end of the city along the west side of Maywood Avenue, is in an area rezoned for industrial development in 1967. Although all residential uses were supposed to be vacated by 1987, some multi-family housing in poor condition persists in the area.

Given the age of much of Maywood's housing, an estimated 10% of the city's housing units (approximately 670 units) are in need of rehabilitation or replacement. In addition, one-story commercial buildings with deferred maintenance occupy many of the sites currently in the Emergency Shelter Overlay on Slauson Avenue and on sites identified as potential sites for affordable and additional housing in Section 3.6 of this plan. To provide more housing on these sites, these properties may need site consolidation, renovation or demolition and rebuilding into mid-rise buildings.

The ACS defines overcrowding as more than one occupant per room and severe overcrowding as more than 1.5 occupants per room. By this definition, almost three-fourths of Maywood households are overcrowded or severely overcrowded. 40.6% of Maywood's renter-occupied households and 17.3% of owner-occupied households are overcrowded and an additional 14.8% of renter-occupied households and 4.6% owner-occupied households are severely overcrowded. This means that over 55% of Maywood renter households live in overcrowded or severely overcrowded housing, significantly more than in the SCAG region. Regionally, only 22% of renter-occupied housing is overcrowded or severely overcrowded and 6.2% of owner-occupied housing is overcrowded or severely overcrowded. Maywood's overcrowding is likely related to the large average household size and the number of young, low-income and immigrant families that call Maywood home.

**Figure 12: Crowding by Extent and Tenure (SCAG Pre-Certified Local Housing Data)**




*American Community Survey 2014-2018 5-year estimates.*

Most Maywood residents (99.5%) live in households (defined by the Census as all the people, related or not, who occupy the same housing unit), and 84.3% of households are family households, defined as people who are related by birth, marriage, or adoption. Of the 5,645 family households in Maywood more than half (63.3%) are married-couple families and 27.6% of married-couple households have their own children under 18 living with them. Nearly a quarter of Maywood households (23.2%) are female headed households without a spouse or partner present. More than half (54.6%) of all households include at least one person under the age of 18 and 23.7% have at least one person age 65 and older. Approximately 10% of Maywood's households are single-person households. The average household size is 4.06 individuals and the average family size is 4.37 individuals.

**Table 4: Maywood Households by Type (2019 ACS 5-Year Estimates)**

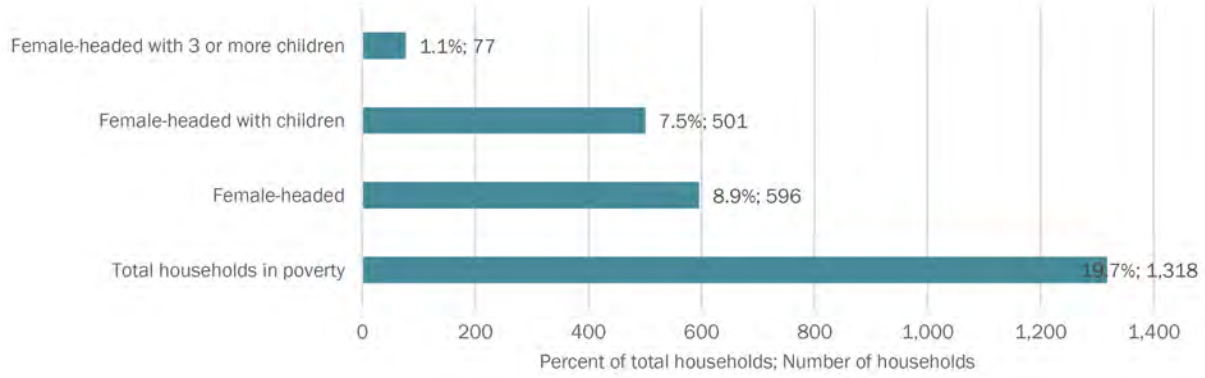
| | Number of Households | Percent of All Households |
|---|---|---|
| **Family Households** | 5,645 | 84.3% |
| **Nonfamily Households** | 1,050 | 15.7% |
| **Married-Couple Families** | 3,576 | 53.4% |
| **Cohabitating Couple Household** | 782 | 11.7% |
| **Male Householder, no spouse/partner present** | 786 | 11.7% |
| **Female Householder, no spouse/partner present** | 1,551 | 23.2% |
| **Households with Children Under 18** | 3,657 | 54.6% |
| **Households with Seniors 65 and Older** | 1,589 | 23.7% |
| **Male Householder Living Alone** | 287 | 4.3% |
| **Female Householder Living Alone** | 427 | 6.4% |
| **Total Households** | **6,695** | **100%** |

Recent data reported in the Maywood Plan to Prevent and Address Homelessness indicates that Maywood Schools have identified 4,379 families as "at risk." This includes families of students eligible for free/reduced lunch, English learners, and foster youth.

Approximately twenty percent (19.7%) of Maywood's households are experiencing poverty. This is more than double the household poverty rate in the SCAG region; regionally, only 7.9% of households experience poverty. Nearly half of Maywood households living under the poverty level are female-headed households and female-headed households with children account for 38% of Maywood households living in poverty. The poverty rate for children under 18 is estimated at 32%.

In addition to female-headed households, many senior households are experiencing poverty. Nearly 80% of Maywood's elderly households earn less than 50% of the Housing and Urban Development Area Median Family Income (HAMFI). This is significantly higher than in the SCAG region, where 30.9% of senior households make less than 50% of HAMFI. Many of Maywood's senior households are living in extreme poverty, 57.7% with incomes less than 30% of HAMFI. In the SCAG region, 24.2% of senior households make less than 30% of HAMFI.

**Figure 13: Households by Poverty Status (SCAG Pre-Certified Local Housing Data)**




*American Community Survey 2014-2018 5-year estimates.*

**Table 5: Elderly Households by Income and Tenure (SCAG Pre-Certified Local Housing Data)**

| | | Owner | Renter | Total | Percent of Total Elderly Households: |
|---|---|---|---|---|---|
| Income category, relative to surrounding area: | < 30% HAMFI | 75 | 320 | 395 | 57.7% |
| | 30-50% HAMFI | 60 | 90 | 150 | 21.9% |
| | 50-80% HAMFI | 45 | 24 | 69 | 10.1% |
| | 80-100% HAMFI | 0 | 35 | 35 | 5.1% |
| | > 100% HAMFI | 10 | 25 | 35 | 5.1% |
| | TOTAL | 190 | 494 | 684 | |

*HUD CHAS, 2012-2016. HAMFI refers to Housing Urban Development Area Median Family Income.*

As mentioned previously, the City of Maywood is predominately residential, but there are several commercial corridors in the City. Slauson Avenue and Atlantic Boulevard are the City's two main thoroughfares and are home to the majority of the city's commercial land uses. These roads

boast an eclectic mix of small scale commercial buildings, fast food restaurants, larger commercial buildings, and strip malls. Most are on small lots with a combination of driveways/surface parking and street parking. The City's commercial center is adjacent to its City Hall at the intersection of Slauson Avenue and Atlantic Boulevard.

Immediately adjacent to the City's commercial corridors, the city's land uses transition to residential uses. Most lots, even those appearing to be single-family residences, are multi-family residences. Sixty-two (62%) percent of Maywood households have more than two cars and parking remains a challenge. In addition to personal vehicles, many Maywood residents are tradespeople and have work trucks/vans, further exacerbating parking concerns.

The City's parks are a key asset, particularly in such a densely-developed urban area. These open spaces are dispersed through the City and have been identified as key assets to protect and enhance.

The City's infrastructure is already taxed, but through a Housing Element Program, the City expects to expand infrastructure to support its share of the Regional Housing Needs Allocation (RHNA).

Maywood is well-connected with a strong street grid shaping the urban fabric; the city's small size makes it easy to traverse though traffic can be a concern on major roadways. The city's main thoroughfares are well-served by local bus and all streets have sidewalks. The City is actively working to expand bicycle and pedestrian infrastructure. The city's compact blocks are all built out and buildings are close together. Many residences are well-maintained, but there are some health and safety concerns with units that were not built to code and/or are lacking adequate maintenance. Commercial buildings are similarly varied – some are impeccably maintained while others are suffering from deferred maintenance and may also be health and safety concerns. The City is actively working to increase its inspectional services capacity to bring all buildings and units into compliance.

During the Sixth Cycle Housing Element update, the City identified approximately 70 parcels most ripe for redevelopment. More information about these parcels can be found in section 4.3: Development Capacity Analysis.

The City is strongly encouraging mixed-use, transit oriented redevelopment to reduce air quality impacts, traffic, and parking concerns.

Maywood's population is not projected to increase dramatically. The businesses currently operating in Maywood serve the population relatively well, but as Maywood encourages more mixed-income projects with market rate housing units, more services like cafes are desired to serve the local residents.

Maywood will, of course, be impacted by climate change in the form of more frequent, intense storm events but it is not currently in a FEMA mapped flood plain and is not at risk of wildfires.

Residential

The Residential land use designation provides for single-family detached and attached homes and multi-family units (i.e., apartments, townhomes, and condominiums). A maximum density of 20 units per net acre is permitted. Uses such as second living units, guest houses, community centers, parks, day care facilities, churches, and similar uses compatible with the neighborhood may also be permitted, consistent with zoning ordinance regulations. These areas are designated as the Residential (R-3) zoning district. Residential areas are shown as yellow on Figure 3: Land Use Policy Map.

Residential – Senior and Affordable Housing Overlay

The Senior and Affordable Housing Overlay district identifies areas where the primary by-right permitted uses are affordable housing developments and senior citizen housing complexes. This is an overlay district, so other uses are determined by the underlying base zoning. Affordable and senior housing is required to be income-restricted or age-restricted, as relevant, for a minimum of 55 years or a longer period as specified by subsidy or financing agreements through a deed restriction running with the land. The base density for senior housing is 72 units per acre and 48 units per acre for affordable housing for lower income households. However, through density bonuses, the maximum achievable density for senior housing is 112 units per acre and 65 units per acre for affordable housing for lower income households.

In addition to the areas already designated as R-SA, the R-SA designation can be initiated by the City or an affordable housing developer on properties currently zoned as C-M via a Zone Change Application.

The R-SA Zoning Overlay district replaced the Specialty Residential (R-S) Overlay designation.

Town Center Commercial

The Town Center Commercial land use designation accommodates larger commercial retail use in the vicinity of the Slauson Avenue/Atlantic Boulevard intersection. Examples of appropriate uses include retail stores that serve the citywide or regional market, specialty shops, and other commercial uses that contribute to the City's tax base. Professional offices and medical/dental clinics may be permitted on a more limited basis. The maximum intensity of development is a 0.3:1 FAR. This area is represented by both an underlying zoning district, which would dictate other allowable uses, and the Civic Center Overlay. The Town Center Commercial area is shown as dark pink on Figure 3: Land Use Policy Plan.

Mixed Use

The Mixed Use designation encourages the integration of commercial, office, and residential uses to facilitate optimum use of properties and to create pedestrian districts. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Commercial uses include retail, service, office, and dining-establishments. This designation seeks to bring higher-density residential development to areas where commercial services are available. The designation allows a maximum density of 48 units per net acre and a maximum commercial development FAR of 0.5:1. These areas are shown as Mixed Use on the Land Use Map and are zoned CM – Commercial Manufacturing. Mixed Use areas are shown as pink (light and dark) on Figure 3: Land Use Policy Plan.

Industrial

The Industrial land use designation supports manufacturing and industrial activities. This designation maintains the City's industrial base while ensuring compatibility with adjacent uses. Industrial uses that do not create conditions hazardous or otherwise detrimental to surrounding development are the only uses permitted. The maximum intensity of development is a FAR of 0.4:1. These areas are shown as Industrial on the Land Use Map and zoned as M – Industrial. Industrial areas are shown in purple on Figure 3: Land Use Policy Plan.

### 4.2.2 Public/ Quasi-Public

The Public/Quasi-Public category provides areas throughout the City for a variety of public, quasi-public, and institutional uses. The primary land uses permitted include:

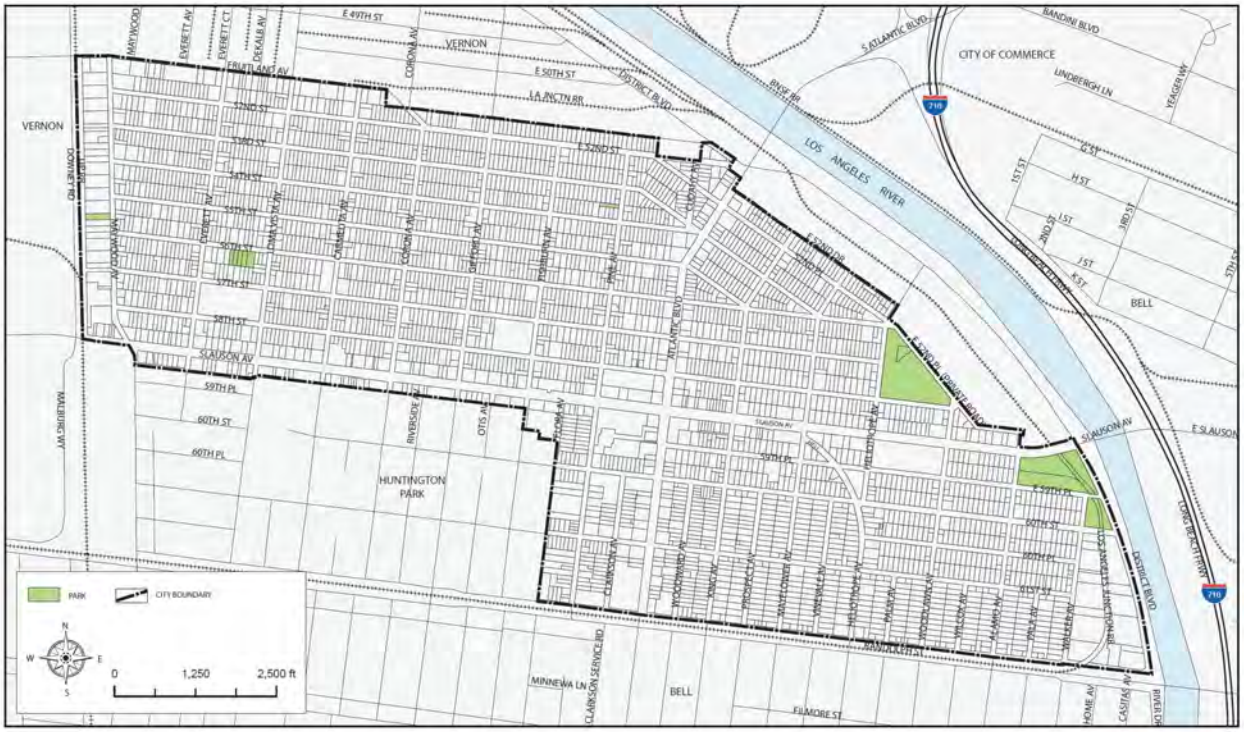
- Public buildings, including but not limited to, City Hall, public libraries, and the YMCA building
- Quasi-public facilities such as public utility facilities, water wells, and similar uses
- Institutional uses such as public schools, private schools, and hospitals
- Utility easements

For each type of development, zoning ordinance regulations control the maximum permitted intensity of development. The maximum intensity of development is 0.5:1 FAR. These areas are shown as Public/Quasi-Public on the Land Use Map and zoned PF – Public Facilities and are shown on Figure 3: Land Use Policy Map.

### 4.2.3 Parks

The Parks designation applies to publicly owned and dedicated parkland. Associated facilities that may be developed include areas for active sports play, large multi-purpose fields for community events and informal recreation, tot lots, picnic areas, multi-purpose sports fields and courts, concessions, community event space, maintenance/support facilities, and caretaker facilities. The provision of parkland and green space may also be achieved through joint use agreements with the Los Angeles Unified School District (LAUSD) and utility companies (easements). City-owned parks are shown as Park on the Land Use Map and zoned OS – Open Space. As a densely-developed urban area, the City of Maywood does not have any rivers, creeks, or streams, flood corridors, riparian habitats, floodplain, agricultural lands, watershed protection areas, or other natural resources.

**Figure 14: Parks**

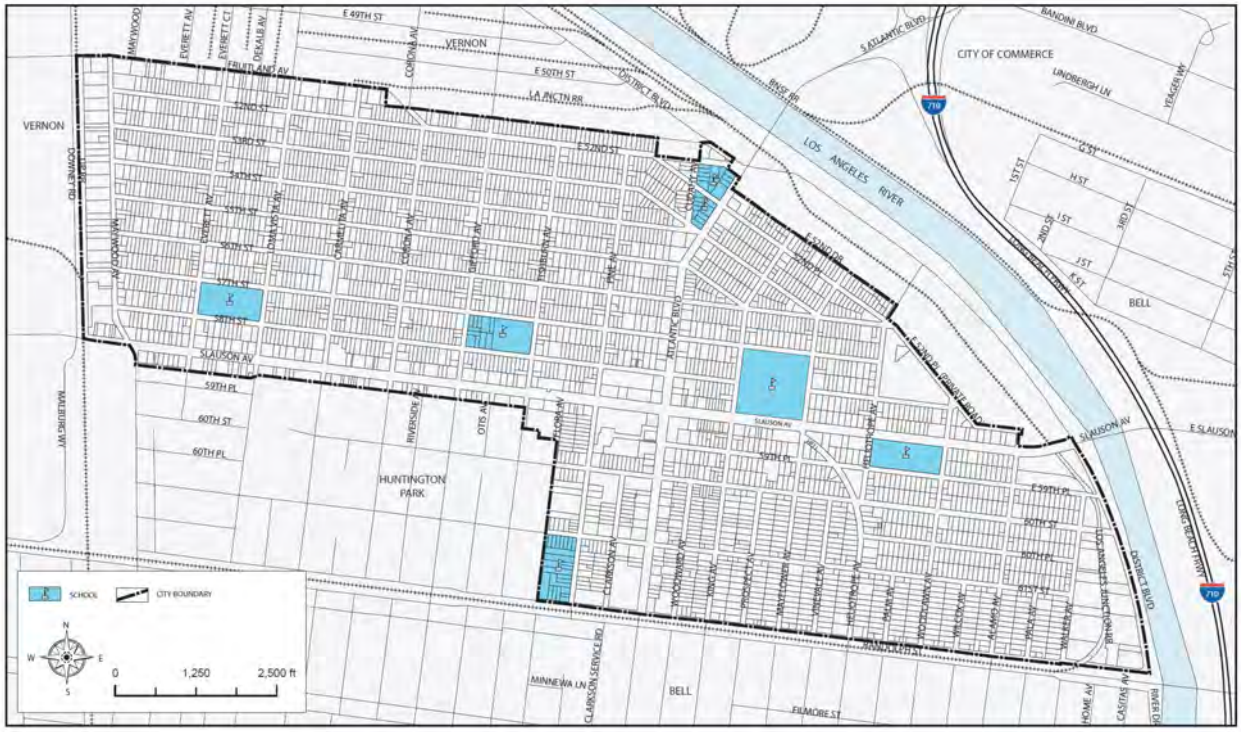



### 4.2.4 Education

Maywood is part of the Los Angeles Unified School District (LAUSD). There are seven (7) LAUSD school buildings within the city including four (4) elementary schools, a high school, a magnet school, and a charter kindergarten program. In addition to the LAUSD schools, there are a

number and variety of private schools offering educational programming from preschool/daycare through high school. School facilities are shown on the Land Use Map and are generally zoned as PF – Public Facilities.

**Figure 15: LAUSD Schools**



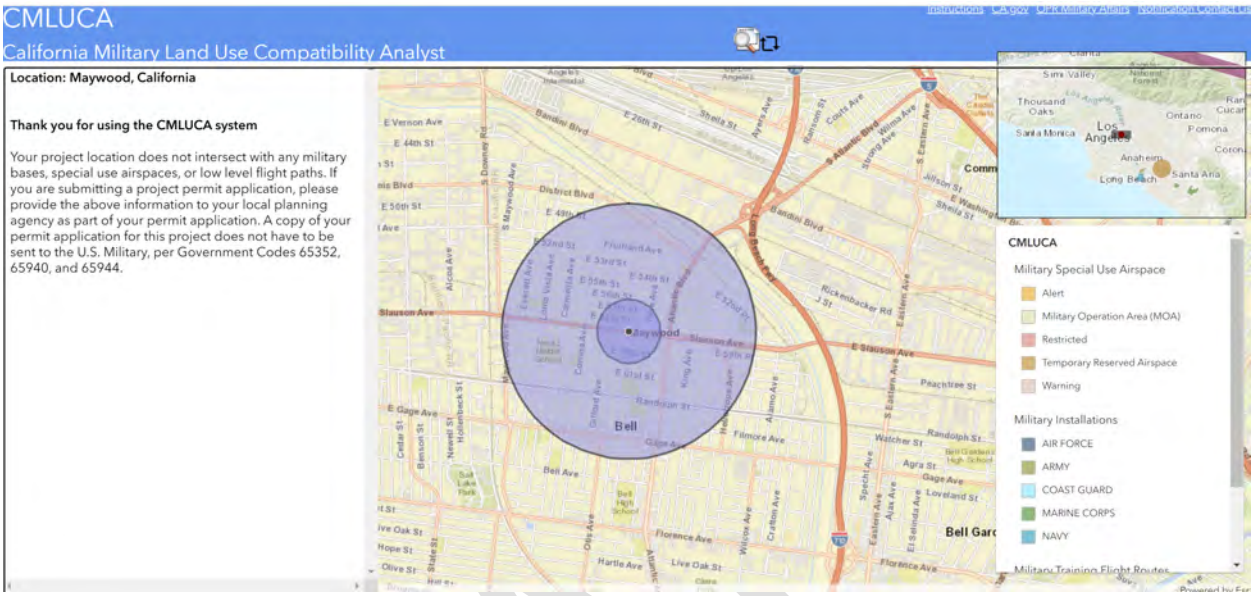

## 4.2.5 Solid and Liquid Waste Disposal

Recycling facilities are permitted in the C, CM, and M zoning districts; larger facilities are limited to the M zoning district. The maximum intensity of development varies based on the zoning designation. The M zoning district has a maximum intensity of development is a FAR of 0.4:1. Solid waste facilities are authorized by Los Angeles County. The city provides solid waste and recycling services through a contract. This contract complies with all local and state requirements for trash diversion, organics collection, and recycling.

## 4.2.6 Greenways, Timberland Preserve Zone Lands, Military Land Uses

The City of Maywood has no Greenways (as defined by Civil Code Section 816.52), Timberland Preserve Zone Lands, or Military Land Uses. The Los Angeles River is just to the east of Maywood (and immediately outside of its municipal boundaries); there is a bicycle and pedestrian path along its western edge.

**Figure 16: California Military Land Use Compatibility Analyst**




## 4.3 DEVELOPMENT CAPACITY ANALYSIS

The City of Maywood is completely built-out. Infrastructure assessments have, for decades, shown that the City does not have adequate infrastructure available to support additional development, but has included a program in its Housing Element to increase infrastructure capacity to support the City's Regional Housing Needs Allocation (RHNA). In addition to limited infrastructure capacity, the City has zero vacant parcels. However, many of the City's commercial and mixed use parcels could be redeveloped at higher densities. In fact, all recent development in the City has occurred at or above the maximum allowable density.

A review of the recent development projects in Maywood found that the most recent, large-scale mixed-use development occurred at 100% of the maximum allowable density (5601 Atlantic Boulevard and 5609 Atlantic Boulevard). There is one private residential project in the pipeline that is also anticipated to be at maximum allowable density. This pipeline project would replace a 4-unit building constructed in the 1920s with a new 7-unit building with one ADU. This project will be at the maximum allowable density while adhering to other City development standards.

The City is working with a nonprofit partner to provide 60 units of low-income housing (targeted to residents earning 30% - 60% of AMI); this proposal is for the successor agency parcels at 5102 and 5110 District Boulevard. The parcels are in the R-SA overlay which allows 48 units per

acre and up to 65 units per acre with the density bonus. This project will be creating 73 units per acre, which is higher than the maximum allowable density using the density bonus.

This review of recent and pipeline projects in the City of Maywood indicates that the City's development standards are not preventing sites from being developed at their full density. If an applicant proposes a project at less than maximum allowable density, the City works with the applicant on a case-by-case basis to achieve maximum allowable density. While this does not happen frequently since all recent projects have been proposed at or above maximum allowable density, the City's Planning Department would work with the Planning Commission and applicant to waive or lessen development standards if a project needed to increase its density.

While it does not appear that Maywood's development standards are limiting residential redevelopment at maximum allowable density, the City intends to undertake a comprehensive zoning analysis and rewrite during the planning period and will evaluate all development standards including parking requirements, private open space requirements, the conversion of private open spaces to common open spaces, and building setback requirements.

The City's focus has been on providing additional residential capacity in ADUs and mixed-use development to ensure that the city maintains its commercial base. The City works closely with project proponents to ensure a balance of uses and redevelopment at or above maximum density.

The City has identified almost 70 parcels as underutilized parcels that can support additional densities and housing units (See Figure 14).

- **City-Owned Properties**: The City has made the District Boulevard parcels and a city-owned parcel at 4801 Slauson Avenue available for affordable housing development. The City issued a Notice of Availability to solicit proposals with a declared preference for affordable housing development on July 2, 2021 for these sites. Four developers inquired about the properties. In Spring 2022, the City began negotiations with one of the respondents for development of an affordable housing project on the District Boulevard properties.

  The City-owned 4801 Slauson Avenue at the corner of Heliotrope has a light manufacturing use in a building that could be renovated or replaced. The property is listed for sale or lease but has not yet attracted developer interest. The City is interested in converting the space to a teen resource center.

- **Mixed-Use Development:** Selected properties along the Atlantic Boulevard and Slauson Avenue commercial corridors have been identified for mixed-use development. The mixed-use development could take several forms: stand-alone infill residential development or a combination of commercial and residential uses within the same

parcel and/or structure. These areas are noted in Figure 22. A total of 52 parcels totaling 9.5 acres zoned CM have been identified as candidates for mixed-use development. These parcels are characterized by aging structures (the median year of construction is 1953). Most parcels also have a low Improvement to Land Value Ratio (ILR). Individually, some parcels are small and contain existing residential units and therefore may not appear to be viable properties for residential development. However, many parcels are contiguous and some have common ownership, making lot consolidation possible. If developed as mixed-use residential or stand-alone residential units, the maximum density is 20 units per acre. These parcels can accommodate 149 units (assuming development at 80% of the allowable density and excluding parcels that would not yield a net increase in units). Given Maywood's existing density (many residential neighborhoods have between 14 and 19 units per acre in single-family neighborhoods), redevelopment at 80% of allowable density is reasonable given redevelopment patterns in the community. The most recent large-scale, mixed-use development at 5601 and 5609 Atlantic Boulevard provides 100% of the maximum achievable density. Maywood Villas is all-affordable senior housing constructed above commercial space. This building provides 54 units of senior housing on just shy of 0.5 acres). Given preliminary conversations with potential developers and nonprofit partners, redevelopment projects are likely to propose at least 80% of maximum allowable density to make the projects feasible. Development trends in Maywood indicate that commercial parcels are likely to convert to residential uses. The City actively works with project proponents to encourage mixed-use development that provides first-floor commercial space with residential units above. This is consistent with large-scale projects that have occurred in the City to date. Since the recent large-scale projects proposed and completed in Maywood have occurred at 100% of maximum allowable density, assuming future development will occur at 80% of maximum allowable density incorporates the possibility that these sites will be developed as mixed-use developments with first-floor commercial as encouraged by the City.

During the Sixth Cycle Planning Period, the City will review the potential for expanding the R-SA Overlay District to include more properties for potential mixed-use renovation or redevelopment. Parcels in Maywood are small; more than 95% are smaller than a half acre. Figure 17 and Table 6 show the city's residential land inventory.

DRAFT

**Figure 17: Residential Sites Inventory**

**Table 6: Residential Sites Inventory**

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Housing Successor Agency-Owned** | | | | | | | | | | | | | | |
| **1** | 6313001902 | 5102 DISTRICT BLVD | 0.28 | Underutilized Office | Industrial | R-SA | 14 | R-SA | 30 | 1968 | 6844 | - | City | Extremely-, Very-, and Low-Income |
| **2** | 6313001901 | 5110 DISTRICT BLVD | 0.27 | Underutilized Office | Industrial | R-SA | 13 | R-SA | 29 | 1971 | 7200 | - | City | Extremely-, Very-, and Low-Income |
| **77** | 6313001900 | | 0.01 | Vacant | Industrial | R-SA | 1 | R-SA | 1 | 0 | 0 | - | City | Extremely-, Very-, and Low-Income |
| | **Subtotal** | | **0.56** | | | | **28** | | **60 (per current development proposal)** | | | | | |
| **Senior and Affordable Housing Overlay** | | | | | | | | | | | | | | |
| **54** | 6314024011 | 4818 E 58TH ST | 0.18 | SF Residence In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1930 | 1008 | 0.49 | | Mixed/All Income Levels |
| **55** | 6314024010 | 4820 E 58TH ST | 0.17 | SF Residence In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1930 | 1416 | 0.26 | | Mixed/All Income Levels |
| **56** | 6314024009 | 4824 E 58TH ST | 0.17 | Duplex In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1951 | 650 | 0.78 | | Mixed/All Income Levels |
| **57** | 6314024008 | 4826 E 58TH ST | 0.17 | 5+ Units In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1960 | 4868 | 1.69 | | Mixed/All Income Levels |
| **58** | 6314024007 | 4834 E 58TH ST | 0.17 | SF Residence In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1923 | 1540 | 2.09 | | Mixed/All Income Levels |
| **59** | 6314024006 | 4840 E 58TH ST | 0.17 | Duplex In S-RA Overlay | Residential | R-SA | 8 | R-SA | 8 | 1923 | 992 | 1.93 | | Mixed/All Income Levels |
| **60** | 6314024005 | 4846 E 58TH ST | 0.13 | SF Residence In S-RA Overlay | Residential | R-SA | 6 | R-SA | 6 | 1965 | 1260 | 2.33 | | Mixed/All Income Levels |
| **61** | 6314024004 | 4848 E 58TH ST | 0.13 | SF Residence In S-RA Overlay | Residential | R-SA | 6 | R-SA | 6 | 1937 | 1126 | 0.73 | | Mixed/All Income Levels |
| **62** | 6314024003 | 4852 E 58TH ST | 0.14 | Duplex In S-RA Overlay | Residential | R-SA | 7 | R-SA | 7 | 1925 | 2078 | 1.48 | | Mixed/All Income Levels |
| **63** | 6314024002 | 4584 E 58TH ST | 0.33 | Large commercial Parking Lot In S-RA Overlay | Residential | R-SA | 16 | R-SA | 16 | 1977 | 14750 | 0.49 | H | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **64** | 6314024026 | 5807 WOODLAWN AVE | 0.09 | Large commercial Parking Lot In S-RA Overlay | Residential | R-SA | 5 | R-SA | 5 | 0 | 0 | 0.54 | H | Mixed/All Income Levels |
| **65** | 6314024027 | 5807 WOODLAWN AVE | 0.07 | Large commercial Parking Lot In S-RA Overlay | Residential | R-SA | 3 | R-SA | 3 | 1977 | 3024 | 0.60 | H | Mixed/All Income Levels |
| | **Subtotal** | | **1.93** | | | | **91** | | **91** | | | | | |
| **Mixed-Use Development** | | | | | | | | | | | | | | |
| **6** | 6313019031 | 5351 1/2 ATLANTIC BLVD | 0.47 | Warehouse with large surface parking lot | Mixed Use | CM | 8 | R-SA` | 23 | 1964 | 5537 | 0.48 | | Mixed/All Income Levels |
| **8** | 6313004017 | 5268 ATLANTIC BLVD | 0.12 | Outdated, single story Service, Repairs shop | Mixed Use | CM | 2 | R-SA | 6 | 1946 | 2948 | 0.11 | | Mixed/All Income Levels |
| **9** | 6313004018 | 5276 ATLANTIC BLVD | 0.12 | Outdated, single story Warehouse | Mixed Use | CM | 2 | R-SA | 6 | 1953 | 5252 | 2.13 | | Mixed/All Income Levels |
| **10** | 6313006014 | 5306 ATLANTIC BLVD | 0.24 | Outdated, single story Stores with large surface parking lot | Mixed Use | CM | 4 | R-SA | 12 | 1939 | 3773 | 0.59 | | Mixed/All Income Levels |
| **11** | 6313006015 | 5312 ATLANTIC BLVD | 0.26 | Outdated, single story Store with Residential behind | Mixed Use | CM | 4 | R-SA | 13 | 1945 | 2634 | 1.02 | | Mixed/All Income Levels |
| **12** | 6313006031 | 5320 ATLANTIC BLVD | 0.12 | Outdated, single story Light Manufacturing | Mixed Use | CM | 2 | R-SA | 6 | 1953 | 1224 | 1.19 | A | Mixed/All Income Levels |
| **13** | 6313006032 | 5326 ATLANTIC BLVD | 0.12 | Outdated, single story Light Manufacturing | Mixed Use | CM | 2 | R-SA | 6 | 1964 | 2500 | 1.13 | A | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **15** | 6313018002 | 5501 ATLANTIC BLVD | 0.23 | Outdated, single story Stores with large surface parking lot | Mixed Use | CM | 4 | R-SA | 11 | 1973 | 2080 | 1.13 | | Mixed/All Income Levels |
| **16** | 6313018001 | 5515 ATLANTIC BLVD | 0.10 | Outdated, single story Office with large surface parking lot | Mixed Use | CM | 2 | R-SA | 5 | 1950 | 400 | 0.11 | | Mixed/All Income Levels |
| **17** | 6313018027 | 5559 ATLANTIC BLVD | 0.12 | Outdated, single story Stores | Mixed Use | CM | 2 | R-SA | 6 | 1938 | 2545 | 1.05 | | Mixed/All Income Levels |
| **18** | 6313007008 | 5502 ATLANTIC BLVD | 0.07 | Outdated, single story Auto Service, Body Shop | Mixed Use | CM | 1 | R-SA | 3 | 1945 | 1988 | 2.30 | B | Mixed/All Income Levels |
| **19** | 6313007009 | | 0.10 | Surface Parking | Mixed Use | CM | 2 | R-SA | 5 | 0 | 0 | - | B | Mixed/All Income Levels |
| **20** | 6313007010 | 5510 ATLANTIC BLVD | 0.10 | Surface Parking | Mixed Use | CM | 2 | R-SA | 5 | 0 | 0 | - | B | Mixed/All Income Levels |
| **21** | 6313007011 | 5516 ATLANTIC BLVD | 0.10 | Outdated, single story Restaurant | Mixed Use | CM | 2 | R-SA | 5 | 1950 | 2000 | 0.17 | B | Mixed/All Income Levels |
| **22** | 6313007012 | | 0.10 | Parking Lot | Mixed Use | CM | 2 | R-SA | 5 | | 4400 | 0.15 | B | Mixed/All Income Levels |
| **24** | 6313007014 | 5556 ATLANTIC BLVD | 0.10 | Outdated, single story Service, Repairs | Mixed Use | CM | 2 | R-SA | 5 | 1959 | 2400 | 0.56 | C | Mixed/All Income Levels |
| **26** | 6313008016 | 5630 ATLANTIC BLVD | 0.14 | Stores | Mixed Use | CM | 2 | R-SA | 7 | 1947 | 1620 | 0.60 | C | Mixed/All Income Levels |
| **27** | 6313016028 | 5701 ATLANTIC BLVD | 0.35 | Outdated, two story Store and Office with significant surface parking | Mixed Use | CM | 6 | R-SA | 17 | 1930 | 7356 | 1.72 | | Mixed/All Income Levels |
| **28** | 6313016024 | | 0.12 | Parking Lot | Mixed Use | CM | 2 | R-SA | 6 | 1984 | 4400 | 0.06 | D | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **29** | 6313016023 | 5729 ATLANTIC BLVD | 0.24 | Outdated, single story Restaurant | Mixed Use | CM | 4 | R-SA | 11 | 1941 | 6923 | 1.77 | D | Mixed/All Income Levels |
| **30** | 6313009024 | 5700 ATLANTIC BLVD | 0.25 | Service Station with significant surface parking | Mixed Use | CM | 4 | R-SA | 12 | 1964 | 600 | 0.15 | | Mixed/All Income Levels |
| **31** | 6313009025 | 5714 ATLANTIC BLVD | 0.13 | Outdated, single story Medical, Dental with significant surface parking | Mixed Use | CM | 2 | R-SA | 6 | 1948 | 1432 | 0.85 | | Mixed/All Income Levels |
| **33** | 6314010012 | 4600 SLAUSON AVE | 0.28 | Outdated, single story Office with significant surface parking | Mixed Use | CM | 5 | R-SA | 14 | 1953 | 688 | 0.25 | E | Mixed/All Income Levels |
| **34** | 6314010028 | 4610 SLAUSON AVE | 0.12 | Outdated, single story Stores | Mixed Use | CM | 2 | R-SA | 6 | 1941 | 2038 | 0.97 | E | Mixed/All Income Levels |
| **35** | 6314010029 | 4618 SLAUSON AVE | 0.17 | Outdated, single story Office | Mixed Use | CM | 3 | R-SA | 8 | 1959 | 2024 | 0.96 | E | Mixed/All Income Levels |
| **36** | 6314010010 | 4622 SLAUSON AVE | 0.07 | Outdated, single story Auto Service, Body Shop | Mixed Use | CM | 1 | R-SA | 3 | 1958 | 940 | 0.83 | | Mixed/All Income Levels |
| **37** | 6314010009 | 4626 SLAUSON AVE | 0.07 | Outdated, single story Office | Mixed Use | CM | 1 | R-SA | 3 | 1953 | 600 | 1.42 | | Mixed/All Income Levels |
| **39** | 6314014015 | 4701 SLAUSON AVE | 0.18 | Outdated, two story Office | Mixed Use | CM | 3 | R-SA | 9 | 1980 | 546 | 1.24 | | Mixed/All Income Levels |
| **40** | 6314014016 | 4707 SLAUSON AVE | 0.18 | Outdated, two story store with SF Residence | Mixed Use | CM | 3 | R-SA | 8 | 1921 | 792 | 0.58 | E | Mixed/All Income Levels |
| **41** | 6314014017 | 4715 SLAUSON AVE | 0.18 | Outdated, two story motel | Mixed Use | CM | 3 | R-SA | 9 | 1921 | 628 | 0.05 | E | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **42** | 6314014018 | 4717 SLAUSON AVE | 0.18 | Outdated, single story Auto Service, Body Shop with significant surface parking | Mixed Use | CM | 3 | R-SA | 9 | 1989 | 1281 | 1.50 | | Mixed/All Income Levels |
| **43** | 6314014019 | 4727 SLAUSON AVE | 0.18 | Outdated, single story Service, Repairs | Mixed Use | CM | 3 | R-SA | 9 | 1957 | 1456 | 1.50 | | Mixed/All Income Levels |
| **44** | 6314014020 | 4735 SLAUSON AVE | 0.18 | Outdated, single story Club, Lodge | Mixed Use | CM | 3 | R-SA | 9 | 1958 | 6851 | 0.16 | | Mixed/All Income Levels |
| **45** | 6314014021 | 4741 SLAUSON AVE | 0.18 | Surface Parking | Mixed Use | CM | 3 | R-SA | 9 | 0 | 0 | - | | Mixed/All Income Levels |
| **47** | 6314014023 | 4751 SLAUSON AVE | 0.18 | Outdated, single story Light Manufacturing | Mixed Use | CM | 3 | R-SA | 9 | 1967 | 3936 | 1.22 | | Mixed/All Income Levels |
| **48** | 6314014024 | 4755 SLAUSON AVE | 0.05 | Outdated, single story Light Manufacturing | Mixed Use | CM | 1 | R-SA | 2 | 1955 | 1220 | 1.03 | F | Mixed/All Income Levels |
| **49** | 6314014025 | 4755 SLAUSON AVE | 0.13 | Outdated, single story Office | Mixed Use | CM | 2 | R-SA | 6 | 1955 | 3180 | 1.39 | F | Mixed/All Income Levels |
| **50** | 6314013017 | 4700 SLAUSON AVE | 0.33 | Outdated, single story Service Station with significant surface parking | Mixed Use | CM | 5 | R-SA | 16 | 1986 | 2540 | 0.29 | | Mixed/All Income Levels |
| **51** | 6314013016 | 4722 SLAUSON AVE | 0.28 | Outdated, single story Restaurant | Mixed Use | CM | 4 | R-SA | 13 | 1969 | 1097 | 1.38 | G | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **52** | 6314013004 | 4728 SLAUSON AVE | 0.35 | Outdated, single story Light Manufacturing with significant surface parking | Mixed Use | CM | 6 | R-SA | 17 | 1952 | 7080 | 0.68 | G | Mixed/All Income Levels |
| **53** | 6314013018 | 4756 SLAUSON AVE | 0.52 | Outdated, single story Church with significant surface parking | Mixed Use | CM | 8 | R-SA | 25 | 1937 | 3708 | 1.89 | | Mixed/All Income Levels |
| **66** | 6314024900 | 4801 SLAUSON AVE | 0.36 | Outdated, single story Light Manufacturing | Mixed Use | CM | 6 | R-SA | 17 | 1956 | 8188 | - | City | Mixed/All Income Levels |
| **67** | 6314024012 | 4815 SLAUSON AVE | 0.14 | Outdated, single story SF Residence | Mixed Use | CM | 2 | R-SA | 7 | 1922 | 900 | 0.26 | I | Mixed/All Income Levels |
| **68** | 6314024013 | 4819 SLAUSON AVE | 0.15 | Outdated, single story Warehouse | Mixed Use | CM | 2 | R-SA | 7 | 1923 | 872 | 1.17 | I | Mixed/All Income Levels |
| **69** | 6314024014 | 4825 SLAUSON AVE | 0.12 | Outdated, single story Duplex | Mixed Use | CM | -- | R-SA | 6 | 1942 | 937 | 1.43 | | Mixed/All Income Levels |
| **70** | 6314024030 | 4829 SLAUSON AVE | 0.11 | Outdated, single story Duplex | Mixed Use | CM | -- | R-SA | 5 | 1923 | 576 | 1.04 | | Mixed/All Income Levels |
| **71** | 6314024028 | 4833 SLAUSON AVE | 0.12 | Outdated, single story Store and Residential | Mixed Use | CM | 2 | R-SA | 6 | 1967 | 480 | 0.74 | | Mixed/All Income Levels |
| **72** | 6314024017 | 4837 SLAUSON AVE | 0.14 | Outdated, single story Triplex | Mixed Use | CM | -- | R-SA | 7 | 1926 | 831 | 2.34 | J | Mixed/All Income Levels |
| **73** | 6314024018 | 4843 SLAUSON AVE | 0.15 | Outdated, single story SF Residence | Mixed Use | CM | 2 | R-SA | 7 | 1945 | 1152 | 1.17 | J | Mixed/All Income Levels |

| Map ID | APN | Address | Acres | Existing Use | General Plan | Zoning (2019) | Estimated Units (Current) | Zoning (Current) | Estimated Units (Future) | Year Built | Building SF | Current ILR | Common Ownership | Affordability Level |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **74** | 6314024019 | 4847 SLAUSON AVE | 0.13 | Outdated, single story Fourplex | Mixed Use | CM | -- | R-SA | 6 | 1955 | 946 | 0.70 | | Mixed/All Income Levels |
| **75** | 6314024020 | 4851 SLAUSON AVE | 0.10 | Outdated, single story Store and Residential | Mixed Use | CM | 2 | R-SA | 5 | 1961 | 450 | 0.89 | | Mixed/All Income Levels |
| **76** | 6314024021 | 4869 SLAUSON AVE | 0.48 | Outdated, single story Stores with significant surface parking | Mixed Use | CM | 8 | R-SA | 23 | 1960 | 1800 | 1.35 | | Mixed/All Income Levels |
| | **Subtotal** | | **9.50** | | | | **149** | | **461** | | | | | |

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## 4.4 KEY LAND USE ISSUES FOR MAYWOOD

The community has identified the following objectives as the most important to land use decision-making in Maywood:

- Preserve and Enhance Residential Neighborhoods;
- Encourage Mixed-Use Development;
- Promote Commercial Vitality;
- Support the Continued Operation of Industrial Uses;
- Ensure Access to and Quality of Services and Infrastructure as Maywood Grows;
- Invest in the Aesthetic Quality of Maywood's Public and Private Realms; and
- Upgrade City Parks and Increase Amenities to Provide More Recreational Opporunities for Maywood Residents.

### 4.4.1 Preserve and Enhance Residential Neighborhoods

Housing covers nearly 60 percent of the City's land area, offering residents a variety of housing choices: detached houses, duplexes, apartments, and housing designed to meet the special needs of the City's older residents. Maywood is a mature community (the majority of the housing stock is over 50 years in age); residential property maintenance is an important issue. If housing is not properly maintained, its deterioration can depress property values, discourage reinvestment, and eventually impact the quality of life in the neighborhoods. Furthermore, new residential development, which is predominately multi-family in nature, should be high quality and not overburden existing public facilities and services. Development standards for new multi-family projects should be established to regulate bulk and mass, among other issues. It is important to ensure ongoing preventative maintenance, housing improvement, and the new high-quality housing construction to preserve and enhance the quality of life in the neighborhoods.

***Promote efforts to correct housing deficiencies including housing stock quality and availability.***

*Policies*

- Provide adequate funding and staffing to support code enforcement programs.
- Continued enforcement of building, zoning, health, and safety codes to improve quality of life for residents.

- Reduce overcrowding.
- Complete a comprehensive review, rewrite, and recodification of the City's zoning ordinance. As part of this larger project, the effectiveness of front yard regulations for walls, fences, and hedges on residential properties will be reviewed to ensure that these elements are attractive and add value to the neighborhood.
- Encourage conservation and rehabilitation programs aimed at improving and maintaining the quality of the existing housing stock in the City.
- Establish, maintain, and enforce multi-family development standards that regulate the use of properties in a manner that protects the health, safety, and general welfare of the community and maintain neighborhood character.
- Review and adjust the PUD process and regulations.
- Use financing incentives (redevelopment funds, state and federal funds such as PHLA and HOME) in conjunction with code enforcement efforts to assist with rehabilitation of residential units.
- Coordinate and partner with other local agencies and nonprofit organizations to encourage with rehabilitation efforts and establish local rehabilitation programs.
- Encourage developers of higher density multi-family projects to provide adequate parking facilities.
- Promote efforts to correct housing deficiencies including housing stock quality and availability.

### 4.4.2 Encourage Mixed-Use Development

Maywood's compact size, grid street pattern, access to public transportation, and intensity of development create conditions ideal for pedestrian activity and development approaches that combine places to live with places to work, shop, and pursue leisure activities. The concept of mixed-use development has long been established in intense urban downtowns, but the approach has proven successful at a smaller scale as well, as communities throughout California rediscover the efficiencies and vibrancy mixed-use development brings.

Mixed use development provides for the integration of commercial, office, and residential uses within a specific geographic area. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Mixed-use development is permitted and encouraged along Slauson Avenue and Atlantic Boulevard. This approach to land use in Maywood will bring energy and diversity to Slauson Avenue and Atlantic Boulevard, with higher density residential

development in areas where services are available. To maintain the primarily business function of these districts, businesses must be oriented toward the street to encourage and facilitate pedestrian activity and access. The Zoning Code will establish design standards to encourage possible street/sidewalk/parking relationship and encourage pedestrian oriented activity.

***Create a mixed-use district along Slauson Avenue and Atlantic Boulevard that provides opportunities for economic development and accommodates a complementary mix of commercial and residential uses.***

*Policies*

- Provide zoning incentives that encourage mixed-use development that encourages pedestrian activity, creates connections between the various commercial uses, and is well designed.
- Promote the development of quality mixed-income housing in mixed-use areas by offering density bonuses and other financial or regulatory incentives for providing units for very-, low-, and moderate-income residents.
- Establish and enforce mixed-use development standards that address access, parking, pedestrian circulation, landscaping, and aesthetics.
- Require ground-floor commercial uses to be oriented to the street and sidewalks to support an appealing pedestrian experience and encourage foot traffic.
- Encourage the utilization of these spaces for businesses that serve Maywood residents and provide services needed by Maywood residents, particularly those living in the adjacent mixed-use neighborhoods.
- Investigate opportunities to provide public parking to serve businesses along Slauson Avenue and Atlantic Boulevard. As part of the comprehensive zoning rewrite, the City will explore shared parking arrangements.
- Ensure that the architecture, landscape design, and site planning of mixed-use projects are of the highest quality, emphasizing a pedestrian scale, safe and convenient pedestrian access between uses, and spaces for public gathering.
- Ensure that public gathering areas and plazas are incorporated within mixed-use projects to allow for social interaction and community activities.
- Complete a comprehensive review, rewrite, and recodification of the City's zoning ordinance.

- Review and adjust the PUD process and regulations.

### 4.4.3 Promote Commercial Vitality

Commercial businesses along Slauson Avenue and Atlantic Boulevard provide a vital revenue source for the City. Given Maywood's built-out character, the City encourages redeveloping outdated commercial uses to those that offer the optimal range of goods and services. Such redevelopment will not only boost the City's tax base, but will add convenience for residents to shop in Maywood rather than outside of the City. An important component of attracting this mix of businesses is to offer attractive and well-maintained business districts.

***Promote new commercial development and the maintenance of existing commercial uses to enhance Maywood's commercial districts along Slauson Avenue and Atlantic Boulevard.***

*Policies*

- Actively market and promote Maywood as a good place to do business, work, and live.
- Attract and retain a wide range of businesses offering a range of commercial goods and services to the City's residents.
- Strengthen the City's economic and tax base by attracting businesses that will provide both economic benefit to the community and provide needed services to residents.
- Encourage increased private investment in neighborhoods.
- Work with existing businesses to develop, expand, and implement strategies to market, attract, and retain a variety of retail and service commercial uses.
- Target key sites/areas for the development of commercial projects that can accommodate an integrated mix of retail, office, restaurants, entertainment, and residential uses.
- Provide rehabilitation assistance to targeted commercial sites/areas to enable property owners to improve their commercial properties.
- Encourage the land assembly through public incentives to allow higher intensity commercial development.
- Provide assistance to non-conforming properties along Slauson Avenue to allow them to achieve conformance.
- Encourage redevelopment of older commercial properties and underutilized parcels.

- Continued enforcement of building, zoning, health, and safety codes to promote commercial property maintenance.
- Continue to enforce landscape, signage, and parking standards for commercial development.
- Require high-quality commercial development that contributes to Maywood's character.
- Encourage infill development that is architecturally and environmentally sensitive, incorporates sustainable planning and construction, and is compatible with neighboring land uses.
- Complete a comprehensive review, rewrite, and recodification of the City's zoning ordinance.

### 4.4.4 Support the Continued Operation of Industrial Businesses

Approximately six percent of the City's total land area (mostly located on the northeast and southeast corners of the City, adjacent to the cities of Vernon and Commerce) is dedicated to industrial use. Little or no opportunity for new industrial development exists in Maywood unless higher industrial development intensity is permitted to increase.

While the industrial businesses in Maywood are valued members of the community and opportunities exist for enhancing established industrial uses, the majority of the industrial properties are in close proximity to residential uses. As a result, intensification or recycling of the existing industrial uses may offer opportunities for eliminating inherent land use conflicts through transition to more compatible industrial uses and better site and building design

In addition, Industrial Planned Unit Development Standards in the Zoning Code can serve as an incentive for industrial redevelopment and also be more compatible with less intense surrounding uses.

***Maintain the City's existing industrial base while ensuring compatibility with adjacent uses.***

*Policies*

- Facilitate the continued redevelopment of aging industrial uses to businesses more compatible with adjoining residential neighborhoods.
- Review and strengthen regulations for the establishment and operation of industrial uses that address parking, landscaping, screening of storage areas, and minimize nuisances such as smoke, noise, odors, and vibrations.

- Continued and increased enforcement of building, zoning, health, and safety codes to promote industrial property maintenance.
- Require industrial developments to provide adequate on-site employee and business parking to minimize adverse impact and congestion on local streets. Revised parking standards will also reduce conflicts between adjacent uses. Given Maywood's small size and dense development pattern, incompatible land uses are necessarily adjacent to one another without the typical buffer or transitional uses. There are several areas where one side of the street is industrial and the other is residential, this creates a lot of conflicts when parking is limited and commercial vehicles are utilizing on-street parking.

### 4.4.5 Ensure Access to and Quality of Services and Infrastructure

As one of the most densely populated communities in Los Angeles County and, in fact, the nation, Maywood's public facilities and services experience full utilization. The City and other public service entities provide the full range of urban facilities and services for Maywood residents and businesses: water supply, treatment, and distribution; sewage treatment, solid waste disposal; drainage/flood control; fire protection and emergency services; law enforcement, public education; parks, community centers and recreational opportunities; and libraries. The provision and maintenance of these services and facilities protect the quality of life and enhance the livability of the community.

Public facilities and services require upgrading and expansion on a periodic basis to accommodate future growth and development and to address the stresses on the facilities imposed by time. The following goals and policies work to ensure that future development is paced appropriately so that public services and facilities continue to be provided at acceptable levels of service to meet the community's needs.

***Ensure that public facilities and services have sufficient capacity to support new development.***

*Policies*

- Properly locate and adequately size public facilities to meet existing and projected demand.
- Evaluate the impact of development proposals on public facilities and services.
- Require residential development proposals to include an evaluation of the capacity for sewer service, water supply, and other types of infrastructure.
- Coordinate with public and private agencies to improve public facilities as density increases.

- Periodically inventory and monitor the condition of the City's sewer, water, storm drainage, streets, and parks, libraries, schools, health care facilities, and other supporting appurtenances
- Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected.
- Utilize redevelopment planning to improve infrastructure and streetscapes throughout the City.

### 4.4.6 Invest in the Aesthetic Quality of Maywood's Public and Private Realms

Maintaining pride in the community requires continued reinvestment in the aesthetic quality of residential neighborhoods and business districts. Community aesthetics apply to both private and public properties, particularly streetscape improvements. Slauson Avenue and Atlantic Boulevard are the most traveled streets within Maywood, serving both local and regional traffic.

Enhancement along these corridors can create an enduring positive image for the City. Enhancements may include street trees, undergrounding of utilities, street furniture, enhanced paving, signage, and lighting. The City, working with nonprofit partners and grant awards, has implemented an aggressive tree planting program to enhance the city's throughfares and help reduce the urban heat island effect. In addition to the tree planting program, the City has received a $1.3 million grant from Clean CA to enhance and upgrade commercial corridors and industrial areas. This grant will improve landscaping and other enhancements in the public realm, softening the transition between commercial/industrial uses and residential neighborhoods. These projects include public art, utility box murals, landscaping, intersection bump outs, and other means to reduce the amount of pavement in the public realm. The City will add monument signs at city entrances and additional signage to deter dumping.

Maywood has the opportunity to differentiate itself when visitors, shoppers, or residents enter the City from neighboring jurisdictions. Gateways can have distinctive design features such as signs, graphics, landscaping, and accent lighting to welcome people to Maywood.

***Provide maintenance and beautification of buildings, streetscapes, and neighborhoods.***

*Policies*

- Establish attractive, identifiable City gateways.
- Undertake continued and consistent enforcement of building, zoning, health, and safety codes to promote property maintenance.
- Provide adequate funding and staffing to support code enforcement programs.

- Promote neighborhood beautification efforts.
- Direct efforts at maintaining and upgrading commercial and industrial areas of the community which have experienced disinvestment.
- Enhance the streetscapes throughout Maywood.
- Develop a strategy for ongoing public realm improvements.

### 4.4.7 Upgrade city parks and increase amenities to provide more recreational opportunities to Maywood residents

Maywood has limited parkland and open space in the City. There is not an opportunity to provide additional parks, so the City relies on the provision of open space in redevelopment projects and partnerships with the LAUSD to provide residents access to school recreational facilities. The City has been actively improving its municipal parks, increasing and updating amenities to expand recreational offerings for Maywood residents. In addition to a tree planting effort, the City has sought grants to provide or improve recreational amenities in its parks. There is a brand new soccer field and a Dodgers Dreamfield was unveiled at Maywood Park in 2022. The Dodgers Dreamfield project included refurbishing an existing baseball diamond with new playing surfaces and grass, providing an enclosed field, upgraded dugouts, new pitcher's mounds and bullpens, and the addition of a LED scoreboard that looks like the scoreboard at Dodger's Stadium. The project also includes a new training zone. The YMCA's building is owned by the City; the City works cooperatively with the YMCA to ensure adequate recreational amenities and undertake maintenance and improvement projects. In addition to routine maintenance of the pool at the YMCA, the City has recently upgraded and improved the splash pad. Riverfront Park has also undergone a transformation with the addition of exercise equipment and tree plantings.

***Improve access to and quality of community services and facilities within the City.***

*Policies*

- Continue to share public school recreation land and facilities for City recreation uses and/or community uses.
- Encourage the coordination of social and childcare programs.
- Support the rehabilitation and expansion of the Maywood Cesar Chavez Library to meet the community's changing needs.
- Encourage the development of a new civic center that will serve as a source of community pride and identity.

- Assure the effective participation of Maywood residents in land use decisions.
- Improve pedestrian and ADA access to community facilities and services and commercial services throughout the city;
- Improve and expand community services and facilities for seniors, including community centers, hospitals, dental office, and health clinics.

## 4.5 ZONING AND THE LAND USE ELEMENT

The Maywood Zoning Ordinance serves as the primary tool for implementing land use policy. Under California law, the zoning ordinance must be consistent with the General Plan, requiring that each land use category has one or more corresponding zone designations. The development standards and land use regulations contained in the zoning ordinance must reflect the policy statements contained in the Land Use Element. While the General Plan may be somewhat general in its discussion of permitted land uses and development intensities, the zoning ordinance must provide the specificity property owners and developers seek in identifying how particular properties can be used and developed. The City of Maywood intends to complete a comprehensive zoning rewrite in FY 2025; through that process, updates necessary for compliance with the General Plan and state law as well as any other inconsistencies will be addressed and remedied. The Housing Element and this Land Use Element identify a number of zoning programs and changes to be made during the comprehensive zoning rewrite. Figure 18 shows the City's existing zoning designations and Table 7 identifies the relationship between land use categories and zoning designations.

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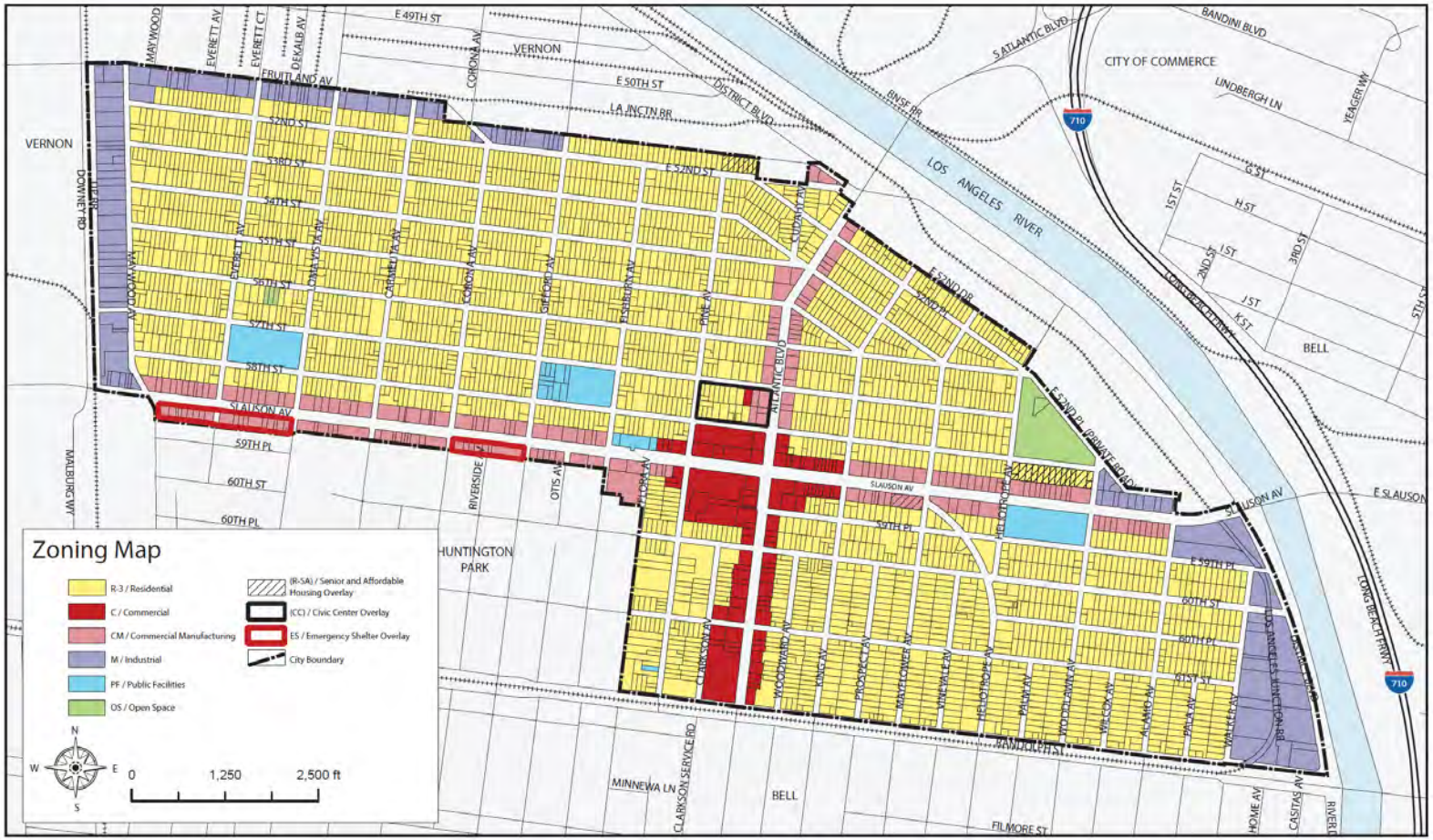
**Figure 18: City of Maywood Zoning Map**




*Please note: Some of the smaller parks and pocket parks are zoned residential so they do not appear on this map.*

**Table 7: General Plan/Zoning Consistency**

| General Plan Use Category | Corresponding Zone Designation(s) | Notes |
|---|---|---|
| Residential | R-3, R-SA | R-SA is an overlay district |
| Town Center Commercial | C, CC | City Center is an overlay district |
| Mixed Use | CM | |
| Industrial | M | |
| Public/ Quasi-Public | PF | |
| Park | OS | |
| Education | PF | |
| Solid and Liquid Waste Disposal | C, CM, M | With applicable restrictions and approvals |
| Greenways | OS | n/a in Maywood |
| Timberland Preserve Zone Lands | - | n/a in Maywood |
| Military Land Uses | - | |

## 4.6 IMPLICATIONS OF LAND USE POLICY

Over time, as property owners redevelop sites within the City and changes in land use or intensity occur consistent with this Land Use Element, the overall distribution of land use will shift. Table 8 summarizes the shift in land uses from the existing to the proposed uses and the corresponding level of development anticipated to result from implementation of the Land Use Policy Map, and the goals and policies contained in this Element.

**Table 8: Existing and Proposed Land Use and Population Estimates**

| Land Use Category | Existing Acres | Percent of Total | Proposed acres | Percent of Total | Proposed Average Density | Existing Dwelling Units | Proposed Dwelling Units* | Existing Square Feet (in 1,000) | Potential Square Feet (in 1,000) | Population* |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | 27,332 |
| Residential | 441 | 59% | 441 | 59% | 16 du/ac | 6,836 | 7,056 | | | +862 |
| Residential – Senior/Affordable Overlay | 4 | 1% | 4 | 1% | 60 du/ac | --- | 240 | | | +940 |
| Mixed Use Residential | **7** | 1% | 7 | 1% | 35 du/ac | --- | 245 | | | +959 |
| Commercial (General Commercial) | 55 | 7% | 44 | 6% | 0.30 | | | 99 | 586 | |
| Town Center Commercial | 12 | 2% | 12 | 2% | 0.25 | | | 131 | 156 | |
| Industrial | 45 | 6% | 45 | 6% | 0.40 | | | 689 | 802 | |
| Public/Quasi-Public | 17 | 2% | 17 | 2% | 0.25 | | | 183 | 245 | |
| Parks | 7 | <1% | 7 | <1% | | | | | | |
| Streets and ROWs | 172 | 23% | 172 | 23% | | | | | | |
| **Total** | **760** | 100% | **760** | 100% | | **6,701** | **7,541** | **1,102** | **1,789** | **30,093** |

The buildout population projections presented in this table are based on the projected number of dwelling units that can be accommodated and the year 2019 5-Year American Community Survey persons per household factor for Maywood, which is 4.00. A 2.1% vacancy rate is applied to the population and housing estimates per the 2019 5-Year American Community Survey. The base population number is also based on the 2019 5-Year American Community Survey.

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# APPENDIX A

## Proof of Publication

Comm*UNITY*
General Plan Update
*una visión compartida para Maywood*

# 2023 CIRCULATION ELEMENT

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# 1.0 INTRODUCTION

Maywood has a well-developed multimodal circulation system. Its roadway network consists of two major arterial roadways (Slauson Avenue and Atlantic Boulevard), collector streets, and a street-grid network of local streets that connect residents to all parts of the City, as well as to neighboring communities. Regional vehicular access is provided by the nearby I-710 Freeway. The City's two major arterial roadways, Slauson Avenue and Atlantic Boulevard, provide local access within Maywood and serve as primary access to and from the nearby freeway system, mainly to the I-710 and the I-5 beyond I-710.

Maywood is served by two Los Angeles County Metropolitan Transportation Authority (Metro) buses. Route 108 runs east-west through Maywood along Slauson Avenue, connecting Maywood with Downey to the east and Marina Del Rey to the west. Route 260 runs north-south through Maywood along Atlantic Avenue, connecting Maywood with Altadena to the north and Compton to the south. To supplement local transit resources, the City operates two fixed-route shuttles and has a successful Dial-A-Ride program for elderly and/or disabled residents.

The City is actively implementing complete streets projects, which include prioritizing pedestrian and bicycle facilities throughout the City.

As one of the smallest and most densely developed communities in Los Angeles County and the country as a whole, Maywood's transportation system bears a significant burden. Well-planned circulation is of utmost importance since the City relies heavily on the commercial corridors serving as major transportation thoroughfares. Travel delays and road hazards with the resulting driving frustrations not only impact public safety but also affect the economic well-being of the city

The ease with which people can move within and through Maywood depends upon good circulation planning. In a built-out community like Maywood, where the street system is well established, opportunities for improving circulation may seem limited. The Circulation Element aims to be creative in addressing anticipated circulation needs and the ability of the road network and alternative transportation modes to meet travel demand into the future. The Circulation Element emphasizes the maintenance of a transportation system that responds to the demand of current and planned land uses, as set forth in the Land Use element, as well as the projected through traffic: intercommunity and freeway bound. This Circulation Element is also directly linked to the Environmental Justice element as access to transportation is often inequitable in traditional transportation networks.

## 1.1 SCOPE AND CONTENT OF THE CIRCULATION ELEMENT

State law requires: "**...** A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan**.**"

In characterizing the correlation requirement, the circulation element of a general plan must provide meaningful proposals to address changes reflected in the land use element, and the land use element must provide meaningful proposals to reflect changes reflected in the circulation element. A proposal is "meaningful" if the element identifies reasonably reliable funding sources.

The provisions of a circulation element affect a community's physical, social, and economic environment, as well as its health. SB 1000 requires local governments to address environmental justice considerations related to circulation - such as access to transportation systems, air quality related to transportation, delivery routes and transit options for nutritional food access, and promotion of physical activity.

The broad purpose of the Circulation Element is to define a safe, efficient, and adequate circulation system in Maywood that responds to all circulation needs. Circulation refers to the actual physical circulation system consisting of freeways, streets, bicycle routes, and sidewalks, as well as modes of transportation including cars, buses, trucks, trains, bicycles, ridesharing, and walking. People at different stages of their lives and for various reasons have different transportation needs. For example, a senior Maywood resident may ride the bus to shop for groceries but may need more specialized dial-a-ride services to visit a doctor. A young person may drive to work on weekdays but choose to bike to a park on weekends. This Element examines the transportation requirements of a diverse population and establishes appropriate policies.

## 1.2 RELATIONSHIP/CORRELATION TO OTHER GENERAL PLAN ELEMENTS

The circulation system should accommodate the level of multi-modal traffic generated by current and future development within the City and by present and future through traffic created by any regional traffic growth. Thus, this Element presents a circulation plan that is based upon land use policy set forth in the Land Use Element, as well as the projected increase in through traffic and increase in multi-modal improvements for all category of users.

As required by SB 1000, this Circulation Element is also inextricably linked with the City's first-ever Environmental Justice Element. The entire City of Maywood is an environmental justice area; circulation and transportation access remain an important burden most often borne by those with the fewest options.

# 2.0 RELATED PLANS AND PROGRAMS

## 2.1 MAYWOOD ACTIVE TRANSPORTATION BIKE AND PEDESTRIAN MASTER PLAN

Concurrent with this update of the Circulation Element, the City of Maywood completed an Active Transportation Bike and Pedestrian Master Plan in October 2023 with the goal of providing "a clear and comprehensive framework for safer, more convenient non-motorized transportation options throughout the City." The Maywood Active Transportation Plan engaged more than 150 people through several community events and charettes. Community feedback on the Active Transportation Plan was consistent with the feedback received during events supporting the General Plan Update and can be categorized into XX themes: excessive vehicle speeds, narrow streets, and the feeling of "unsafe" streets. Recommendations based on the existing conditions research, community feedback, and transportation best practices are provided in six categories: bicycle network recommendations, bicycle intersection recommendations, pedestrian intersection recommendations, roadway recommendations, regional connectivity recommendations, and non-infrastructure recommendations. All recommendations of the Active Transportation Plan are also considered recommendations of this Circulation Element Update. The Active Transportation Plan can be found in Appendix C of this Element.

## 2.2 SCAG REGIONAL TRANSPORTATION PLAN – CONNECT SOCAL

Adopted on September 3, 2020, The Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG) addresses regional issues, goals, objectives, and policies for the Southern California region. The plan, which SCAG periodically updates to reflect changing conditions in the southland, has been developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens. The plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

## 2.3 METRO CONGESTION MANAGEMENT PLAN

The Los Angeles County Metropolitan Transportation Authority (METRO) is responsible for planning and operating regional transit facilities in Los Angeles County. As part of its functions, METRO prepares the Congestion Management Plan, or CMP, mandated by State law. Individual

cities within the County are responsible for implementing the CMP. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, identifies strategies to reduce congestion, and sets forth requirements for local jurisdictions to ensure CMP compliance. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed.

The CMP identifies a network of arterial roadways and all freeways in the County that comprise the CMP system. The Long Beach Freeway, 1-710, is the only regional roadway/freeway that is relevant to the City of Maywood, according to the CMP. While the I-710 freeway falls outside the Maywood city boundaries, it plays an integral role in affecting mobility in the City and is therefore addressed in this Circulation Element.

In June of 2018, the METRO Board of Directors acted to initiate the process to opt-out of the State-mandated program and directed METRO to consult with local jurisdictions to consider and prepare the necessary resolutions for jurisdictions to exempt themselves from the program. The California Government Code Section 65088.3 states that jurisdictions within a county may opt-out of the CMP requirement without penalty, if a majority of local jurisdictions of the County's population formally adopt resolutions requesting to opt-out of the program.

## 2.4 I-701 MAJOR CORRIDOR STUDIES

Facilitated by the Governor's Traffic Congestion Relief Plan, in 2002 Caltrans, Gateway Cities Council of Governments, the Los Angeles County METRO, and SCAG initiated a multi-year Major Corridor Study of the 1-710, Long Beach Freeway to analyze traffic congestion and other mobility problems along this Corridor and to develop multi-modal, timely, cost-effective transportation solutions from the ports of Los Angeles and Long Beach to State Route 60. This study constitutes a comprehensive evaluation of the I-710 freeway corridor, parallel arterials, and other components of the system's infrastructure, including goods movement analysis focusing on truck transport. Maywood City officials and staff participate in policy and technical planning to ensure Maywood's interests were appropriately reflected in the strategy.

The plan proposed the widening of a 19-mile stretch of the 710 Freeway from East Los Angeles to Long Beach. In May of 2022 METRO rejected the widening project and selected a “no build” alternative, putting an end to the project and closing out the environmental impact report. Eliminating widening was a major shift from a plan approved by the LA Metro board that would have required the destruction of hundreds of freeway-adjacent homes and businesses.

METRO launched the I-710 Corridor Investment Plan process in the Fall of 2021 in response to community members and stakeholders demands for a different vision for mobility in their communities. METRO, in partnership with community stakeholders along the I-710 South Corridor, is working to identify multimodal transportation projects and programs that will offer mobility options that embrace equity and sustainability with goals that foster a healthier

lifestyle, economic vitality, social equity, environmental stewardship, and access to opportunity for all.

## 2.5 REGIONAL AIR QUALITY MANAGEMENT PLAN

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A non-attainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting federal or state standards for a given pollutant). The plan must outline specific programs, strategies, and timelines for bringing the area into compliance with national and/or state air quality standards.

The Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD), first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements since fossil-fuel-powered vehicles account for more than 60 percent of nitrogen oxides emissions and 70 percent of the carbon monoxide emissions within the basin.

In October of 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The South Coast Air Basin is classified as an “extreme” non-attainment area and the Coachella Valley is classified as a “severe-15” non-attainment area for the 2015 Ozone NAAQS. The 2022 AQMP is being developed to address the requirements for meeting this standard.

# 3.0 IMPORTANT CONCEPTS AND TERMS

## 3.1 LEVEL OF SERVICE

The efficiency and quality of traffic operations can be described in terms of Level of Service, or LOS. Levels of Service range from A to F, with LOS A indicating excellent operating conditions with little delay to motorists, and LOS F denoting congested conditions with excessive vehicle delay. Generally, LOS D is considered the lowest acceptable operating conditions on an urban arterial roadway. The LOS designations correspond to volume-to-capacity (V/C) ratios calculated for roadways. For example, a roadway that carries 18,000 vehicles per day, with a capacity to accommodate 20,000 vehicles per day, has a V/C of 0.90. Table C-1 correlates the roadway LOS interpretation to V/C ranges and the actual traffic conditions associated with each LOS designation. While Level of Service is still the most commonly-used metric to evaluate an intersection, there are many factors that influence how an intersection operates and Level of

Service is limited in it only evaluates traffic timing, it does not evaluate intersection safety nor consider how bicyclists and pedestrians interact with the intersection.

**Table 1: LEVEL OF SERVICE INTERPRETATION AT SIGNALIZED INTERSECTIONS**

| Level of Service | Description | Volume to Capacity Ratio |
|---|---|---|
| **A** | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. | 0-0.60 |
| **B** | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form | 0.61-0.70 |
| **C** | Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted | 0.71-0.80 |
| **D** | Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods. | 0.81-0.90 |
| **E** | Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes. | 0.91-1.00 |
| **F** | Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow. | Over 1.00 |

*Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982*

## 3.2 INTELLIGENT TRANSPORTATION SYSTEMS

The application of Intelligent Transportation Systems (ITS) technology allows control of traffic by advanced computer and communication technologies. The goal of ITS is to reduce travel times, vehicle delay, and overall congestion. Additional benefits accrued from the application of ITS include safety and traveler information. A number of corridors and areas in Maywood are ideally suited for ITS application, provided coordination with adjacent cities allows for an interconnected system to facilitate through traffic.

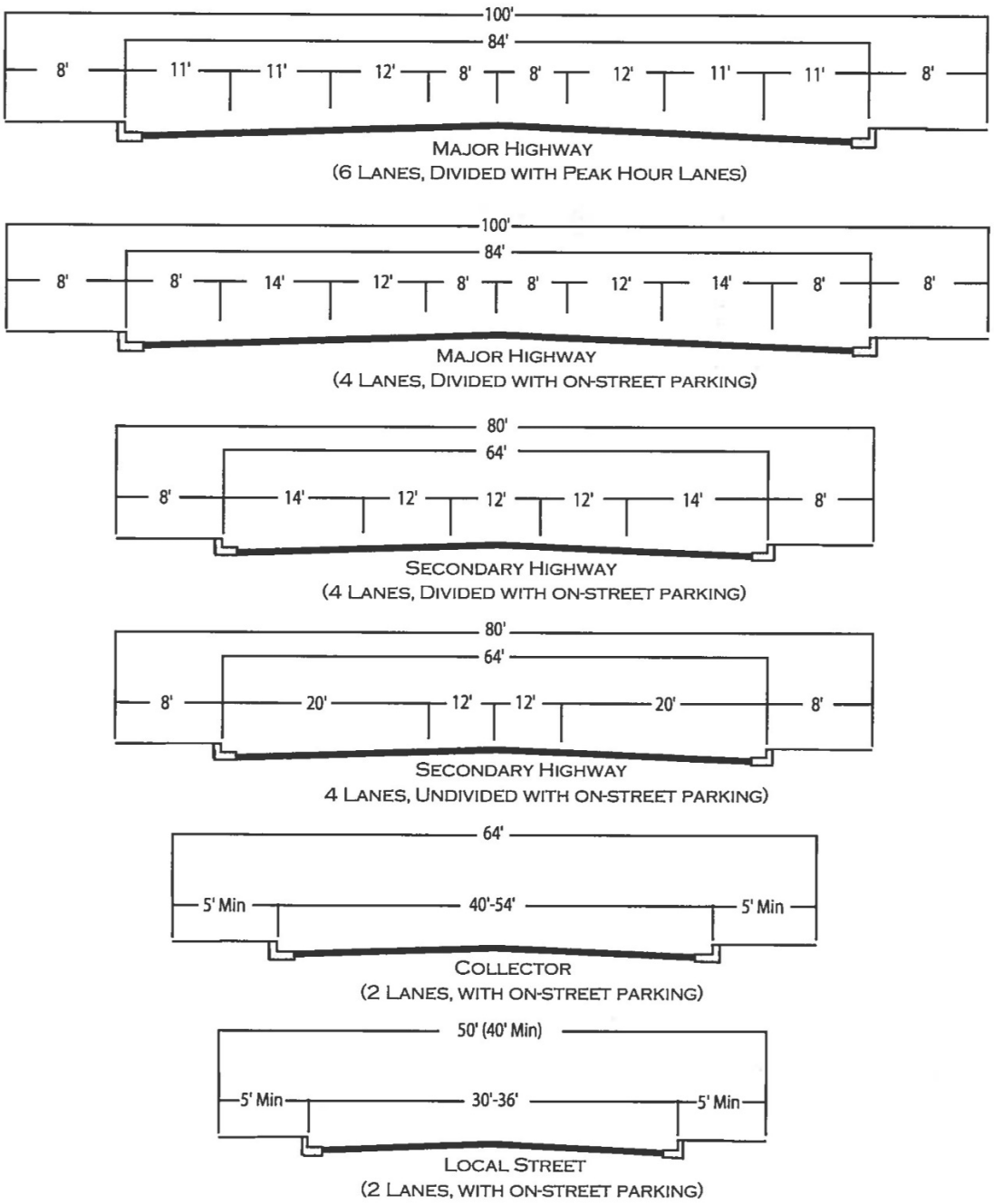
## 3.3 STREET/HIGHWAY CLASSIFICATIONS

Roadways typically are classified according to their overall purpose or function within a system of roads. Road classification is based primarily on traffic volume and on the interruption of traffic flow. For example, freeways carry very high traffic volumes and have an uninterrupted flow (no traffic signals or stop signs, and access is limited to freeway ramps and interchanges) while local roads offer free access to neighboring land uses and provide on street parking. See Figure 3 for the classifications of Maywood's roadways.

Maywood uses five roadway classifications for which standards are prescribed. The development standards are based on the Los Angeles County Code Book, with modifications to collectors and local streets to better reflect existing conditions within Maywood.

**Figure 1: Roadway Cross-Section by Classification (not to scale)**

*Source: CBA, January 2003, Katz, Okitsu & Associates*



### 3.3.1 FREEWAY

A freeway is a controlled access, high-speed roadway with grade-separated interchanges. A freeway is intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of the California Department of Transportation (Caltrans). There are no freeways in Maywood.

### 3.3.2 MAJOR HIGHWAY

The function of a Major Highway is to connect traffic from minor arterials and collectors to other parts of the city, freeway interchanges, and adjacent major land uses. Major Highways also provide a linkage between activity centers in the City to other adjacent communities and other parts of the region. Major Highways are designed to move large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. Major Highways have a curb-to-curb width of 84 feet within a 100-foot right-of-way. Eight-foot sidewalks are recommended. Access to adjacent land uses and the presence of parking should be minimal or prohibited completely. There are no major highways in Maywood.

### 3.3.3 SECONDARY HIGHWAY

A Secondary Highway serves as an intermediate route to carry traffic between local streets, collectors, and Major Highways. Secondary Highways are intended to provide access to all types of land uses and generally have no limitation on access. Parking is generally allowed during all periods of the day or may be prohibited during morning/evening peak periods. This roadway classification is designed to carry moderate levels of traffic, generally in the range of 15,000 to 25,000 vehicles per day. Secondary Highways provide an 64-foot curb-to-curb width within an 80-foot right-of-way. Eight foot sidewalks should be provided on either side. Slauson Ave and Atlantic Boulevard are the City's secondary highways. Randolph Street (which forms a portion of the City's border with Bell) is also a secondary highway.

### 3.3.4 COLLECTOR

The primary purpose of a Collector is to serve as an intermediate route to carry traffic between local streets and highways. Collectors are intended to provide access to all types of land uses and generally have no limitation on access. Parking is typically allowed during all periods of the day or, if necessary, may be prohibited during peak hours on certain segments. Collectors are designed to carry moderate levels of traffic, generally in the range of 10,000 to 15,000 vehicles per day. A Collector has a curb-to-curb width that ranges from 40 to 54 feet contained within a 64-foot right-of-way.

Given the city's tight grid system, none of the roadways in Maywood are designed as collector streets, but several serve this purpose.

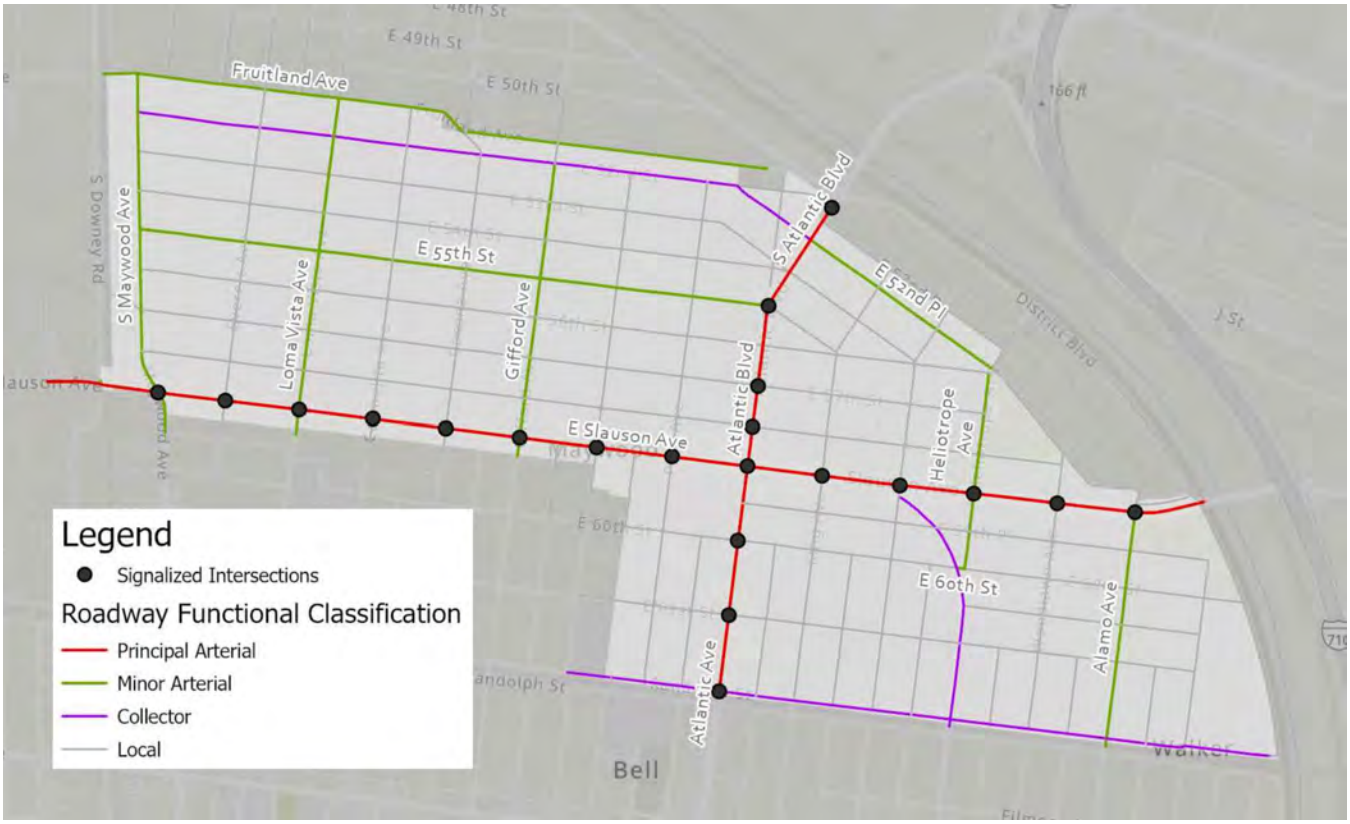
### 3.3.5 LOCAL STREET

Local streets provide direct vehicular, pedestrian, and bicycle access to adjacent land uses. They are intended to carry low volumes of traffic, typically narrow, and allow unrestricted parking. Local streets in Maywood have a 36-foot curb-to-curb width within a 50-foot right-of-way. All of Maywood's remaining streets are densely developed local streets.

### 3.3.6 LOCAL ROADWAY SAFETY PLAN (LRSP) ROADWAY CLASSIFICATIONS

The City of Maywood (working with Kimly-Horn) recently completed a LRSP, in which four roadway classifications were used: Principal Arterial (Slauson Avenue and Atlantic Boulevard), Minor Arterial (Maywood Avenue, Loma Vista Avenue, Gifford Avenue, Heliotrope Avenue, Alamo Avenue, E 55th Street, E 52nd Place, and Fruitland Avenue), Collector (Randoph Avenue, Heliotrope Circle, and E 52nd Street), and Local (all other roads).

**Figure 2: Roadway Classifications (2022 Local Roadway Safety Plan)**



## 3.4 BICYCLE PATH CLASSIFICATION

Bicycle travel is accommodated either on or separate from the local road network. Maywood has adopted the California Department of Transportation (Caltrans) bicycle path classification system as follows:

### 3.4.1 BICYCLE PATHS

Class I bike paths have exclusive rights-of-way intended to serve cyclists with the safest means of travel. They are physically separated from motor vehicle traffic by a barrier or spatial distance.

### 3.4.2 BICYCLE LANES

Class II bicycle lanes are located along a curb lane of a street or highway. The path is generally denoted with pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways or intersections.

### 3.4.3 BICYCLE ROUTES

Class Ill bicycle routes are intended for shared use with pedestrian or motor vehicle traffic. Signs are posted to indicate that the road also serves as a bike route, although no special striping is provided.

# 4.0 CIRCULATION PLAN

## 4.1 REGIONAL ACCESS - EXISTING AND PROPOSED MAJOR THOROUGHFARES

The regional transportation system includes freeways, highways, and major thoroughfares that provide City residents and the business community with access to all areas of Los Angeles County and beyond. Interstate 710 (Long Beach Freeway) is located approximately one-quarter mile east of Maywood. Access to and from the I-710 is achieved only through the ramp systems at the intersection of Atlantic Boulevard and Bandini Boulevard. The next closest interchange is at Florence Avenue, approximately one mile beyond the southern boundary of Maywood.

### 4.1.1 I-710 FREEWAY ISSUES

Interstate 710 is a vital interstate route, yet no major improvement has been made since it was built in the 1970s. Traffic volumes along the entire stretch of I-710 have overwhelmed the original design capacity of the freeway interstate, particularly at interchanges. Due to the limited freeway access for Maywood and adjacent cities, the interchange of I-710 at Atlantic Boulevard

is severely congested during the morning and evening peak hours. The volume of truck traffic from the ports to warehouse and distribution points throughout Southern California has also accelerated the deterioration of I-710. Given its proximity to numerous rail yards to the north, Maywood is significantly impacted by I-710 congestion.

The METRO-sponsored I-710 Corridor Study has presented numerous alternatives and several proposed improvements to the freeway, its parallel arterials, and interchanges. These changes would benefit Maywood by eliminating design deficiencies at the Atlantic Boulevard interchange, possibly widening Atlantic Boulevard to increase capacity, and even adding an additional interchange at Slauson Avenue just east of the City. The new Slauson Avenue interchange proposed by Caltrans is anticipated to occur within the timeframe of the Maywood General Plan (before the year 2022). This interchange would provide full access to the I-710 from Slauson Avenue and potentially relieve congestion at the nearby Atlantic Boulevard interchange.

In January of 2022, the City of Maywood released an RFP to provide engineering services for the preparation of Project Approval and Environmental Documents (PAED) & Plans, Specifications and Estimates (PS&E) for the Slauson Ave. and Atlantic Blvd. Congestion Relief Improvements. The purpose of this project is to relieve congestion along the Slauson Avenue Corridor within the City of Maywood, to increase capacity, improve traffic flow and operation by reducing delay from equipment upgrades and traffic signal synchronization.

The City supports enhanced public transit as a means to alleviate regional traffic congestion on the I-710 and other freeways and highways surrounding the City. Although they do not pass-through Maywood, the Metro A Line (Blue) and Metro C Line (Green) provide additional transportation options  for City residents.

Goals & Policies

***Minimize freeway impacts on the local street system while ensuring convenient access to the long Beach Freeway (I-710) from Maywood.***

*Policies*

- Support efforts of the California Department of Transportation (Caltrans) to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial network.
- Work with Caltrans to provide a full or partial interchange of the Long Beach Freeway at Slauson Avenue.
- Support efforts of Los Angeles County Metropolitan Transportation Authority (METRO and other transportation agencies to increase use of mass transit and other alternatives

to single-occupant and private automobiles as a way to reduce potential traffic loads on the Long Beach Freeway

- Support the I-710 Corridor Investment Plan process that is working to identify multimodal transportation projects and programs that will offer mobility options that embrace equity and sustainability with goals that foster a healthier lifestyle, economic vitality, social equity, environmental stewardship, and access to opportunity for all.

## 4.2 EXISTING AND PROPOSED TRANSPORTATION ROUTES

Maywood's roadway network consists of two major arterial roadways (Slauson Avenue and Atlantic Boulevard), collector streets, and a street-grid network of local streets that connect residents to all parts of the City, as well as to neighboring communities. Regional vehicular access is provided by the nearby I-710 Freeway. The City's two major arterial roadways, Slauson Avenue and Atlantic Boulevard, provide local access within Maywood and serve as primary access to and from the nearby freeway system, mainly to the I-710 and the I-5 beyond I-710.

All of Maywood's streets have sidewalks. There are no dedicated bikeways identified on the LA County Bikeways Map, but the Los Angeles River Bicycle Trail runs along the City's eastern boundary. The City is actively working to add bike lanes (where possible) and sharrow markings along city streets. The City's Circulation Plan is shown in Figure 3. Maywood's street network is fully developed and there is no opportunity to create new roads or to widen existing streets.

Atlantic Boulevard and Slauson Avenue are the two Secondary Highways that provide access to all parts of the City and link Maywood to the freeway system (Figure 3). As Atlantic Boulevard and Slauson Avenue are the primary facilities in the City for local and through traffic, the Atlantic Boulevard/Slauson Avenue intersection experiences heavy volumes and congestion through most of the day. As local and regional traffic growth places more vehicles on these two roadways, pressure to increase the number of lanes on either or both roadway may increase. The City is focused on improving circulation for all users throughout the community and undertakes street improvement projects in an ongoing manner as funding permits. Recent improvements to Atlantic and Slauson include the construction of a raised and landscaped median and the provision of a third lane in each direction during peak hours. While very limited opportunities exist to widen these roadways, there are other opportunities to improve traffic flow and safety. These improvements include the use of Intelligent Transportation Systems (ITS) linked to signal networks throughout Maywood and in adjacent communities; using CCTV to monitor road conditions, improving enforcement of existing traffic laws, and rationalizing distribution and deliveries. Improving bicycle and pedestrian infrastructure can also improve traffic conditions, by making biking and walking safer and more desirable. The City has been focused on enhancing the bicycle and pedestrian experience and providing additional bike/ped infrastructure throughout the City.

**Figure 3: Circulation Plan / Roadway Classifications**

## 4.2.1 NEIGHBORHOOD TRAFFIC SAFETY

Cut-through traffic, specifically around the intersection of Slauson Avenue and Atlantic Boulevard during peak travel hours, is a substantial neighborhood traffic safety concern in Maywood. Though the primary issue with cut-through traffic is at the intersection of Slauson Avenue and Atlantic Boulevard, the use of GPS technology has made cut-through traffic significantly worse throughout the community.

One of the ways that cities have done to reduce traffic impacts on residential streets is developing neighborhood protection plans. Such plans have been very effective in reducing traffic impacts on local residential streets by either slowing the speed of traffic and/or reducing the volume of cut-through traffic by making it less convenient for motorists to reach residential streets. The Circulation Element recommends that Maywood establish a Neighborhood Traffic Control Program, with the overall objective of reducing traffic impacts and thereby improving the livability of its neighborhoods.

The Neighborhood Traffic Control Program design and adoption process will ensure that every neighborhood with demonstrated traffic problems has equal access to neighborhood traffic control measures. The Program depends upon citizen involvement and may vary from year to

year based upon funding available for neighborhood traffic control. The design and adoption process includes the following nine steps:

- Step 1: Identify Candidate Streets/Neighborhoods
- Step 2: Conduct Preliminary Screening and Evaluation
- Step 3: Survey/Petition Affected Persons
- Step 4: Prepare an Engineering Analysis
- Step 5: Convene Neighborhood Meetings
- Step 6: Determine Prioritization and Funding
- Step 7: Develop Demonstration Project
- Step 8: Make Determination of Permanent Project
- Step 9: Monitoring

Implementation of a successful neighborhood protection plan requires consultation with the neighborhood residents because the associated physical modifications often result in modified neighborhood travel patterns. To discourage cut-through traffic, the neighborhood streets must be made less attractive as alternate routes. This typically means making the street more difficult to access and slower to drive through. These changes not only impact neighborhood residents but also motorists cutting through the neighborhood. As appropriate, measures will be implemented on a temporary basis to test the effectiveness of the neighborhood protection plan and gauge community reaction.

### 4.2.2 TRUCK ROUTES AND COMMERCIAL GOODS MOVEMENT

A great deal of movement of freight by truck occurs in and through Maywood. Proximity to the I-710, the I-5 and to the industrial city-of Vernon contributes to the increased truck traffic experienced by Maywood residents. The City has designated a number of streets as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials throughout the community. The truck routes in Maywood connect with those in adjacent cities to form an integrated surface street network for the movement of trucks. Figure 4 shows the designated truck routes within the City. As most of the designated truck routes are also highly traveled city roadways, it is imperative that Maywood ensures that these routes are improved to maintain safe and efficient traffic flows for non-truck motorists and pedestrians.

**Figure 4: Truck Routes**

### 4.2.3 COMPLETE STREETS

Through its adopted Complete Streets Policy, The City of Maywood has expressed its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets, roads, highways, and bridges through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders. Since 2021, the City has coordinated with local non-profit organizations to add street trees to areas of the city most affected by the urban heat island effect; this program is expected to continue.

Safety continues to be a concern in Maywood and region. Between 2016 and 2020, there were more than 1,100 collisions in Maywood. Most of these collisions were minor, but there were two fatalities and sixteen severe injuries during the time period. Nine of the severe injuries occurred in collisions between vehicles and pedestrians. (2022 *Local Roadway Safety Plan)*

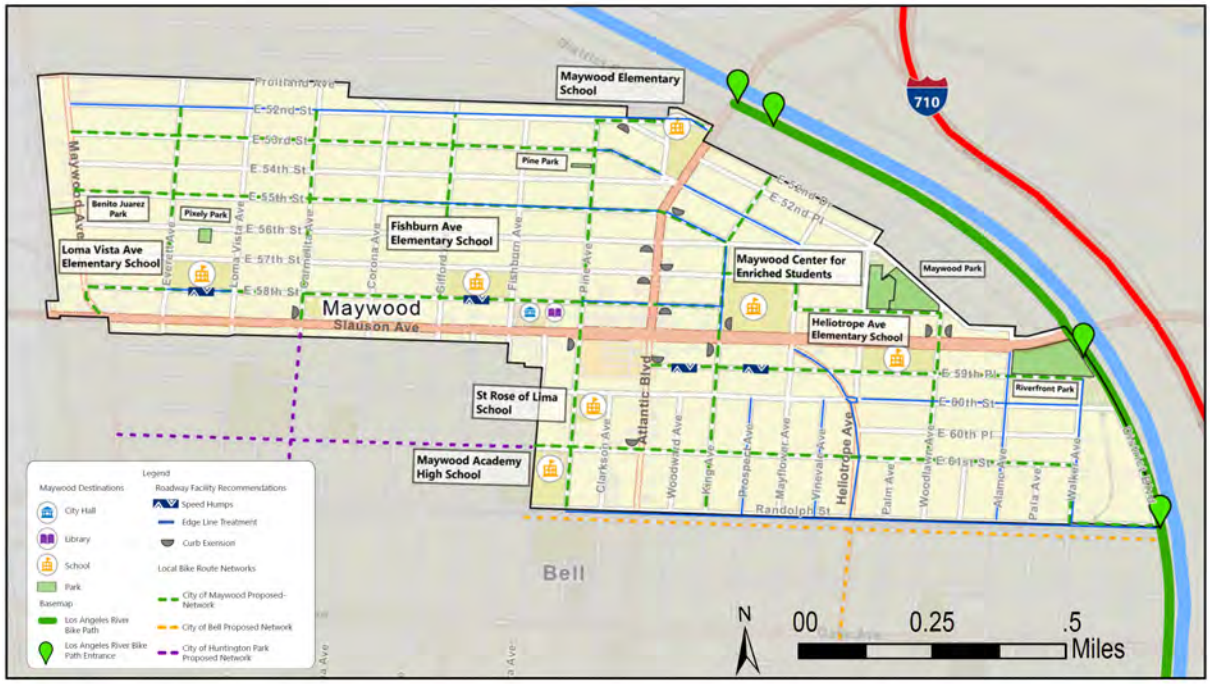
Goals & Policies

***Provide a safe, local multi-modal transportation system that accommodates current and future volumes and needs for all category of users.***

*Policies*

- Implement the 2022 Local Roadway Safety Plan (LRSP).
- Update current roadway standards to reflect existing conditions and conform to County standards.
- Pursue funding sources from regional, state, and federal agencies for future circulation improvements, including but not limited to SAFETA-LU or subsequent programs, Proposition C, gas tax, and State infrastructure funding programs for future improvements on Slauson Avenue and Atlantic Boulevard.
- Implement Intelligent Transportation System (ITS) technologies to improve traffic flow.
- Implement the complete streets policy including requiring new commercial development projects provide adequate bicycle and pedestrian facilities and amenities such as street trees, landscaping, paving, benches, waste receptacles, and bicycle racks.
- Establish and maintain a Neighborhood Traffic Control Program to address cut-through traffic, traffic calming, and other neighborhood traffic issues.
- Establish a designated safe route to local schools utilizing measures in the Neighborhood Traffic Control Program.
- Maintain truck routes consistent with Figure 4.
- Implement the Roadway Recommendations of the City of Maywood Active Transportation Plan including the addition of speed humps, curb extensions, and edge line treatment to help reduce vehicle speeds in residential neighborhoods. See Figure 5: Proposed Roadway Facility Improvements (Active Transportation Plan Figure 18).

**Figure 5: Proposed Roadway Facility Improvements (source: City of Maywood Active Transportation Plan)**




## 4.2.4 PUBLIC TRANSPORTATION

Increasing public transit use provides many benefits to the community including both reducing traffic congestion and reducing emissions that contribute to air pollution. Public transportation in Maywood consists of fixed route bus service and demand responsive shuttles. These modes of transportation provide viable alternatives to private automobile use, but private vehicle use remains the dominant mode of transportation. This is consistent with the Los Angeles and Southern California region.

LA Metro provides regional bus and rail transit service. Two LA Metro routes pass through Maywood. Route 108 runs east-west through Maywood along Slauson Avenue, connecting Maywood with Downey to the east and Marina Del Rey to the west. Route 260 runs north-south through Maywood along Atlantic Avenue, connecting Maywood with Altadena to the north and Compton to the south. The transit routes through Maywood maintain a high level of ridership by Maywood residents. The City is working with LA Metro to provide more bus routes and stops at appropriate locations throughout Maywood, specifically on Slauson Avenue.

The City of Maywood is also served by a demand activated public transportation system. This system provides curb-to-curb shuttle service to residents and is limited to trips within the City. To expand its public transit system, the City will continue to explore and implement partnership

opportunities with the neighboring cities of Bell, Cudahy, and Huntington Park to develop a multi-jurisdictional shuttle service.

In addition to public transportation offered by LA Metro, Maywood will continue to explore other opportunities for regional access to improve and expand public transportation options for the residents of Maywood.

Goals & Policies

***Facilitate access to public transportation that is safe and responsive to changing transit demands.***

*Policies*

- Maintain and expand, as feasible, Dial-a-Ride and Maywood Express service for Maywood residents.
- Explore partnership opportunities with the cities of Bell, Cudahy, and Huntington Park to develop multi-jurisdictional Dial-a-Ride.
- Work with the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide improved and maintained bus routes and stops at appropriate locations throughout the City, specifically on Slauson Avenue.
- Work to improve transit opportunities linking Maywood to other areas of the region.
- Consistent with the Housing and Land Use Elements, encourage mixed-use, transit-oriented development along Slauson Avenue and Atlantic Boulevard.

### 4.2.5 ACTIVE TRANSPORTATION: BICYCLE + PEDESTRIAN NETWORKS

Bicycling and walking are popular modes of transportation for recreation. Historically, Maywood did not provide designated bicycle facilities, with nearby routes limited to the Los Angeles River Bicycle Trail that extends south to San Pedro Bay. Under Senate Bill 821, two percent of the Los Angeles County Local Transportation Fund must be used for the development of pedestrian and/or bicycle facilities. The City will use these funds to establish a bicycle path system consistent with Figure 5, the Bikeway Plan.

Pedestrian mobility in the City is accommodated by sidewalks. All streets in Maywood have sidewalks and the City works to undertake sidewalk improvement projects as budget allows. For sidewalks to be an effective means of facilitating mobility, they need to be kept free of obstructions. To achieve this, Maywood has a policy that requires that any equipment (including utility poles, fire hydrants, traffic controls, street lighting, etc.) must be placed to minimize its interference with pedestrian flow. The City is committed to enhancing pedestrian mobility, as

well as meeting the needs of less mobile residents by continuing a multi-year program to install handicap access ramps throughout the community.

In July 2002, LA Metro broke ground on a bike and pedestrian path that will provide car-free mobility options between Inglewood and the east side of South L.A. and access to transit along the way when it is completed in 2024. A second segment of the path, called the Rail to River project is the planning phase. It would extend the bike and walking path from the Slauson A Line station further east to the LA River, passing just along the City's southern border.

LA Metro is also working on the LA River Path Project, which is a new bicycle and pedestrian path connecting the existing LA River Bike Trail (that runs along Maywood's eastern border) with Downtown Los Angeles. This project is in the environmental review and design phase. It is anticipated to open in 2027.

Goals & Policies

***Provide for an extensive, integrated, and safe bicycle, and pedestrian network throughout the community, and make Maywood a pedestrian-friendly community.***

*Policies*

- Implement the recommendations of the 2023 City of Maywood Active Transportation Plan. Bike Network Facility Recommendations are summarized on Figure 5 (Active Transportation Plan Figure 15) and include the addition of bike routes, consistent bicycle/pedestrian wayfinding/signage, improving intersections to better support bicycle and pedestrian traffic (see Figure 6: Proposed Bicycle Intersection Facility Improvements (Active Transportation Plan Figure 16) and Figure 7: Proposed Pedestrian Intersection Facility Improvement (Active Transportation Plan Figure 17)), improving bike crossing treatments, updating some intersections to all-way stops to provide clarity and improve safety for cyclists, installing high-visibility crosswalks, and increasing pedestrian crossing time at key intersections.
- Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve bicycle routes within the Los Angeles County bicycle route system.
- Support efforts to link the bicycle path system to the Los Angeles River Bicycle Trail. Coordinate with organizations such as the Northeast Trees to create regional bicycle path system.
- Complete Streets - require that adequate bicycle and pedestrian facilities and amenities such as street trees, landscaping, paving, benches, waste receptacles, and bicycle racks be incorporated into new commercial development projects.

- Pursue funding sources from regional, state, and federal agencies, specifically under Senate Bill 821, to provide sidewalk improvements and enhancements, and to create and maintain bicycle paths.
- Require ground floor commercial uses to be oriented to the streets and sidewalks to encourage a vital and appealing pedestrian experience.
- Ensure that all sidewalks and walkways in the City are safe for pedestrian users by requiring that they be wide, well lit, and be appropriately shaded in commercial areas.
- Support the planning and future implementation of the Rail to River project.
- Support Metro's LA River Path Project.
- Further study and advance intersection improvements at the intersections of Slauson Avenue and Maywood Avenue and District Boulevard and Atlantic Boulevard as identified in the Active Transportation Plan.

**Figure 5: Proposed Bicycle Network and Wayfinding Facility Improvements (source: City of Maywood Active Transportation Plan)**

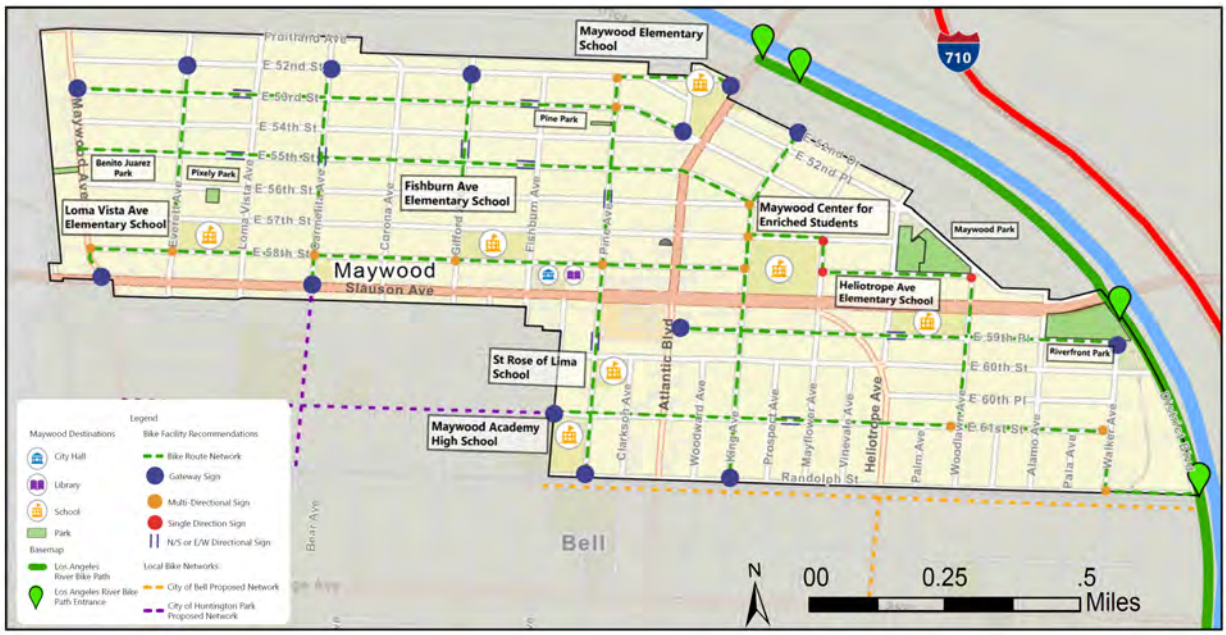


**Figure 6: Proposed Bicycle Intersection Facility Improvements (source: City of Maywood Active Transportation Plan)**

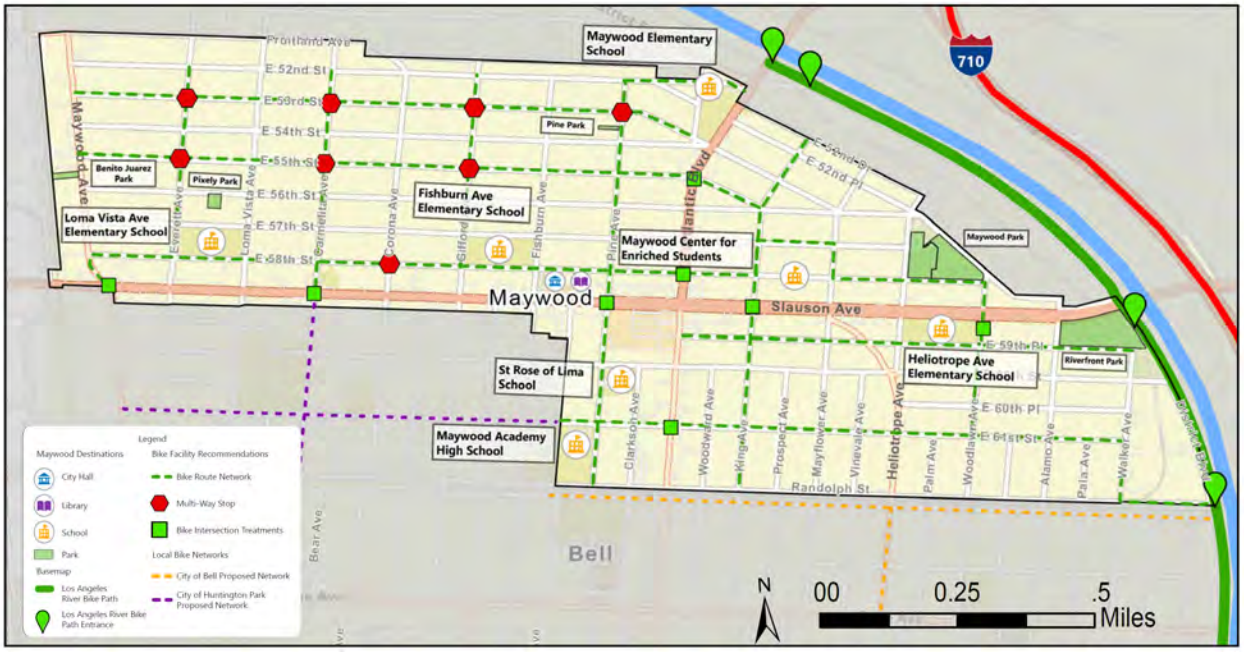
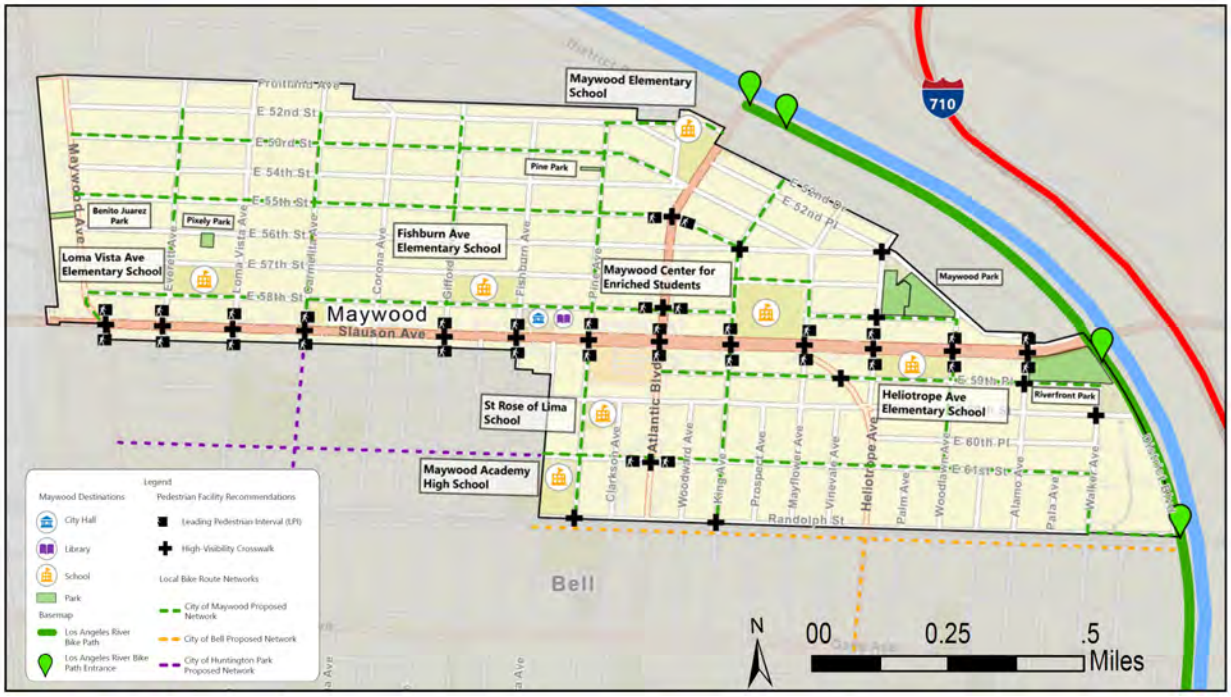



**Figure 7: Proposed Bicycle Intersection Facility Improvements (source: City of Maywood Active Transportation Plan)**



### 4.2.6 PARKING

Parking facilities that are safe, convenient, and attractive represent an essential component of a functioning transportation system. With the introduction of mixed-use development along Slauson Avenue, the demand for off-street parking may increase. The City acknowledges the role that adequate parking plays in creating successful business centers and is committed to ensuring its adequate provision of parking consistent with state laws and regulations.

Parking remains a constant concern in Maywood. This challenge is directly related to Maywood's dense residential development and the number of ADUs and multi-family dwellings that exist within the City. Many of Maywood's residences were designed as single family homes, but now have multiple households. Many garages have been converted to ADUs, reducing the amount of off-street parking available to residents while increasing the number of residents. On-street parking is available on all of Maywood's streets. However, residents must purchase a permit in order to legally park overnight. Permits are issued on an annual basis for a $10 fee. Residents are able to apply online and must provide proof of residency.

Goals & Policies

***Ensure that development projects provide well-designed parking facilities that are safe, convenient, and attractive.***

*Policies*

- Adopt and enforce an ordinance that sets forth definitive standards for the design and construction of parking facilities, as well as increasing the supply of secure parking for new development along Slauson Avenue and Atlantic Boulevard.
- Consider implementing shared parking policies that would make more parking available to residents without constructing additional parking spaces or a parking garage.

### 4.2.7 EMERGING TRANSPORTATION SOLUTIONS - BIKESHARE

In an August 2021 research report by University of Southern California Pacific Southwest Region University Transportation Center called Improving Environmental Justice and Mobility in Southeast Los Angeles, researchers conducted a case study of the potential impact of a docked bikeshare system in two Southeast Los Angeles – East Los Angeles and Maywood. The research did not discuss the interest in community bikeshare in the Maywood community.

Research found that a docked bikeshare system could bring significant numbers of the population within a 10-minutes bicycle ride of high frequency transit, improving Environmental Justice and Mobility in Southeast Los Angeles.

Goals & Policies

***Ensure that residents, workers, and visitors have increased access to emerging transportations systems such as bikeshare and other shared mobility solutions.***

*Policies*

- Implement shared mobility strategies (such as docked bikeshare) as feasible to increase access to transportation options and further encourage alternative transportation.
- Continue to study and explore transportation innovations including technological advances to improve the safety and efficiency of Maywood's circulation system for pedestrians, cyclists, and motorists alike.

### 4.2.8 NON-INFRASTRUCTURE CIRCULATION IMPROVEMENTS

As outlined in the City of Maywood Active Transportation Plan, a community's circulation system extends beyond the physical infrastructure and services. There are a variety of "soft" strategies that can be used to enhance service, improve transportation, and increase safety within the City.

Goals & Policies

***Ensure that residents and others are aware of transportation infrastructure improvements as they occur and continue to seek resident feedback on infrastructure improvements.***

*Policies*

- Develop a citywide bike map.
- Identify Safe Routes to School maps highlighting preferred walking routes to each school.
- Routinely survey residents to assess the performance of local circulation infrastructure.
- Host educational programming to help residents become more comfortable with alternative means of transportation. Events can include community and parent workshops, bicycle helmet distribution programs, and student workshops, assemblies, and rodeos.

Goals & Policies

***Actively encourage Maywood residents to walk and/or cycle to local destinations.***

*Policies*

- Regularly host Walking School Bus and School Bicycle Train Events.
- Organize Senior Walking Clubs.
- Host a Bike or Walk to Work Day event.

### 4.2.9 TERMINALS AND MILITARY AIRPORTS/PORTS

The City of Maywood does not have any airports, seaports, bus or train stations, military installations, or other terminals.

### 4.2.10 PUBLIC UTILITIES

The City's s public utilities share the roadway right-of-way. Utility work impacts the transportation network and serves as an opportunity to implement complete street enhancements. When roadways are disrupted for utility work, the City returns the roadway to a better condition than it was in initially. This often includes the addition of street trees and other landscaping treatments as well as improved sidewalks and the addition of bike lanes or sharrows. When possible, the City operates under a "dig once" policy which encourages utility providers to coordinate their work and service improvements.

# Appendix A

Maywood Complete
Streets Policy

## RESOLUTION NO. 6158

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MAYWOOD ADOPTING A COMPLETE STREETS POLICY

**WHEREAS,** the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders;

**WHEREAS,** the City of Maywood ("City") recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

**WHEREAS,** the City acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

**WHEREAS**, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system";

**WHEREAS**, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

**WHEREAS,** numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

**WHEREAS,** the Los Angeles County Metropolitan Transportation Authority (Metro), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through the adoption of a complete streets policy resolution, which should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition, or through a general plan that complies with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant funds;

**WHEREAS,** the City therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MAYWOOD HEREBY RESOLVES, DECLARES, DETERMINES AND ORDERS AS FOLLOWS:**

**Section 1.** The City Council hereby adopts the Complete Streets Policy attached hereto as Exhibit A and made part of this Resolution.

**Section 2.** The City will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 and consistent with the Complete Streets Policy adopted by this resolution into the Circulation Element of the General Plan when the City undertakes a substantial revision of the General Plan

**Section 3.** This Resolution shall be effective immediately upon its passage and approval.

**Section 4.** The City Clerk shall certify to the passage and adoption of this Resolution and shall enter it into the book of original resolutions.

**PASSED, APPROVED and ADOPTED this 13th day of January 2021.**

Ricardo Lara, Mayor

ATTEST:

Flor Aguiluz, City Clerk

APPROVED AS TO FORM:

Roxanne Diaz, City Attorney

I, Flor Aguiluz, City Clerk of the City of Maywood, do hereby certify that the foregoing Resolution No. 6158 was adopted at a regular meeting of the City Council of the City of Maywood held on the 13th day of January, 2021 by the following vote:

AYES. DE LA RIVA, GARCIA, TORRES, MARQUEZ, LARA

NOES:

ABSTAIN:

ABSENT:

Flor Aguiluz, City Clerk

# EXHIBIT A

# COMPLETE STREETS POLICY

## Exhibit A

This Complete Streets Policy was adopted by Resolution No. 6158 by the City of Maywood City Council on January 13, 2021.

## COMPLETE STREETS POLICY OF CITY OF MAYWOOD

### A. Complete Streets Principles

**1. Complete Streets Serving All Users and Modes.** The City of Maywood ("City") expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders.

2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the City will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bikeways, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users.

3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the City will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

## B. Implementation

1. **Design.** The City will generally follow its own accepted or adopted design standards, including those promulgated by the County of Los Angeles and the State of California where appropriate, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. **Network/Connectivity.** The City will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

3. **Implementation Next Steps.** The City will take the following specific next steps to implement this Complete Streets Policy:

   A. Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.

   B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy.

4. **Performance Measures.** All relevant agencies or departments will perform evaluations of how well the streets and transportation network are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

## C. Exceptions

1. **Exception Approvals.** A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the City Manager, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.

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**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.**

DocuSigned by:
22E3C08E85C3441...
Heber Marquez, Mayor

ATTEST:

DocuSigned by:
Andrea Aguilar
AE150C9850B2459...
Andrea Aguilar, City Clerk

APPROVED AS TO FORM:

DocuSigned by:
Roxanne Diaz
A7800E5CA8A241F...
Roxanne Diaz, City Attorney

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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: DE LA RIVA, LARA, TORRES, GARCIA, MARQUEZ

NAYES:

ABSENT:

ABSTAIN:

DocuSigned by:
Andrea Aguilar
AE150C9850B2459...
Andrea Aguilar, City Clerk

a

# Appendix B

City of Maywood
Local Roadway Safety Plan

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EXHIBIT A

# City of Maywood
# Local Roadway Safety Plan (LRSP)

**September 2022**

**FINAL**

Prepared By:

Kimley»Horn

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(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 relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.)

SIGNED BY _____

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# 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.

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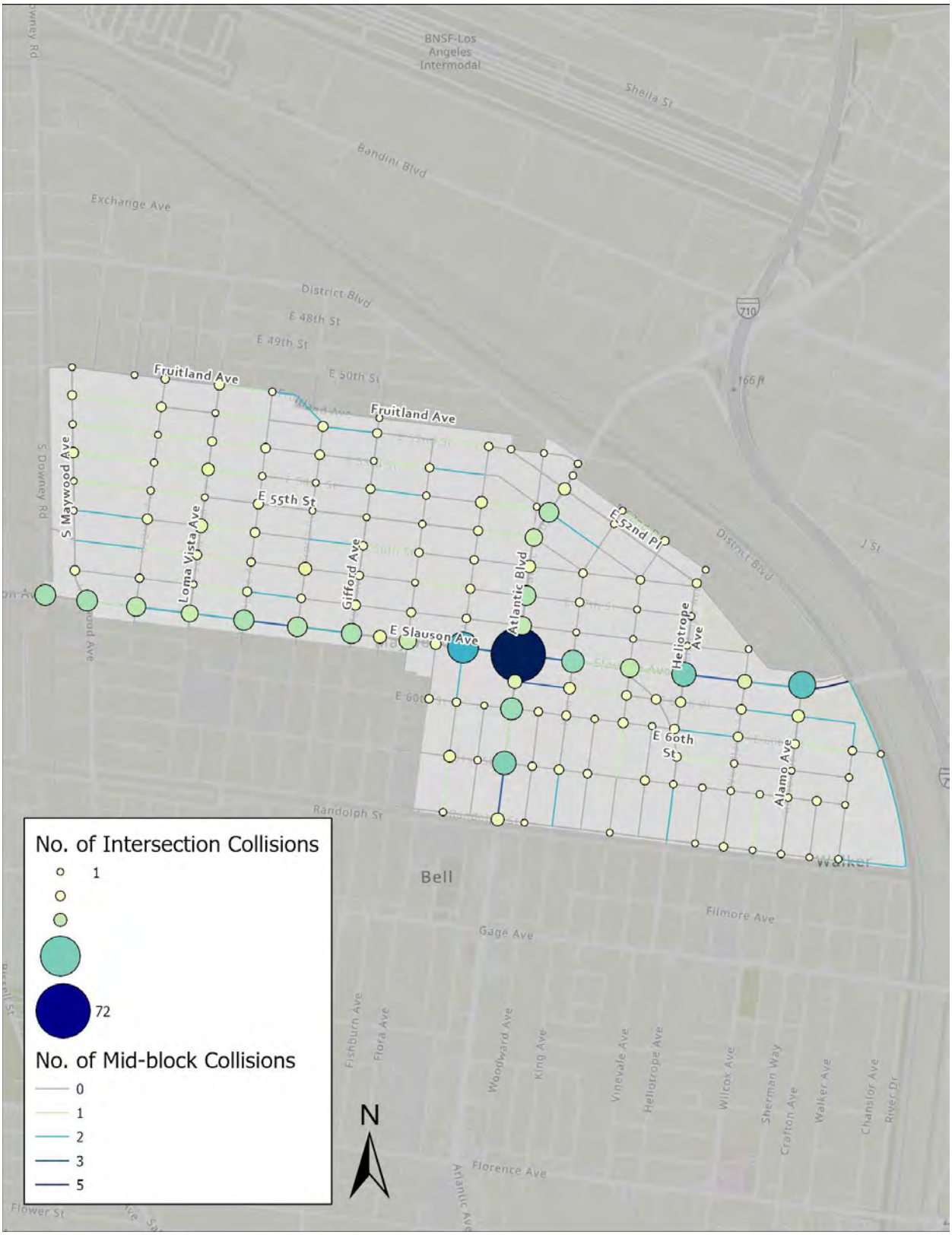
## Number of Collisions per Intersection and Roadway Segment



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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 & 57th St
4. Segment: 59th (Atlantic to King)
5. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 60th St
6. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 59th St
7. Segment: Slauson Ave (Alamo Ave to City Limits)
8. Unsignalized Intersection: Heliotrope Ave & 52nd Pl/56th St
9. Unsignalized Intersection: Loma Vista Ave & Fruitland Ave
10. Unsignalized Intersection: Loma Vista & 56th 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/ CMF ID | Potential Countermeasures | Crash Reduction Factor | Per Unit 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 |

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| LRSM/ CMF ID | Potential Countermeasures | Crash Reduction Factor | Per Unit 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 COUNTERMEASURE | POTENTIAL PARTNERS | EXAMPLES OF COUNTERMEASURE |
|---|---|---|
| ENFORCEMENT | | |

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| PROPOSED COUNTERMEASURE | POTENTIAL PARTNERS | EXAMPLES OF COUNTERMEASURE |
|---|---|---|
| Establish enforcement and visibility program for aggressive driving | Local law enforcement; CHP | CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program |
| 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 |
| EDUCATION | | |
| Campaign to target aggressive driving and DUIs | Local law enforcement; CHP; California Office of Traffic Safety (OTS) | CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program |
| Bicycle and pedestrian safety campaign | Local law enforcement; LACMTA; SCAG | SCAG's 'Go Human' Campaign; ' OTS' 'Ride With Traffic' campaign 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 | Safe Routes to School Program, funded by Caltrans |
| Coordinate safety education campaigns with SCAG | SCAG; local law enforcement | Roadway safety fairs at schools<br>Education campaign for aging drivers |
| 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 | | |

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| 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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# Table of Contents


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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.

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# 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.

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# 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

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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.[1]

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."[2] 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:[3]

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.

[1] Local Roadway Safety Manual (Version 1.5) 2020. Page 5.
[2] AASHTO, Highway Safety Manual, 2010, Washington D.C., http://www.highwaysafetymanual.org/Pages/About.aspx
[3] AASHTO. *Highway Safety Manual.* 2010. Washington, DC. Page 4-2.

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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

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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.

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***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

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- 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**

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

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).

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# 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 Sherriff'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 29th, 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 5th, 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

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- **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.

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## 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.**

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**Figure 3: Functional Classification and Intersection Type**

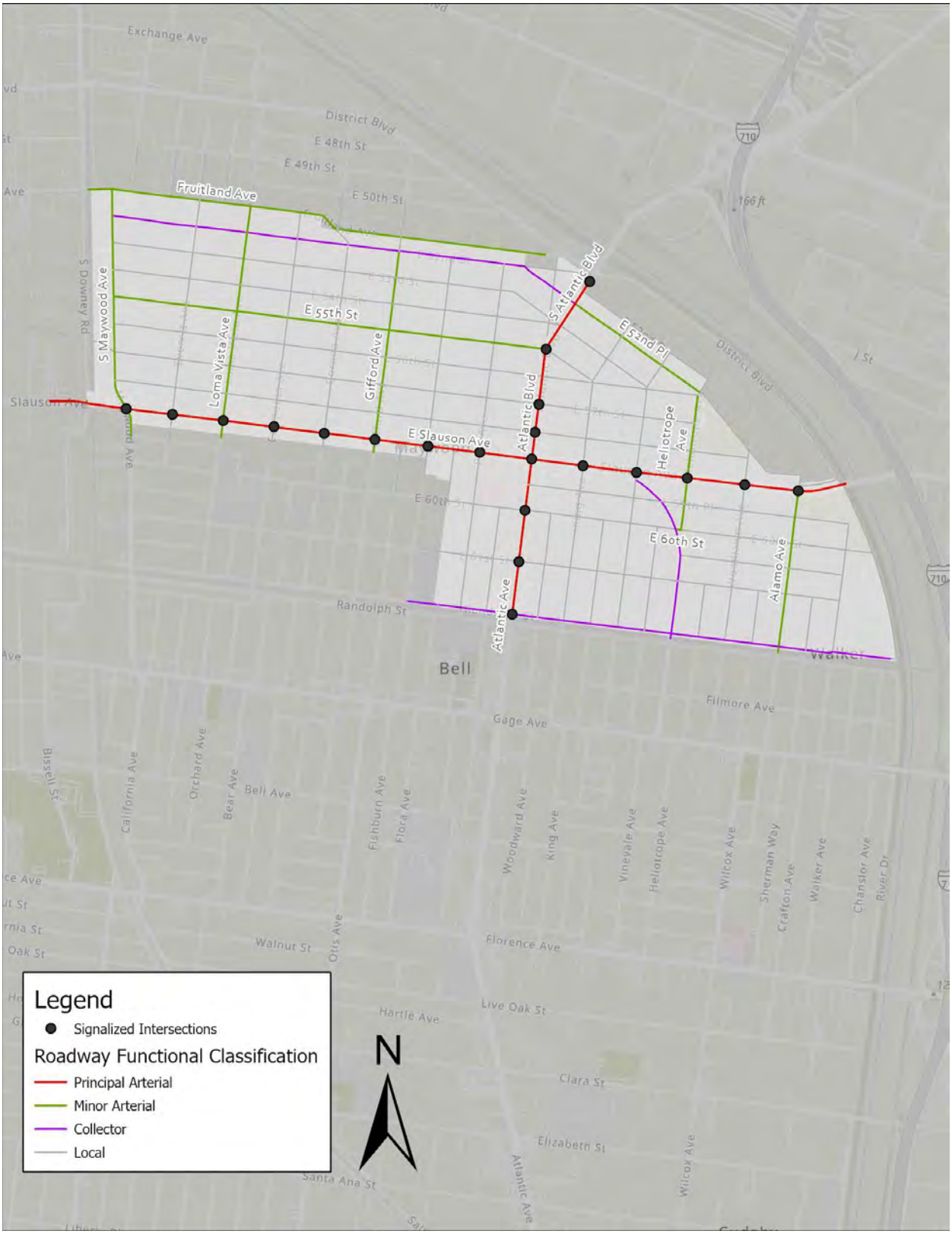

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**Figure 4: Fatal and Severe Injury Collisions (2015-2019)**

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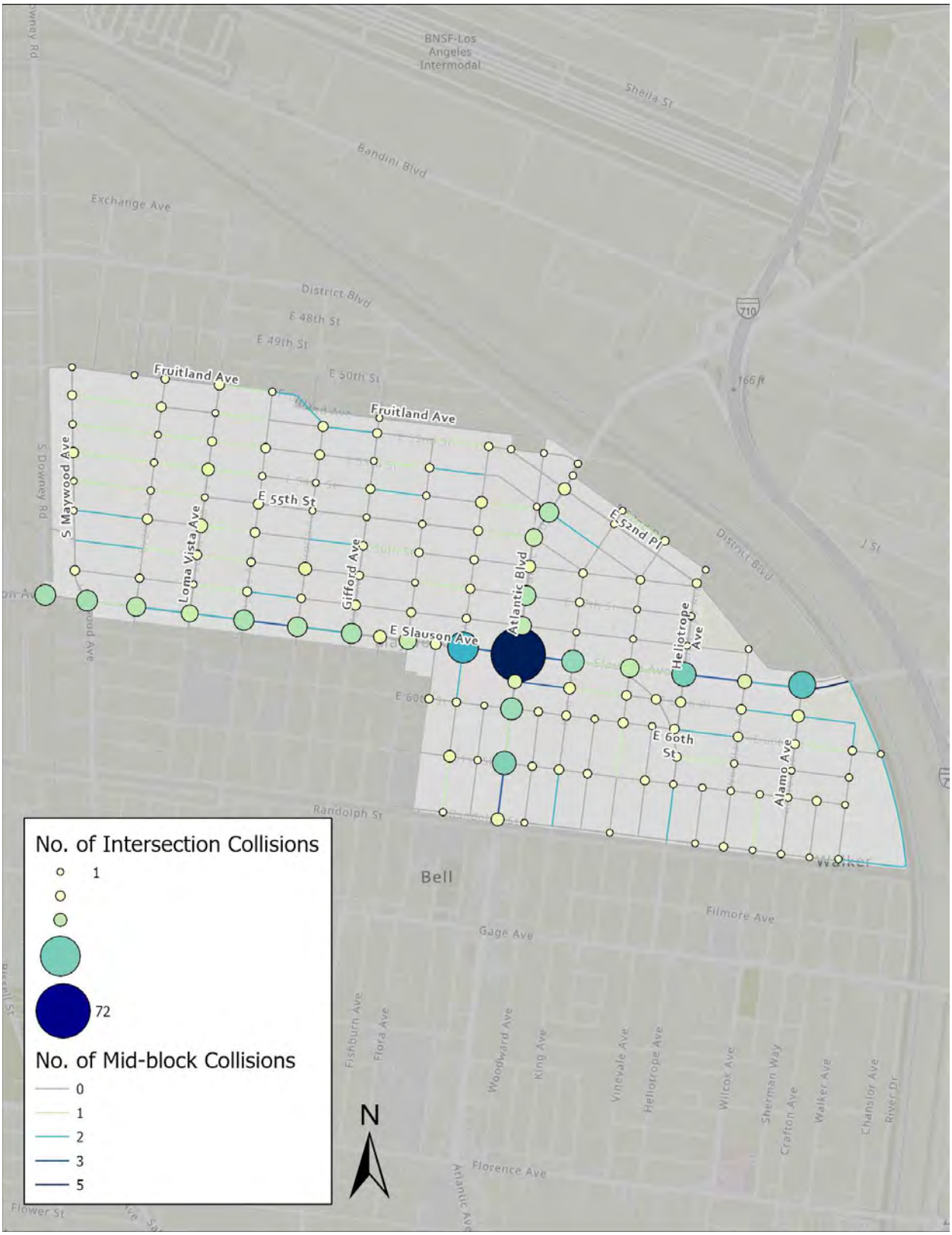
**Figure 5: Density of all Crashes at Intersections and Roadway Segments (2015-2019)**



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# 7 Crash Safety Trends

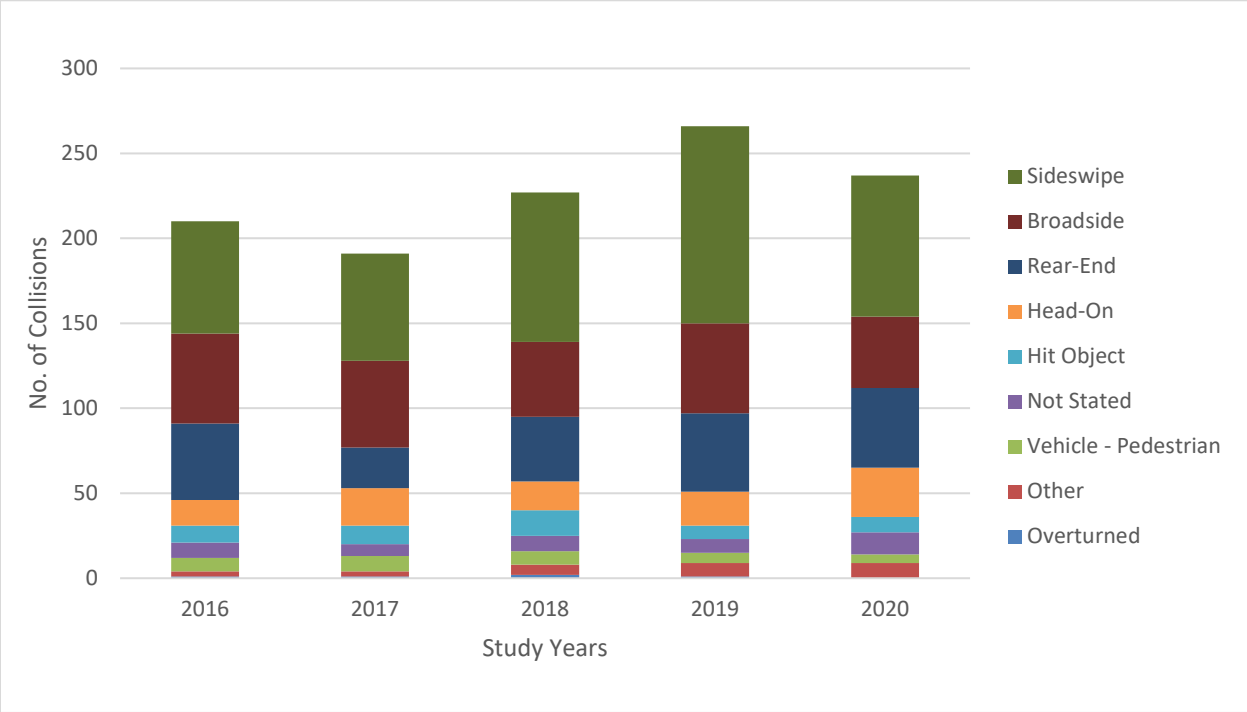
The following section breaks down the collision data by a variety of factors and user types. This information will be used to highlight areas of concern for the City.

## 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

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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.

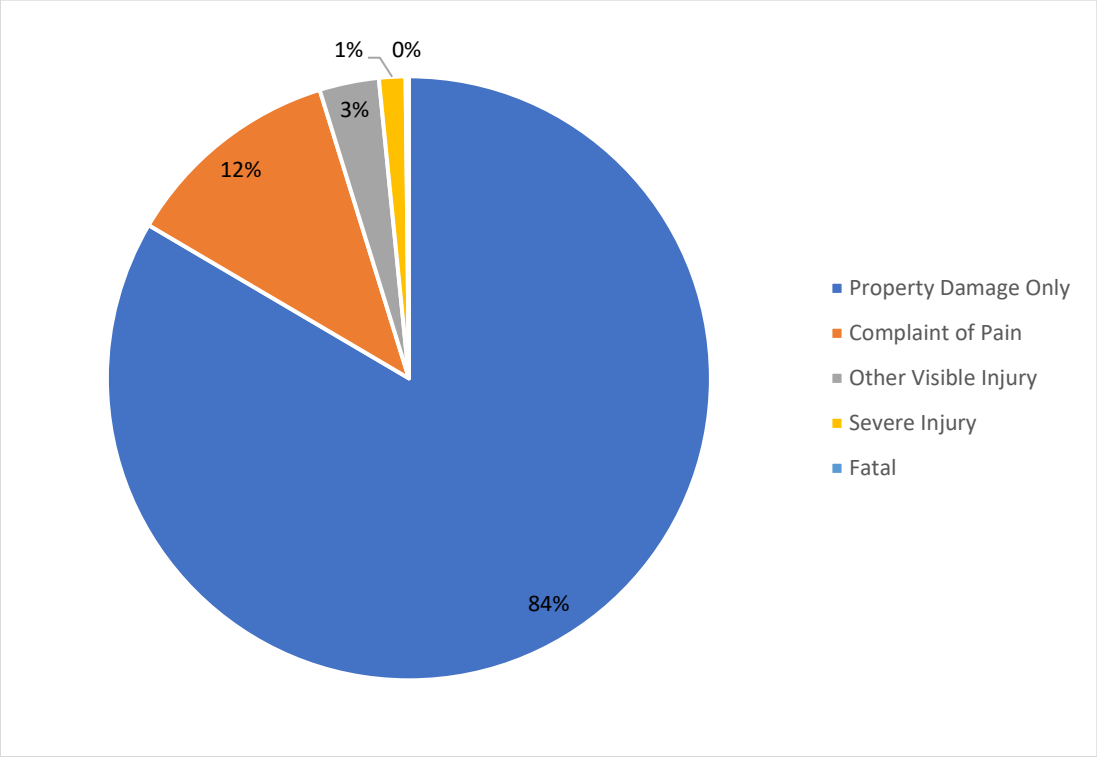
**Table 1: Fatal Crashes and Severe Injury Categorized by Modes Involved (2016-2020)**

| 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)**



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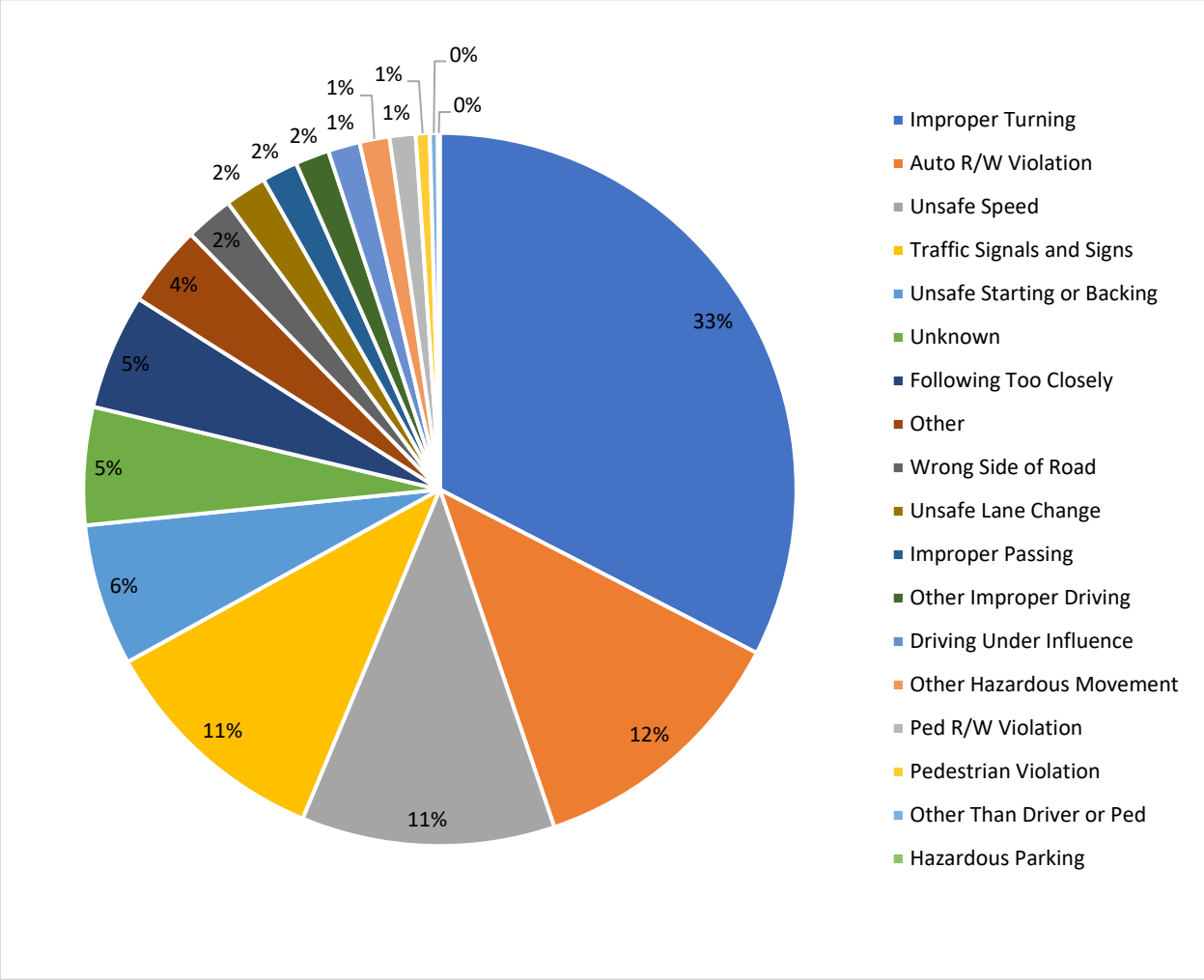
## 7.4 Cause of Crash

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.

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### 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.

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

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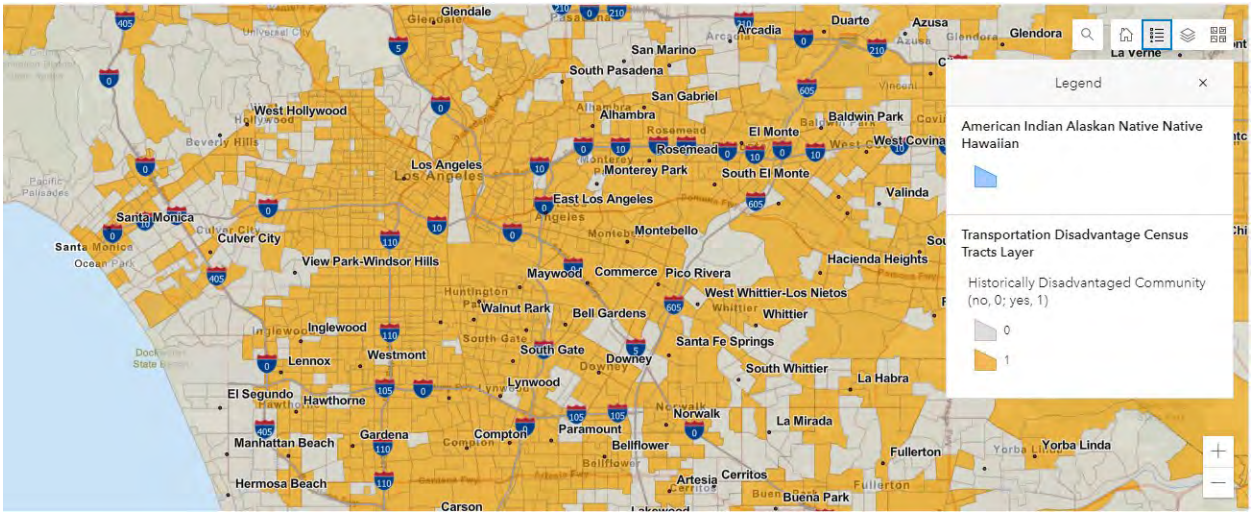
## 7.6 Significant Trends for Passenger Vehicles

- 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)[4]**




## 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.**

[4] Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities). https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a

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## 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 | Overturned | 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 |

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| Intersection | Crashes | Local CCR Differential | EPDO | *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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

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| Intersection | Crashes | Local CCR Differential | EPDO | *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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

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| Intersection | Crashes | Local CCR Differential | EPDO | *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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

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**Table 3: Analysis Results – Segments**

| Facility | Limits | Crashes | Local CCR Differential1 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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 |

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## 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 |
|---|---|---|---|
| **Maywood has a Higher Percentage of F&SI Crashes** | | | |
| 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% |
| **Maywood has a Lower Percentage of F&SI Crashes** | | | |
| 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.

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## 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.

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**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:

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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 & 57th St
4. Segment: 59th (Atlantic to King)
5. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 60th St
6. Unsignalized Intersection: Heliotrope Cir/Heliotrope Ave & 59th St
7. Segment: Slauson Ave (Alamo Ave to City Limits)
8. Unsignalized Intersection: Heliotrope Ave & 52nd Pl/56th St
9. Unsignalized Intersection: Loma Vista Ave & Fruitland Ave
10. Unsignalized Intersection: Loma Vista & 56th 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.

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## 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 |

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

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

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## 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)[5]."

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.

[5] LRSM Version 1.5 (2020), Page 27

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

| LRSM/CMF ID | Potential Countermeasures | Crash Reduction Factor | Per Unit 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 |
| 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 |

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| LRSM/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.

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## 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 |
|---|---|---|
| ENFORCEMENT | | |
| Establish enforcement and visibility program for aggressive driving | Local law enforcement; CHP | CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program |
| 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 |
| EDUCATION | | |
| Campaign to target aggressive driving and DUIs | Local law enforcement; CHP; California Office of Traffic Safety (OTS) | CHP's Regulate Aggressive Driving and Reduce Speed (RADARS) Program |
| 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 | Safe Routes to School Program, funded by Caltrans |
| Coordinate safety education campaigns with SCAG | SCAG; local law enforcement | Roadway safety fairs at schools<br>Education campaign for aging drivers |

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| 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 |

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# 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.

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## 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/

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### 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

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### 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,

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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.

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# Appendix A: Case Study Sheets

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INTERSECTION

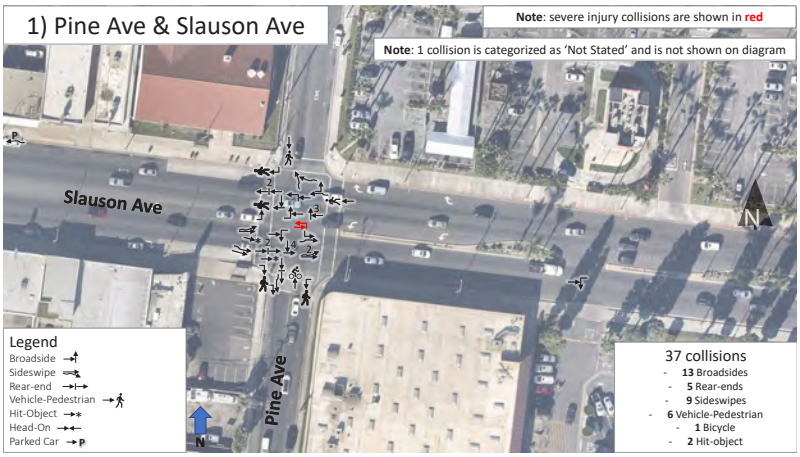
## Case Study Sheet: Location # 1

Project Name: San Benito LRSP
Agency Name: San Benito County LRSP
Contact Name: Steve Fowler
Email: steve.fowler@cityofmaywood.org

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

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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 |
|---|---|---|---|---|---|
| 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 |

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## Case Study Sheet: Location # 2

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 & 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

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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 |
|---|---|---|---|---|---|
| Bike/Ped | Install two-way crosswalk ramps | 35% (R35PB) | $9,329,880 | $76,000 | 122.76 |
| Bike/Ped | Install haptic crosswalk button | 5% (R35PB) | $1,332,840 | $40,000 | 33.32 |
| All | Refresh limit lines | 25% (R28) | $9,134,300 | $4,000 | 2283.58 |
| Bike/Ped | Refresh crosswalk striping | 25% (R28) | $6,664,200 | $4,000 | 1666.05 |
| Bike/Ped | Implement crosswalk countdowns | 35% (R35PB) | $9,329,880 | $9,500 | 982.09 |
| All | Review signal timing | 15% (S03) | $5,480,580 | $7,667 | 714.83 |

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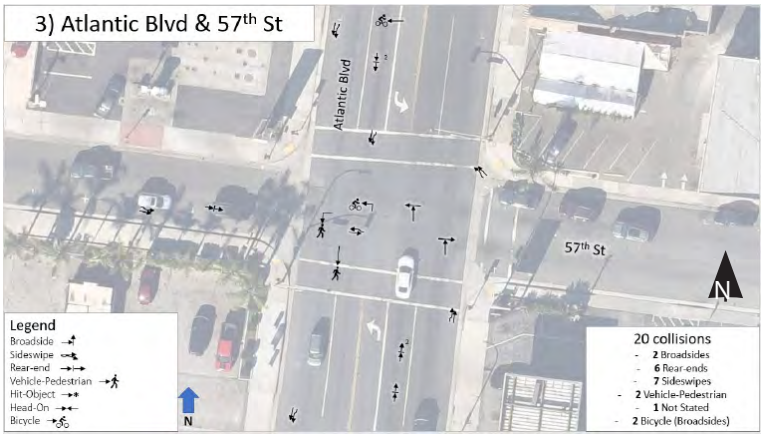
## Case Study Sheet: Location # 3

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 |

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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 | 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 |

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## Case Study Sheet: Location #4

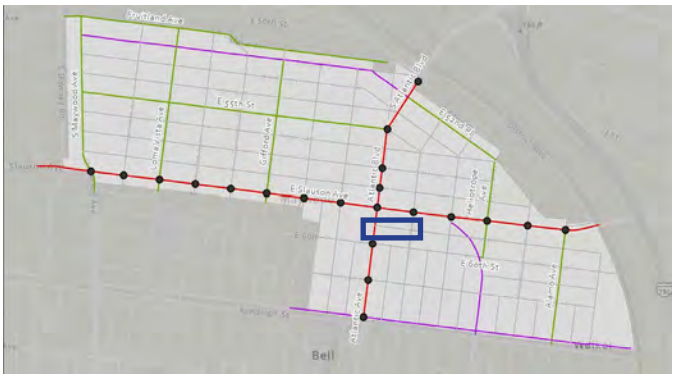
SEGMENT

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 |

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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 | 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 |

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## Case Study Sheet: Location # 5

INTERSECTION

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 Cir / Heliotrope Ave & 60th St
Examples of Similar Intersections: Woodlawn Ave & 59th Pl

## Traffic and Geometric Data:

| 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 |

| Traffic Data | |
|---|---|
| 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 |

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

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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 | 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 |

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## Case Study Sheet: Location # 6

INTERSECTION

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 Cir / Heliotrope Ave & 59th St
Examples of Similar Intersections: King Ave & 61st St

## Traffic and Geometric Data:

| Collision Data | |
|---|---|
| Total Collisions | 6 |
| Fatal and Injury Collisions | 2 |
| Top 3 Collision Types | Vehicle-Pedestrian: 3<br>Sideswipe: 2<br>Broadside: 1 |
| Total Nighttime Collisions | 0 |
| Wet Surface Collisions | 0 |
| Drug and Alcohol Related Collisions | 1 |

| Traffic Data | |
|---|---|
| Number of Approaches | 4 |
| Total Entering Vehicles | 4408 |
| 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 |
| 2 | 3 | 0 |

## Additional Notes:

- High relative number of pedestrian collisions (near school)

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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 |

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## Case Study Sheet: Location #7

SEGMENT

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

## Traffic and Geometric Data:

| 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 |

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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 | 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 |

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INTERSECTION

## 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

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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 |
|---|---|---|---|---|---|
| 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 |

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## Case Study Sheet: Location # 9

INTERSECTION

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: 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

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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 | 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 |

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## Case Study Sheet: Location # 10

INTERSECTION

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: Loma Vista Ave & 56th St
Examples of Similar Intersections: Corona Ave & 57th St

## Traffic and Geometric Data:

| Collision Data | |
|---|---|
| Total Collisions | 11 |
| Fatal and Injury Collisions | 1 |
| Top 3 Collision Types | Sideswipe: 6<br>Broadside: 4<br>Head-On: 1 |
| Total Nighttime Collisions | 6 |
| Wet Surface Collisions | 2 |
| Drug and Alcohol Related Collisions | 2 |

| Traffic Data | |
|---|---|
| Number of Approaches | 4 |
| Total Entering Vehicles | 3,928 |
| 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 |
| 5 | 0 | 2 |

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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 |

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## 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

INTERSECTION

## 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

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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 |
|---|---|---|---|---|---|
| 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 |

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# Appendix B: Analysis Table – Segments and Intersections

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| Facility | Limits | Crashes | Local CCR Differential[1] | EPDO[2] | *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

2. Equivalent Property Damage Only Crashes

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| Intersection | Crashes | Local CCR Differential1 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **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 |

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| 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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |

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| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 Differential
2. Equivalent Property Damage Only Crashes

# Appendix C

City of Maywood
Active Transportation Plan

# CITY OF MAYWOOD
# ACTIVE TRANSPORTATION BIKE AND PEDESTRIAN MASTER PLAN

## OCTOBER 25, 2023

active transportation plan

# MAYWOOD MOVES

4319 Slauson Ave
Maywood, CA 90270

(323)562-5700
https://www.cityofmaywood.com/
- October 2023 -

# ACKNOWLEDGEMENTS

The City would like to thank all community members in the City of Maywood who contributed to the development and completion of this Active Transportation Plan. The City would also like to express gratitude to the community partners listed below as well.

## MAYWOOD CITY COUNCIL

## MAYWOOD CITY STAFF

## LOS ANGELES UNIFIED SCHOOL DISTRICT

## PRINCIPAL, FISHBURN ELEMENTARY SCHOOL

## DIRECTOR, SOUTHEAST RIO VISTA YMCA

## COMMUNITY ADVISORY COMMITTEE

Roberto Bustillo - Communities for a Better Environment
Antonio Garcia - Fishburn Elementary School Principal
Alberto Espiricueta - East Yard Communities
William Downing - Los Angeles Unified School District (LAUSD)
Andrea Aguilar - Southeast Rio Vista YMCA
Eric Maceda - Rivers for Action

## CONSULTANTS

Transtech Engineers
KOA Corporation
Estolano Advisors
People for Mobility Justice

Photo Credit
Unless otherwise noted, the photographs used in this Plan were taken by KOA Corporation.

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# CHAPTER 1
# PROJECT BACKGROUND

# Executive Summary

Located within the Gateway Cities sub-region of Los Angeles County and 8 miles southeast of downtown Los Angeles, the City of Maywood has a population of approximately 25,000 residents living within 1.18 square miles, making it one of the densest cities in California. Maywood is bordered by the cities of Vernon, Huntington Park, Bell, and Commerce and is flanked by the Los Angeles River and the Long Beach Freeway (I-710) on its eastern city limit. Maywood contains seven schools, seven parks, and four entry points to the Los Angeles River Bicycle Path. Most of the city is zoned residential, with most commercial activity concentrated in Maywood's downtown and industrial activity occurring on the eastern, northern, and western city limits.

The purpose of this project is to develop an Active Transportation Bike and Pedestrian Master Plan (ATP) that provides a clear and comprehensive framework for safer, more conve-nient non-motorized transportation options throughout the City. The plan identifies and creates a methodology to improve bicycle and pedestrian connectivity and safety by expanding connections to existing regional bicycle network facilities along the Los Angeles River Bicycle Trail; improve pedestrian circu-lation; reduce vehicle trips; create complete streets; and prioritize access to transit all towards building a more healthy and livable community. Development of the ATMP will be in compliance with adopted Caltrans Local Assistance Procedures Manual (LAPM) and Local Assistance Program Guidelines (LAPG).

The objective of the ATP is to help:

1. Increase active transportation network connectivity throughout the City of Maywood
2. Facilitate mobility throughout the City
3. Provide safer, more comfortable walking and bicycling facilities to access work, schools, and recreation opportunities
4. Promote physical activity to improve health
5. Reduce emissions of greenhouse gases related to transportation

The Maywood ATP kicked off in August 2022. In the Fall of 2022, KOA and its team set up the Existing Conditions analysis, which involved documenting specific aspects of the City, including transit usage, bicycle facilities, street conditions, and socio-economic conditions. This culminated in an Existing Conditions report.

Starting in late Fall/early Winter 2022/2023, KOA and its public engagement sub-consultants, Estolano Advisors (EA) and People for Mobility Justice (PMJ), kicked-off engagement activities at the City's Christmas Tree Lighting Ceremony in December 2022 at Maywood City Hall. During this event, the consultant team asked Maywood residents about the biggest issues affecting transportation safety and accessibility throughout the city. Ongoing engagement took place during a workshop/charrette at Fishburn Avenue Elementary with parents being asked about street conditions and infrastructure needs.

The following notes the close to 150 residents who were engaged across all workshop events:

1. Christmas Tree Lighting Event (December 2022)
2. Fishburn Elementary School Charrette #1 (Spring 2023)
3. Back to School Night at YMCA (August 2023)
4. Mobile Food Pantry at YMCA (August 2023)
5. Fishburn Elementary School Charrette #2 (Fall 2023)

KOA and EA also developed a Community Advisory Committee (CAC) which met twice (January 2023 & July 2023) throughout the course of the project. CAC members were recruited based on their involvement as dedicated stakeholders in the community and provided critical feedback that informed KOA on project recommendations. The following individuals participated in the CAC:

1. Roberto Bustillo - Communities for a Better Environment
2. Antonio Garcia - Fishburn Elementary School Principal
3. Alberto Espiricueta - East Yard Communities
4. William Downing - Los Angeles Unified School District (LAUSD)
5. Andrea Aguilar - Southeast Rio Vista YMCA
6. Eric Maceda - Rivers for Action

After reviewing initial community feedback, the KOA team prepared a Needs Assessment, noting areas of highest concern based on street safety (collisions) and what was identified by residents. KOA identified the areas and corridors of most need, which served as the foundation for the development of proposed treatments.

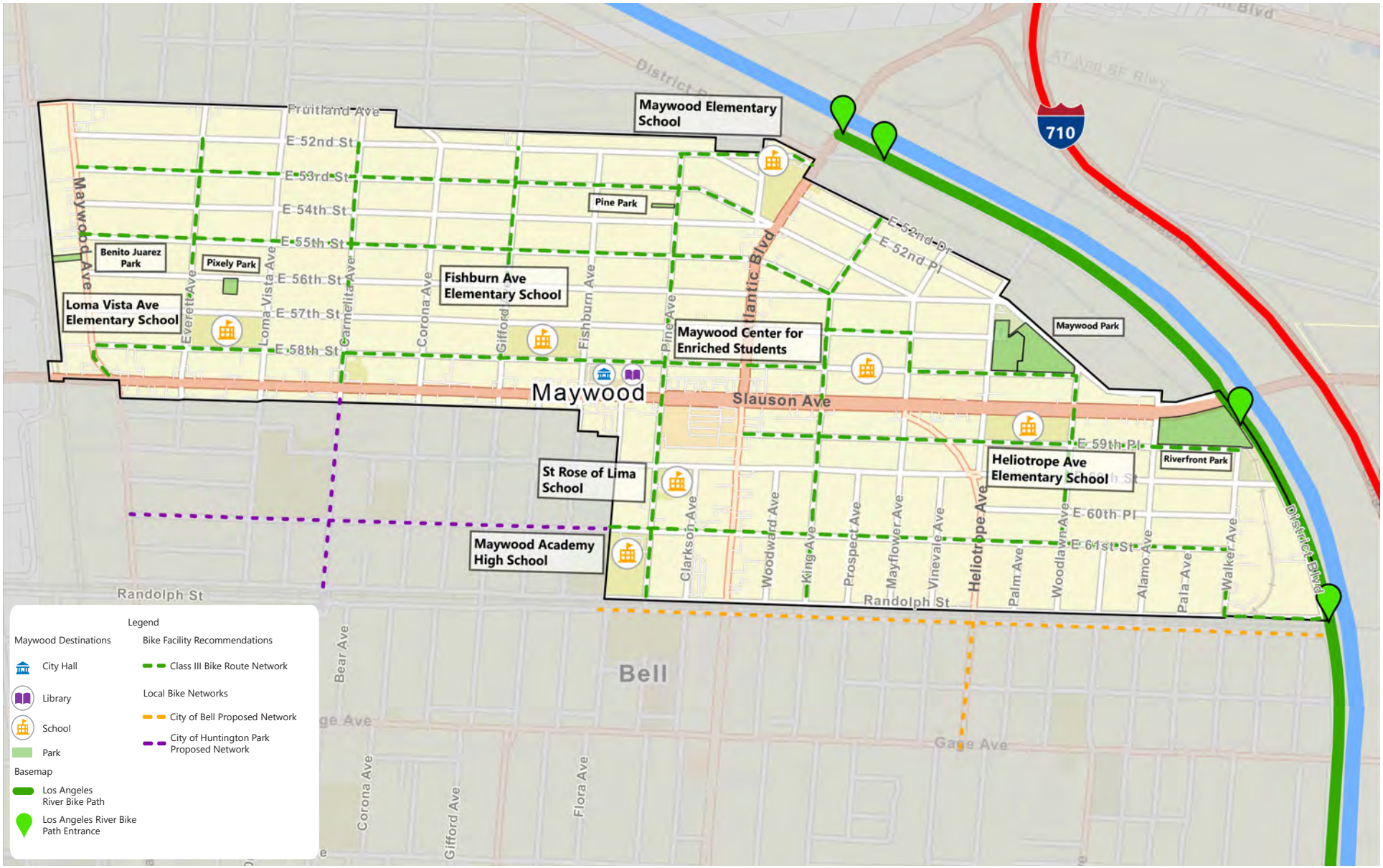
Through these efforts, the Maywood ATP identified the following treatment elements. A map of the proposed bike route network, which serves as the backbone of many of the treatments listed below, can be found on the next page.

1. Creating approximately nine (9) miles of new bicycle facilities in the form of Class III bicycle routes throughout the City,
2. Identified eight (8) intersections as candidates for potentially new multi-way stops to facilitate bicycle mobility through Maywood's neighborhoods (pending meeting stop sign warrants),
3. Identified eight (8) intersections along Slauson Avenue and Atlantic Boulevard that would include bicycle treatments such as detector loops, push buttons, and other elements that would facilitate traveling across major roadways,
4. Developed a comprehensive active transportation wayfinding network that will serve to brand Maywood Moves as a priority for the City,
5. Identified 16 intersections that would add Leading Pedestrian Intervals (LPIs) which would provide people walking with more time to cross major corridors like Slauson Avenue and Atlantic Boulevard,
6. Identified 24 intersections that would add crossing improvements to better demarcate locations where people will cross,
7. Identified 14 locations that would have curb extension, thus shortening pedestrian crossing distances and reducing vehicle speeds upon entering neighborhood streets,
8. Expand the City's speed hump program,
9. Adding edge line treatments to several streets to further reduce vehicle speeds and reduce cut-through traffic,
10. Developed non-infrastructure recommendations that would further the City's active mobility goals through safety and encouragement programs that promote active mobility

The Maywood ATP also identified corridors and other potential projects so that the City can prioritize their implementation as they pursue funding opportunities. KOA also provided projected cost estimates for each corridor based on the treatment recommendations identified on each street. Corridor project prioritization was calculated and ranked according to four weighted criteria categories: Need and Equity; Safety, Community Feedback, and Network Connectivity. The following corridors were ranked the highest and would experience the greatest benefits for active transportation users if improved: A table of the projected costs by corridor can be found on **page 11**.

1. Slauson Avenue (Projected Grand Total: $2,630,598)
2. Pine Avenue (Projected Grand Total: $29,986)
3. Atlantic Boulevard (Projected Grand Total: $2,757,049)
4. 53rd Street (Projected Grand Total: $186,302)
5. Carmelita Avenue (Projected Grand Total: $8,035)

## PROPOSED BICYCLE NETWORK FACILITY IMPROVEMENTS



## PROJECTED PROJECT COSTS BY CORRIDOR

| Corridor | Sub-Total | Mobilization (5%) | Traffic Control (10%) | Design (15%) | Contingency (15%) | Inflation (30%) | Construction Management and Inspection (10%) | Grand Total |
|---|---|---|---|---|---|---|---|---|
| Atlantic Blvd | $ 1,349,180 | $ 67,459 | $ 134,918 | $ 202,377 | $ 263,090 | $ 605,107 | $ 134,918 | $ 2,757,049 |
| Slauson Ave | $ 1,287,300 | $ 64,365 | $ 128,730 | $ 193,095 | $ 251,024 | $ 577,354 | $ 128,730 | $ 2,630,598 |
| 52nd St | $ 187,539 | $ 9,377 | $ 18,754 | $ 28,131 | $ 36,570 | $ 84,111 | $ 18,754 | $ 383,236 |
| 58th St | $ 96,552 | $ 4,828 | $ 9,655 | $ 14,483 | $ 18,828 | $ 43,304 | $ 9,655 | $ 197,304 |
| 53rd St | $ 91,168 | $ 4,558 | $ 9,117 | $ 13,675 | $ 17,778 | $ 40,889 | $ 9,117 | $ 186,302 |
| 59th Pl | $ 81,782 | $ 4,089 | $ 8,178 | $ 12,267 | $ 15,947 | $ 36,679 | $ 8,178 | $ 167,122 |
| Randolph St | $ 56,000 | $ 2,800 | $ 5,600 | $ 8,400 | $ 10,920 | $ 25,116 | $ 5,600 | $ 114,436 |
| King Ave | $ 37,360 | $ 1,868 | $ 3,736 | $ 5,604 | $ 7,285 | $ 16,756 | $ 3,736 | $ 76,345 |
| 55th St | $ 36,714 | $ 1,836 | $ 3,671 | $ 5,507 | $ 7,159 | $ 16,466 | $ 3,671 | $ 75,025 |
| 60th St | $ 34,970 | $ 1,749 | $ 3,497 | $ 5,246 | $ 6,819 | $ 15,684 | $ 3,497 | $ 71,461 |
| Wayfinding Program | $ 20,000 | $ 1,000 | $ 2,000 | $ 3,000 | $ 3,900 | $ 8,970 | $ 2,000 | $ 40,870 |
| Alamo Ave | $ 19,550 | $ 978 | $ 1,955 | $ 2,933 | $ 3,812 | $ 8,768 | $ 1,955 | $ 39,950 |
| Walker Ave | $ 16,674 | $ 834 | $ 1,667 | $ 2,501 | $ 3,251 | $ 7,478 | $ 1,667 | $ 34,073 |
| Pine Ave | $ 14,674 | $ 734 | $ 1,467 | $ 2,201 | $ 2,861 | $ 6,581 | $ 1,467 | $ 29,986 |
| Heliotrope Ave | $ 13,150 | $ 658 | $ 1,315 | $ 1,973 | $ 2,564 | $ 5,898 | $ 1,315 | $ 26,872 |
| Prospect Ave | $ 13,150 | $ 658 | $ 1,315 | $ 1,973 | $ 2,564 | $ 5,898 | $ 1,315 | $ 26,872 |
| Vinevale Ave | $ 13,170 | $ 659 | $ 1,317 | $ 1,976 | $ 2,568 | $ 5,907 | $ 1,317 | $ 26,913 |
| Heliotrope Circle | $ 7,800 | $ 390 | $ 780 | $ 1,170 | $ 1,521 | $ 3,498 | $ 780 | $ 15,939 |
| Carmelita Ave | $ 3,932 | $ 197 | $ 393 | $ 590 | $ 767 | $ 1,764 | $ 393 | $ 8,035 |
| E 61st St | $ 3,864 | $ 193 | $ 386 | $ 580 | $ 753 | $ 1,733 | $ 386 | $ 7,896 |
| Everett Ave | $ 3,656 | $ 183 | $ 366 | $ 548 | $ 713 | $ 1,640 | $ 366 | $ 7,471 |
| Gifford Ave | $ 3,656 | $ 183 | $ 366 | $ 548 | $ 713 | $ 1,640 | $ 366 | $ 7,471 |
| Woodlawn Ave | $ 1,380 | $ 69 | $ 138 | $ 207 | $ 269 | $ 619 | $ 138 | $ 2,820 |
| 57th St | $ 414 | $ 21 | $ 41 | $ 62 | $ 81 | $ 186 | $ 41 | $ 846 |
| Mayflower Ave | $ 276 | $ 14 | $ 28 | $ 41 | $ 54 | $ 124 | $ 28 | $ 564 |
| Maywood Ave | $ 276 | $ 14 | $ 28 | $ 41 | $ 54 | $ 124 | $ 28 | $ 564 |
| **TOTAL** | **$ 3,394,187** | **$ 169,709** | **$ 339,419** | **$ 509,128** | **$ 661,866** | **$ 1,522,293** | **$ 339,419** | **$ 6,936,021** |

# GOALS

## GOAL 1:
Improve overall motorized and non-motorized transportation modes - such as pedestrian, bicycle, and transit safety throughout the city

## GOAL 2:
Provide new network connections and leverage connections to existing and proposed local and regional facilities

## GOAL 3:
Improve economic vitality by enhancing mobility and connectivity to the city's several activity generators and destinations

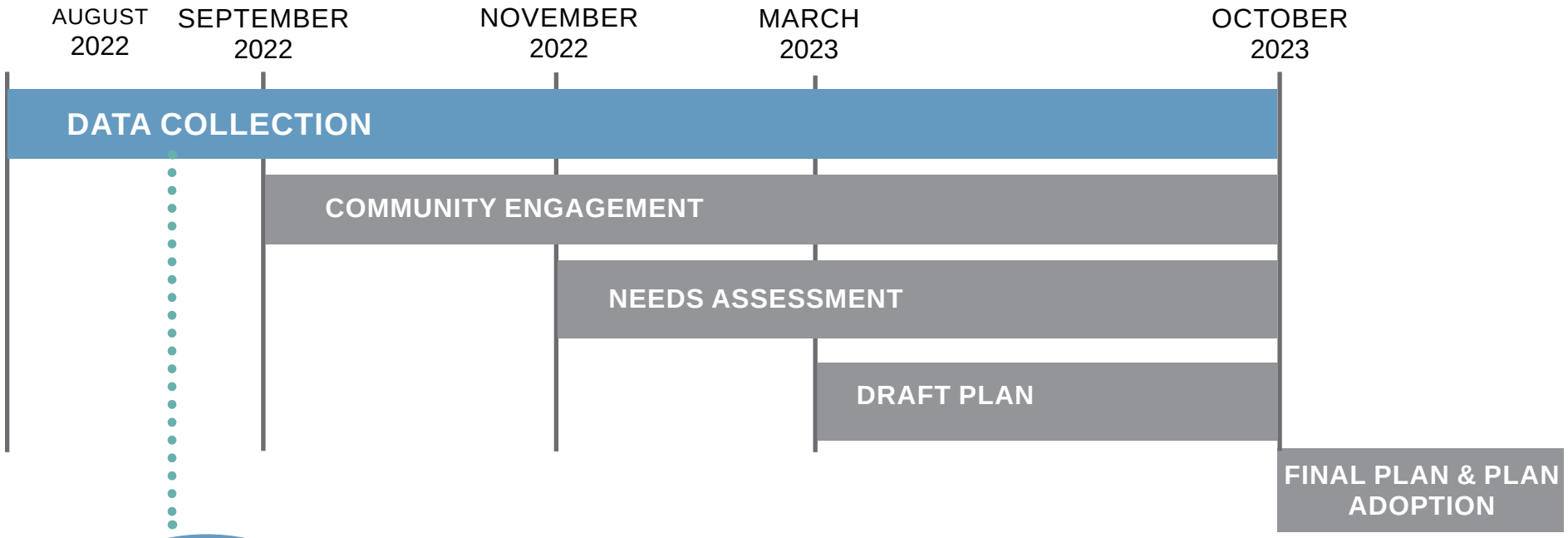
## GOAL 4:
Identify a set of active transportation facilities and improvements that can be accurately priced, prioritized, and submitted for construction funding and implementation

# VISION STATEMENT
The City of Maywood will be a safe place for residents to travel by non-motorized means. Residents of all incomes and abilities will have multiple affordable and safe mobility options available to complete short and longer trips.

# HOW WILL THIS PLAN FULFILL THIS MISSION?
The City plans to take steps toward a safe street network that supports active transportation activity by implementing the goals, objectives, and recommendations in this document. In addition, cost estimates, a project prioritization list, and potential grant sources are provided.

# PROJECT TIMELINE

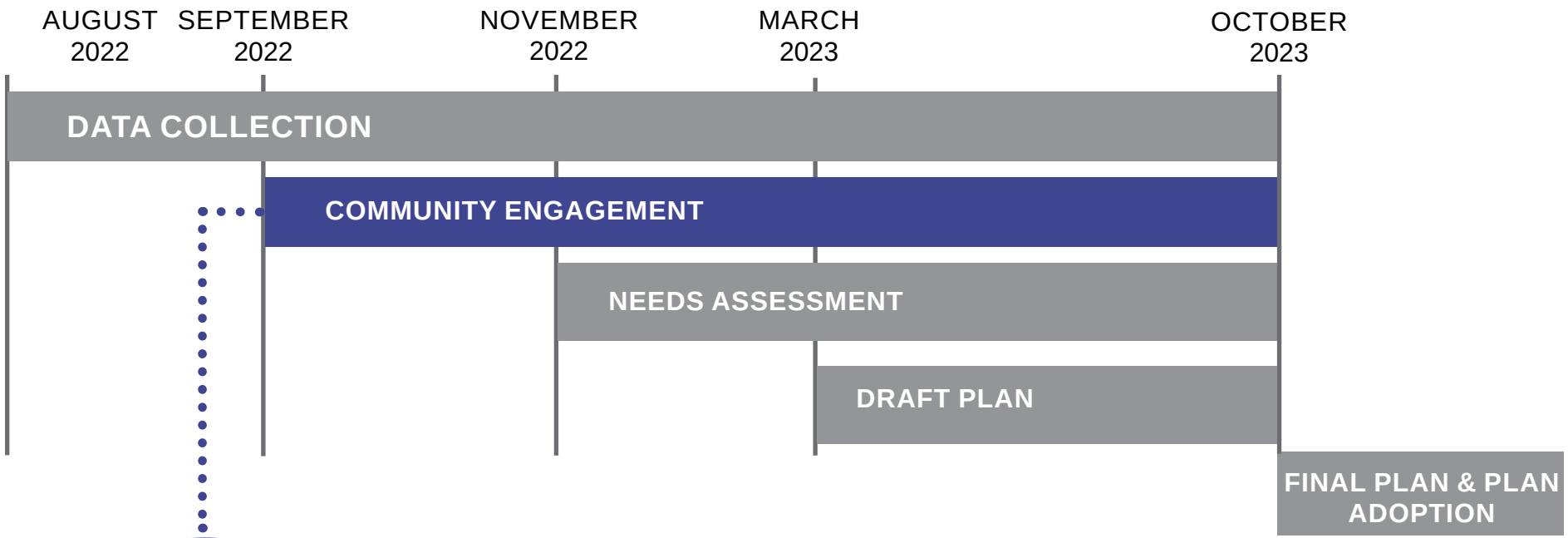
This Plan is the culmination of five distinct phases: 1) Data Collection, 2) Community Engagement, 3) Needs Assessment, 4) Draft Plan, 5) Plan Finalization and Adoption. This section describes each phase in detail.



## DATA COLLECTION

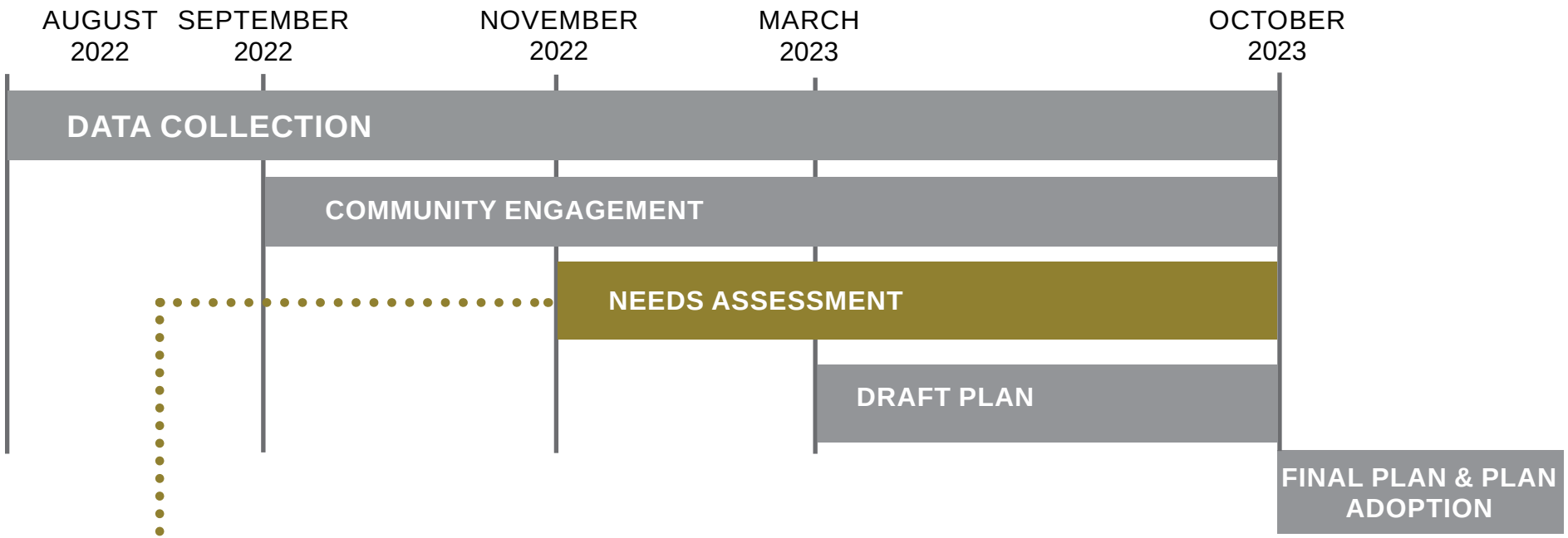
The first phase focused on retrieving the existing conditions data needed to gain a comprehensive understanding of the community's needs and issues. Informing the proposed treatments and projects included in this Plan were observations concerning travel and parking behavior as well as existing street characteristics, such as street widths and available non-motorized user and transit facilities. A comprehensive review of collisions along city streets also informed the types of countermeasures proposed in this Plan.

In addition, a review of plans and efforts completed at the local and regional level allowed the City to align all goals, policies, and projects with other efforts seeking to improve active transportation connectivity.



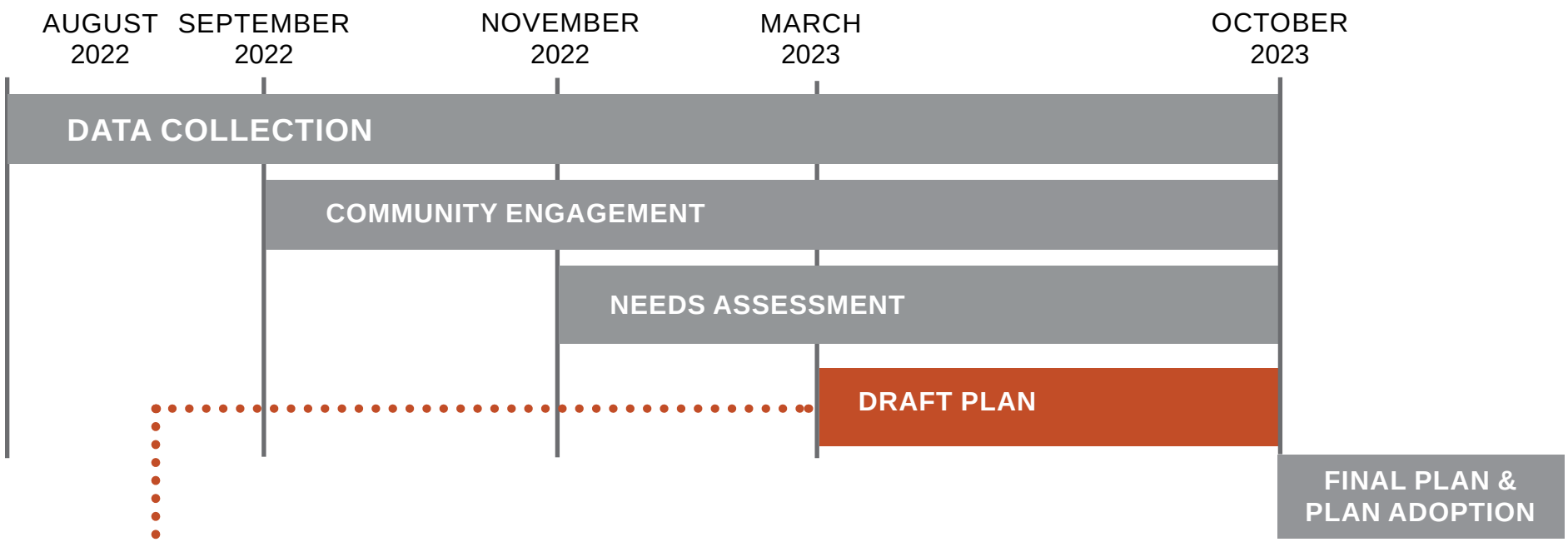

## COMMUNITY ENGAGEMENT

The City prioritized community engagement and made it a vital component of the project development process. Thus, project staff collected community input via five community events. Large maps, comment cards, and surveys were deployed to identify dangerous locations, frequently traveled corridors, and pressing safety issues. All community feedback was reviewed and used to guide solutions that directly address existing safety concerns with feasible infrastructure solutions.



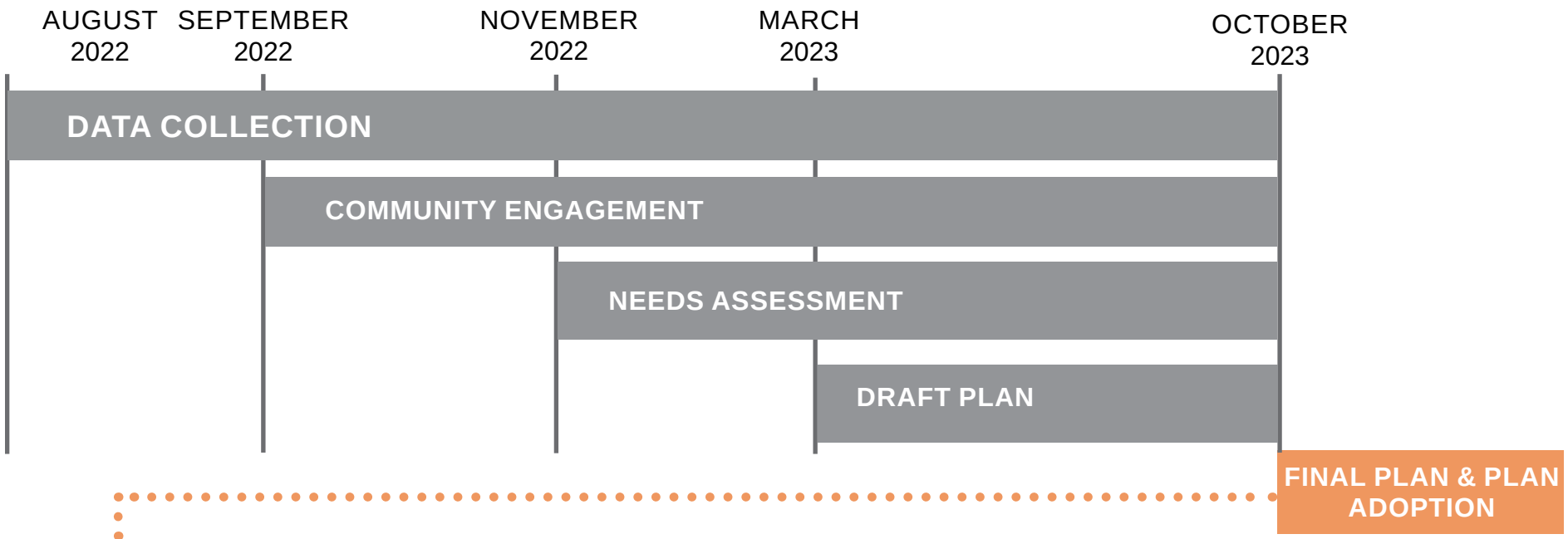
## NEEDS ASSESMENT

A survey was designed and distributed to gain insight on travel behavior patterns, community demographics, perception of walking and bicycling safety on the street, and interest in specific street safety features. The survey was available digitally as well as in hard copy in both English and Spanish. The digital survey was advertised through the project webpage, located within the City's website and social media. The community engagement section Chapter 5 summarizes the trends observed in survey participants' responses.




## DRAFTING THE PLAN

City engineers, planners, and community stakeholders reviewed the initial recommendations and their feasibility, consistency with new active transportation goals and objectives, and potential impact on walking and bicycling safety in the city. Once this review concluded, the project team refined recommendations in the Plan based on the comments provided.



## PLAN FINALIZATION AND ADOPTION

In this phase, the project team accomplished the following actions to complete the Plan:

- Met with City public works staff to discuss proposed Plan treatments and suggested improvements
- Finalized cost estimates for all infrastructure projects
- Produced a list of prioritized projects to guide the city towards implementation
- Present draft Plan to City Council and move towards adoption

# CHAPTER 2
# MAYWOOD TODAY

# Methodology

An existing conditions analysis was conducted, and several maps were produced to visualize commuting patterns, land use, transit ridership, collisions, and sociodemographic data in Maywood. Data regarding land use was acquired from the City of Maywood's Land Use Element from its General Plan and the Southern California Association of Governments (SCAG) 2019 Annual Land Use Dataset. Transit lines, stops, and arrival frequency data was derived from the Los Angeles County Transportation Authority (Metro) Open Data website, the City of Maywood's Express Shuttle ridership report for August 2022, and the City of Huntington Park's website. Weekday transit ridership data was collected for October 2019, as this represents a typical month before the COVID-19 pandemic. Collision data was collected from the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) between January 1st, 2017, and December 31st, 2021. Sociodemographic data was gathered from the United States Census Bureau and community health data was gathered from the California Health Interview Survey (CHIS) Neighborhood Edition Tool

## Census Data

Census data was largely collected and analyzed at the census block level within the City of Maywood. Several analyzed parameters such as median household income, commuting patterns, and household access to motor vehicles were visualized from "Low" to "High.

## Collision Data

Collision data was integrated into GIS, where it was separated based on what users were involved (i.e., motorists, bicyclists, pedestrians) and severity (i.e., fatality, severe injury, or visible injury). These collisions were then visualized based on density using graduated symbols by quantity.

# Existing Condtions

## Planning Context

The City of Maywood is committed to providing its residents with access to safe, practical, and quality active transportation facilities. The City continues to collaborate and coordinate with local stakeholders, neighboring municipalities, and regional agencies to develop policies and recommendations consistent with the region's end goal to create a sustainable, multi-modal transportation system. The following are the planning policies, guidelines, and related projects fundamental to the development of the City's ATP.

### City of Maywood General Plan (2007)

The City of Maywood outlined its long-term vision in the General Plan in 2007 and is currently finalizing its updated Housing Element and developing its first Environmental Justice Element in compliance with SB 1000. The Maywood Active Transportation Plan will supplement the following General Plan goals that call out for a safer built environment that encourages all modes of transportation:

*City of Maywood General Plan*

- Land Use Element Goal 1: "Preserve and enhance the character and quality of Maywood's residential neighborhoods."
- Land Use Element Goal 2: "Promote new commercial development and maintenance of existing commercial uses to enhance the quality of Maywood's commercial districts along Slauson Avenue and Atlantic Boulevard."
- Land Use Element Goal 5: "Improve access to and quality of community services and facilities within the city."
- Land Use Element Goal 6: "Achieve aesthetic enhancements citywide to distinguish Maywood."
- Land Use Element Goal 9: "Protect, maintain, and better utilize existing parks and recreation facilities."

*City of Maywood Circulation Element*

- Circulation Element Goal 2: "Provide a local street system that accommodates current and future traffic volumes."
- Circulation Element Goal 3: "Facilitate Access to public Transportation that is safe and responsive to changing transit demands."
- Circulation Element Goal 4: "Provide for an extensive, integrated, and safe bicycle, and pedestrian network throughout the community, and make Maywood a pedestrian friendly community.
- Circulation Element Goal 5: "Ensure that all development projects provide well-designed parking facilities that are safe, convincing, and attractive.

### Proposed and Ongoing City Plans, Projects, and Grant Applications

The City of Maywood has several proposed and ongoing plans, projects, and grant applications that will inform the recommendations of the Active Transportation Plan.

*City of Maywood Land Use Element Update (ongoing)*

The City of Maywood is currently updating the Land Use Element of its General Plan. The revised element will focus on identifying the future locations and extent of new modal facilities and development. The Land Use Element supports the community's desire to retain and expand upon Maywood's diverse residential neighborhoods, the potential of its commercial corridors, and the public facilities and services provided to the community.

*City of Maywood Environmental Justice Element Update (ongoing)*
The City of Maywood is currently in the process of developing its first ever Environmental Justice Element to include in its General Plan in compliance with Senate Bill 1000. Signed in 2016 by Governor Jerry Brown, SB 1000 requires that local governments identify disadvantaged communities within their jurisdictions and address local environmental justice issues in their city general plans.

*City of Maywood Climate Action, Adaptation, and Resilience Plan (ongoing)*
The City of Maywood is working to complete a community-driven Climate Action Adaptation Resilience Plan that will accomplish the following: (1) Policy & Program Alignment, (2) Set Targets: Develop GHG Strategies, (3) Develop and Quantify Detailed GHG Reduction Measures, (4) Climate Action Plan (CAP) Document, (5) Climate change vulnerability/adaptation strategies.

*City of Maywood Beautification Project (Funding awarded – not started)*
The City of Maywood was awarded a grant from the Clean California Local Grant Program to develop a project scope of work targeting multiple high priority areas of need. The project will include beautification through greening and landscaping as well as infrastructure improvements to increase accessibility and safety for bicyclists and pedestrians at multiple segments of parkways/ sidewalks, medians, and 20 signal cabinets/utility boxes throughout the city. These improvements are at Carmelita Avenue, between Fruitland Avenue, Loma Vista and 52nd Street; King Avenue, between Slauson Avenue and 59th Place; and Mayflower, between E Slauson Avenue and 59th Place.

*City of Maywood Local Roadway and Safety Plan (Adopted)*
The City of Maywood recently adopted its Local Roadway Safety Plan (LRSP). This plan will provide the City with a framework for systematic infrastructure improvements to mitigate key safety issues impacting Maywood residents.

### Surounding Jurisdiction & Regional Bicycle and Pedestrian Master Plans
The following Master Plans are from adjacent cities and the County of Los Angeles that either share a border or have proposed bicycle facilities that would intersect with the City of Maywood.

*Los Angeles River Master Plan (2022)*
The City of Maywood is bordered to the east by the Los Angeles River and contains two access points, which provide Maywood residents with a dedicated Class I bicycle path through southeast Los Angeles County to Long Beach. According to the latest River Master Plan, the following recommendations were made within or adjacent to Maywood's city limits:

- Improve the existing river access point at the northern city limit off Atlantic Avenue
- Develop multiuse public space projects along the river at Maywood Park and Maywood Riverfront Park

*City of Commerce Bicycle & Pedestrian Master Plan (2020)*
The City of Maywood does not currently have any established regional bicycle facilities to connect residents to northern jurisdictions in unincorporated Los Angeles County. In its most recent Bicycle Master Plan, the County of Los Angeles recommends:

- Extending the Los Angeles River Bicycle Path (Class I) north as well as installing a handful of Class III bicycle lanes to connect Maywood residents to the nearby jurisdictions of the Bandini Islands, the City of Los Angeles, and the City of Vernon.

*City of Bell Bicycle Master Plan (2016)*
The City of Bell shares Maywood's southern border along Randolph Street and the northeastern border along the eastern bank of the Los Angeles River. In its most recent Bicycle Master Plan, the City of Bell recommends the following bicycle facilities that would connect to the City of Maywood:

- Installing a Class I shared use path along Randolph Street from Carmelita Avenue to the Los Angeles River Bicycle Path.

*City of Huntington Park Bicycle Transportation Masterplan (2014)*
The City of Huntington Park shares Maywood's southwestern border along Floral Avenue and Slauson Avenue. In its most recent Bicycle Transportation Master Plan, the City of Huntington Park recommends the following bicycle facilities that would connect to the City of Maywood:

- Installing a Class III bike lane along E 61st Street from Maywood Avenue to the eastern city limit on Pine Avenue.
- Installing a Class III bike lane along Carmelita Avenue from Randolph Street to the northern city limit on Slauson Avenue.

*Los Angeles County Bicycle Master Plan (2012)*
The City of Maywood does not currently have any established regional bicycle facilities to connect residents to northern jurisdictions in unincorporated Los Angeles County. In its most recent Bicycle Master Plan, the County of Los Angeles recommends:

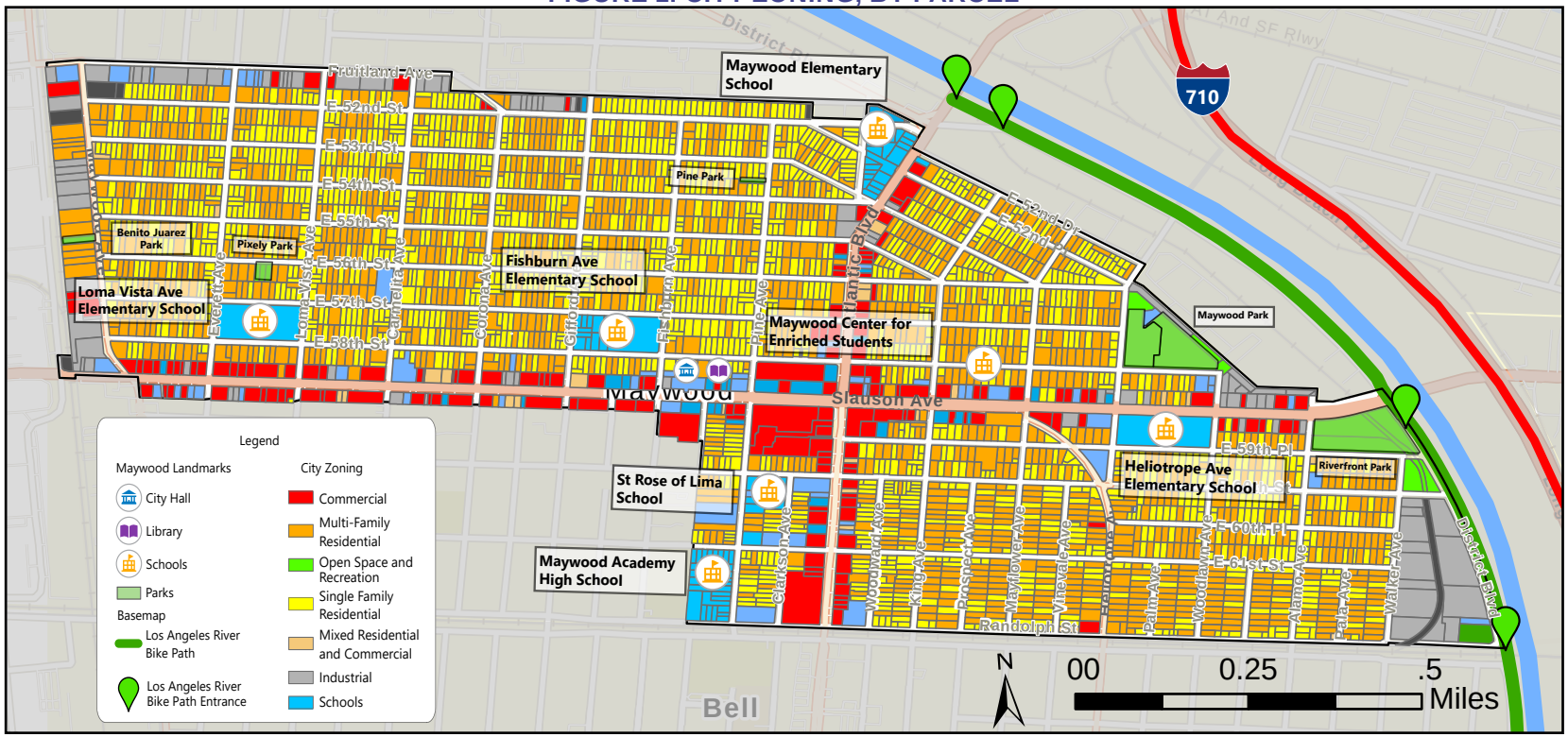
- Extending the Los Angeles River Bicycle Path (Class I) north as well as installing a handful of Class III bicycle lanes to connect Maywood residents to the nearby jurisdictions of the Bandini Islands, the City of Los Angeles, and the City of Vernon.

The Strategic Plan also calls for implementing the Rail to River project, a 3.9-mile regional connectivity loop to connect the Metro A (Blue) Line's East Slauson Station to the Los Angeles River Bicycle Path (Class I) along Maywood's southern city limit on Randolph Street.

## Land Use

Maywood is made up of predominantly residential neighborhoods with commercial activity concentrated in its center and surrounded by industrial uses on its eastern, western, and northern city limits. Approximately 87 percent of the city's parcels are zoned for residential use. Of those residential parcels, about 47 percent of residential parcels are zoned for single-family residential and about 40 percent are zoned for multi-family residential. Approximately five percent of the city's parcels are zoned for commercial use. Most of the city's commercial parcels are concentrated along Atlantic Boulevard and Slauson Avenue, with the highest concentration of commercial activity being at the intersection of Atlantic Boulevard and Slauson Avenue. Approximately three percent of the city's parcels are zones for industrial use. Most of the industrial parcels are located along Maywood's eastern city limit along District Boulevard, northern city limit along Fruitland Avenue, and western city limit along Maywood Avenue.

**FIGURE 1: CITY ZONING, BY PARCEL**



# Existing Roadway Facilities

The following section and maps focus on the existing roadway facilities and their functional classification, which will be used to inform the development of the Maywood ATP.

## Maywood Street Classifications

The City's Circulation Element in its 2007 General Plan classifies its streets into five categories: Freeways, major highways, secondary highways, collector streets, and local streets.

### Freeway

A freeway is a controlled access, high-speed roadway with grade-separated interchanges. A freeway is intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of the California Department of Transportation (Caltrans).

### Major Highway

The function of a Major Highway is to connect traffic from minor arterials and collectors to other parts of the city, freeway interchanges, and adjacent major land uses. Major highways also provide a linkage between activity centers in the city to other adjacent communities and other parts of the region. Access to adjacent land uses and the presence of parking should be minimal or prohibited completely.

This roadway classification is designed to move large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. Per the circulation element, Major Highways typically have a curb-to-curb width of 84 feet within a 100-foot right-of-way.

### Collector Street

The primary purpose of a collector street is to serve as an intermediate route to carry traffic between local streets and highways. Collectors are intended to provide access to all types of land uses and generally have no limitation on access. Parking is typically allowed during all periods of the day or, if necessary, may be prohibited during peak hours on certain segments.

This roadway classification is designed to carry moderate levels of traffic, generally in the range of 10,000 to 15,000 vehicles per day. Per the circulation element, a collector typically has a curb-to-curb width that ranges from 40 to 54 feet contained within a 64-foot right-of-way.

### Local Street

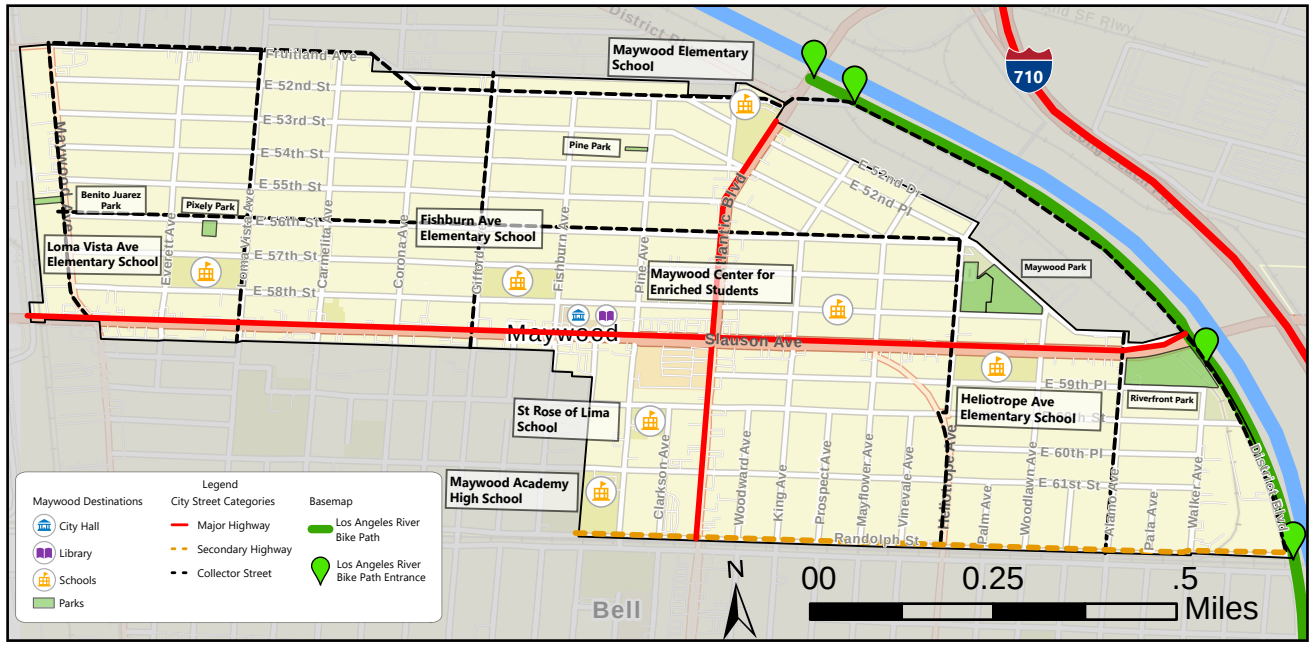
Local streets provide direct vehicular, pedestrian, and bicycle access to adjacent land uses. They are intended to carry low volumes of traffic, are typically narrow, and allow unrestricted parking. Per the circulation element, a local street in Maywood typically has a 36-foot-curb-to-curb width within a 50-foot right-of-way.

### Designated Truck Route

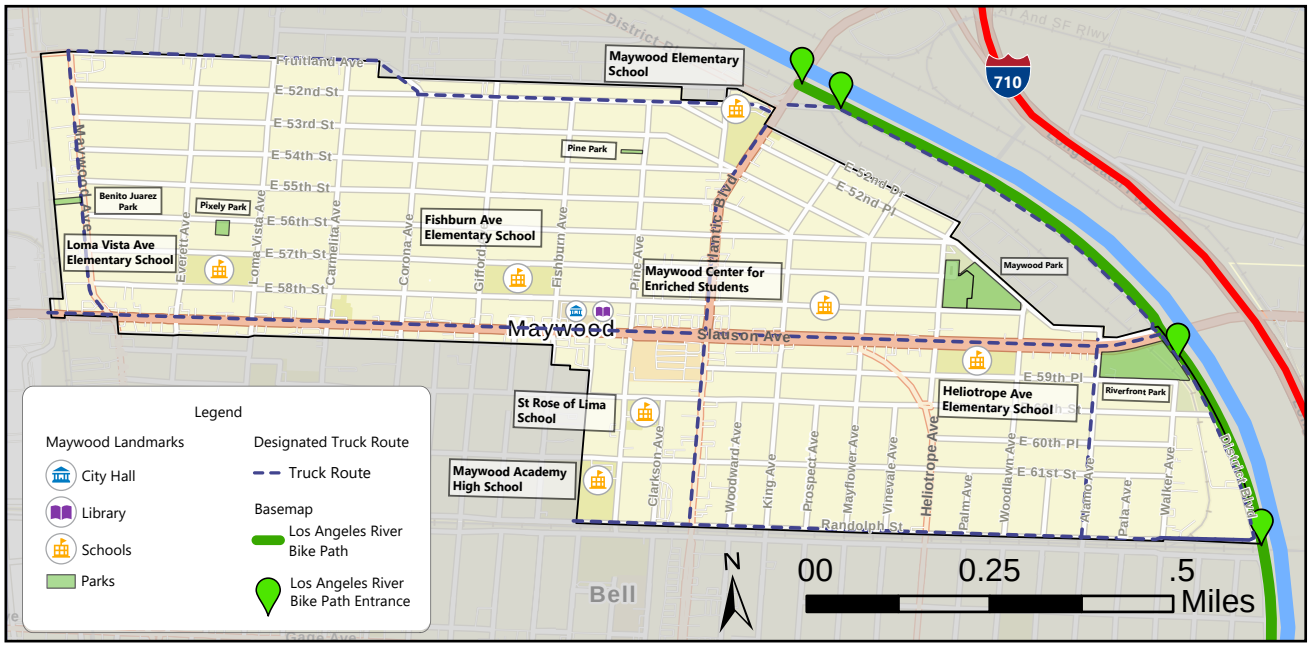
The Circulation Element also identifies designated truck routes throughout Maywood that connect with those in adjacent cities and jurisdictions. These routes are responsible for ensuring the efficient movement of commercial vehicles carrying goods in and out of the city. Maywood experiences high levels of freight movement given its adjacent industrial land uses as well as its proximity to the Long Beach Freeway (I- 710), the Santa Ana Freeway (I-5), and its proximity to the industrial City of Vernon. It is imperative to the city that these routes are maintained and improved to maximize safe and efficient traffic flows for non- truck motorists and pedestrians.

**Figure 2** and **Figure 3** illustrate the locations of Maywood's highest volume streets and dedicated truck routes, respectively.

## FIGURE 2: CITY STREET CLASSIFICATIONS




## FIGURE 3: CITY DESIGNATED TRUCK ROUTES

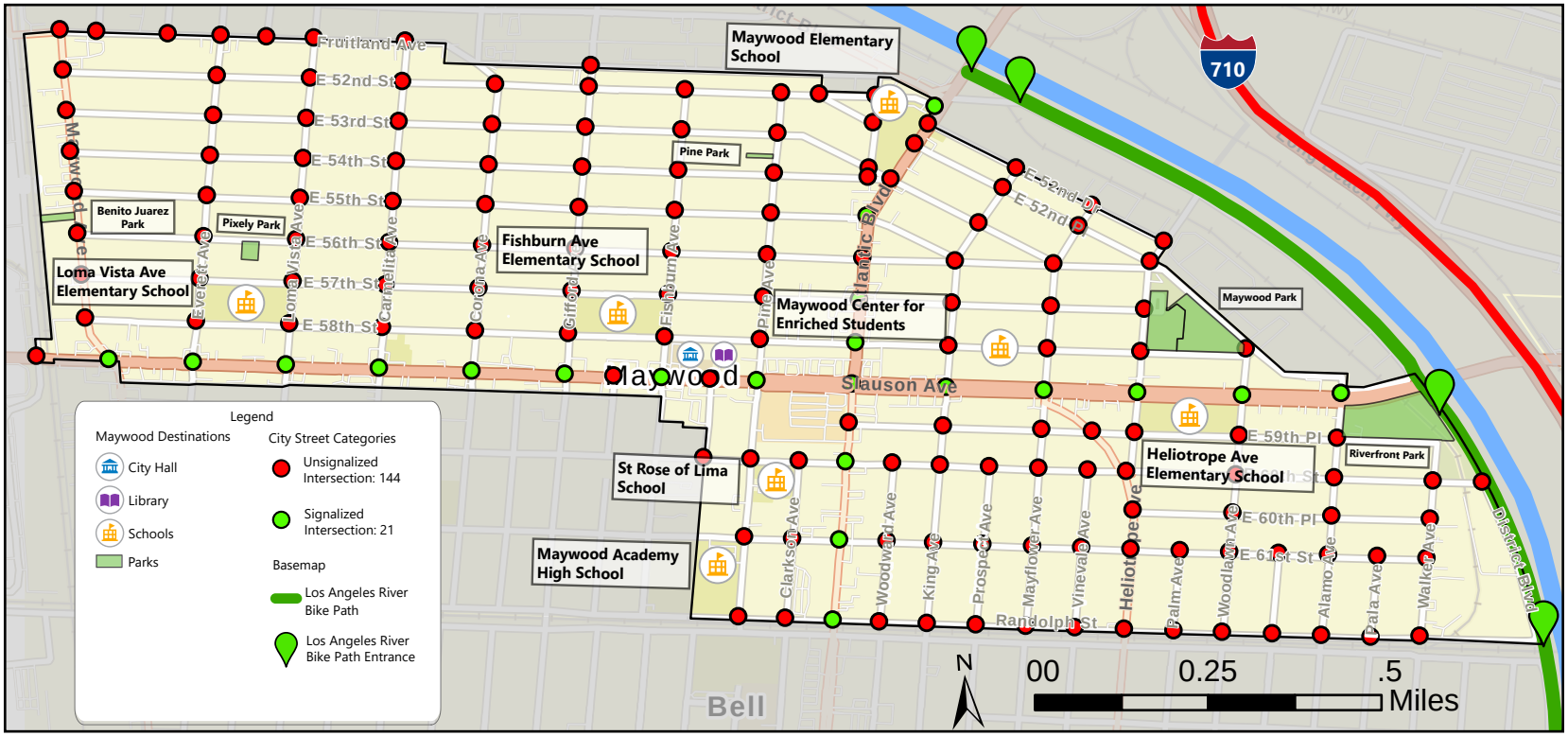


## Intersections and Existing Traffic Control Devices

There are a total of 165 intersections in the City of Maywood. Of that total, only 21 (13 percent) of those intersections are signalized. All the city's signalized intersections are located along its two major arterials, Atlantic Boulevard and E Slauson Avenue.

Of its 165 intersections, 144 (87 percent) are unsignalized, which are mostly four-way stop-controlled. **Figure 4** illustrates the locations of the City's signalized and unsignalized intersections.

**FIGURE 4: CITY SIGNALIZED AND UNSIGNALIZED INTERSECTIONS**



# Socio-Economic Characteristics

The following section, including tables, and maps focus on the socio-economic indicators used to inform the development of the Maywood ATP.

## Total Population, Race, Ethnicity and Age

Per the 2020 American Community Survey (ACS), approximately 25,138 people currently reside in the City of Maywood. Of those, about 97 percent identify as Hispanic/Latino, almost double the rate of Hispanic/Latino identifying residents in Los Angeles County. Less than two percent of the city's population is comprised of other racial demographics including White, African American, Asian, American Indian, Native Hawaiian/Pacific Island, and people with two or more races (**Table 1**).

The median age in Maywood is 32 years old, with nearly 28 percent of its population under the age of 18, which is higher than the County by about seven percent.

**TABLE 1: RACE, ETHNICITY AND AGE**

| | City of Maywood | Los Angeles County |
|---|---|---|
| **Category** | **Percentage of Population** | **Percentage of Population** |
| Hispanic/Latino | 97.1% | 48.0% |
| White | 1.4% | 25.6% |
| Black Alone | 0.4% | 7.6% |
| Multi-racial | 0.4% | 3.1% |
| Asian Alone | 0.3% | 14.7% |
| American Indian | 0.1% | 1.6% |
| Pacific Islander | 0.05% | 3.1% |
| **Median Age** | **32 years old** | **37 years old** |
| Under 18 years | 27.9% | 22.2% |
| Over 18 years | 72.1% | 80.4% |
| Over 65 years | 10.2% | 12.9% |

*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

## Educational Attainment and School Enrollment

Maywood has much lower educational attainment levels in comparison to Los Angeles County. Approximately 37 percent of Maywood residents 25 years and older have not received a high school diploma – 15 percent higher than the County (**Table 2**). Less than 5 percent of Maywood residents 25 years and older have received either an associate's, bachelor's, or post-graduate degree.

Approximately 72 percent of Maywood residents three years and older are enrolled in a K-12 program.

**TABLE 2: EDUCATIONAL ATTAINMENT**

| | City of Maywood | Los Angeles County |
|---|---|---|
| **Category** | **Percentage of Population over 25 Years Old** | **Percentage of Population over 25 Years Old** |
| No High School Diploma | 36.6% | 11.9% |
| High School Diploma Only | 27.5% | 20.4% |
| Some College, No Degree | 11.1% | 18.9% |
| Associates Degree | 3.3% | 37.0% |
| Bachelor's Degree | 4.9% | 21.8% |
| Post-Graduate Degree | 2.5% | 11.7% |

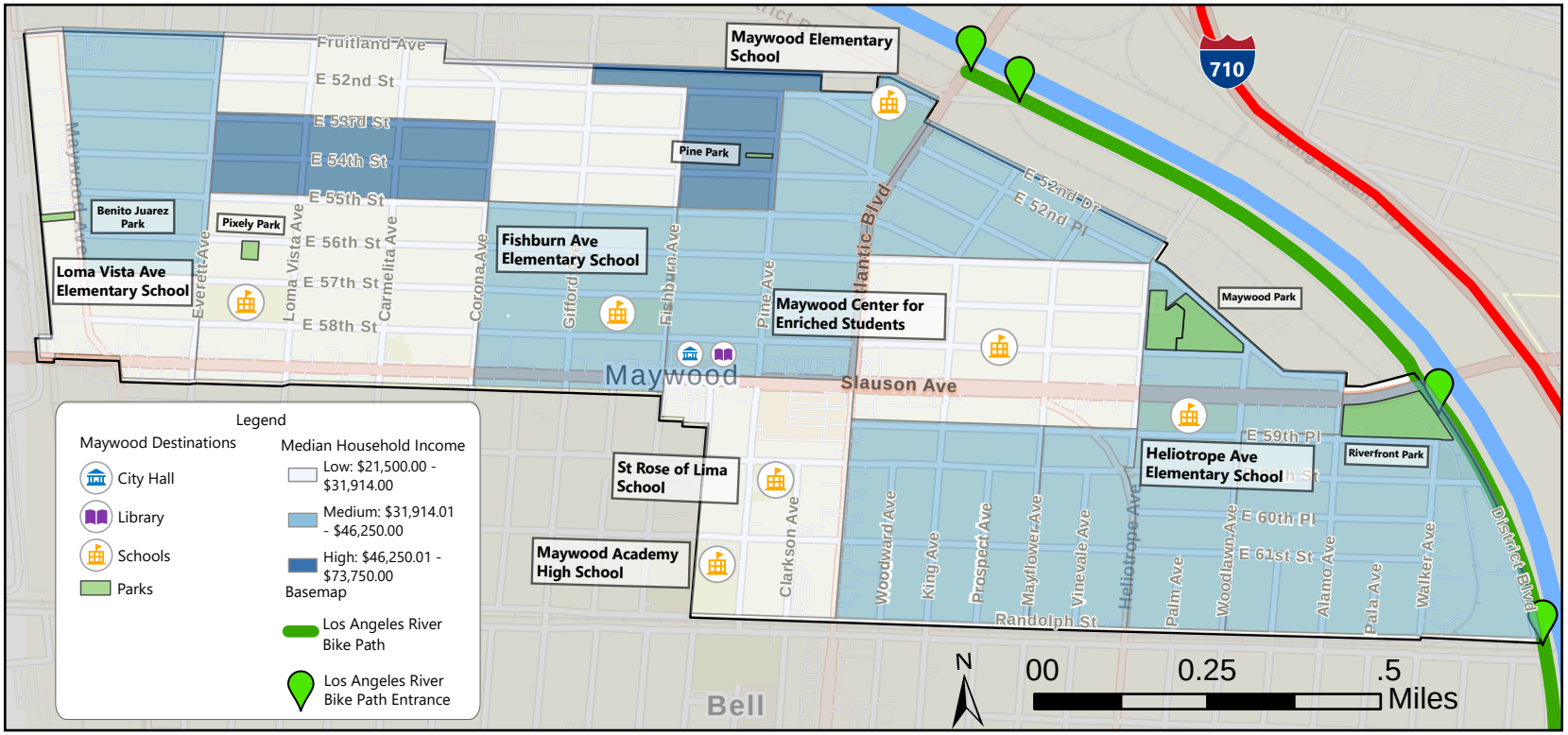
*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

## Income, Housing and Employment Levels

Maywood residents currently earn lower incomes than other jurisdictions within Los Angeles County. The median household income in Maywood is $50,996 – almost $20,000 less than the County median household income. Approximately 20 percent of Maywood residents live under the poverty line and about ten percent of occupied housing units in Maywood do not have access to an automobile. It is also worth noting that approximately 56 percent of Maywood households are occupied by one or more people under 18 years old – 22 percent higher than the County.

Additionally, about 61 percent of Maywood residents over 16 years old are employed, just slightly below County employment levels (65 percent). **Figure 5** illustrates median household income levels at the census block level for the city.

**FIGURE 5: CITY MEDIAN HOUSEHOLD INCOME LEVELS, BY CENSUS BLOCK**




*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

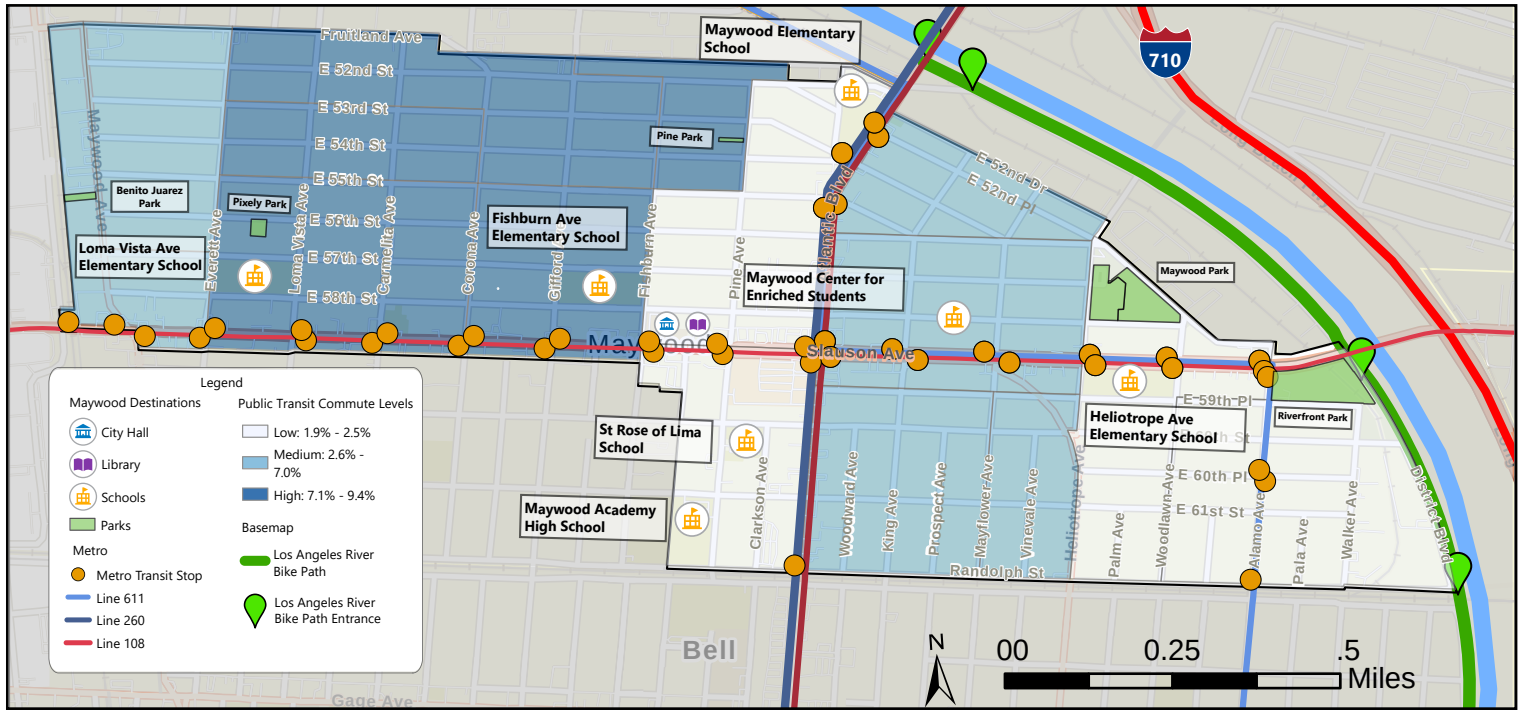
## Commuting Patterns

**Table 3** provides a breakdown of the City's commuter patterns, by mode, compared to Los Angeles County. Like the County, most Maywood commuters drive to work alone (70.6 percent). Maywood does have higher levels of commuters who carpool, take public transportation, and walk than the County.

Cycling, working from home, and other modes of travel are the least used by Maywood commuters and are at lower levels than the County. The average travel time for Maywood commuters is approximately 31 minutes, just under the average commute time for LA County (**Table 3**).

**Figure 6** illustrates the commuting levels of Maywood workers who travel to work using public transportation and the existing Metro bus lines running through the city.

## FIGURE 6: COMMUTING TO WORK VIA PUBLIC TRANSIT




*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

## TABLE 3: COMMUTING PATTERNS

| | City of Maywood | Los Angeles County |
|---|---|---|
| **Category** | **Percentage of Population over 16 Years Old** | **Percentage of Population over 16 Years Old** |
| Drove Alone | 72.1% | 72.1% |
| Carpool | 13.0% | 9.5% |
| Public Transit | 6.0% | 5.4% |
| Walk | 4,1% | 2.6% |
| Bike | 0.7% | 1.7% |
| Work from Home | 3.6% | 8.0% |

*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

## Top Employment Centers

Based on the latest Census data on the top locations for Maywood commuters (2019), the majority of the City's workforce commutes to the City of Los Angeles. The City of Maywood, City of Downey, and City of South Gate are the next largest employment centers for Maywood workers (**Table 4**).

**TABLE 4: TOP EMPLOYMENT CENTERS FOR MAYWOOD COMMUTERS**

| | City of Maywood |
|---|---|
| **Local Jurisdiction** | **Percentage of Commuters** |
| City of Los Angeles | 22.9% |
| City of Maywood | 6.9% |
| City of Downey | 3.3% |
| City of South Gate | 2.9% |
| City of Bell | 2.6% |
| City of Huntington Park | 3.6% |
| East Los Angeles | 2.5% |
| City of Long Beach | 2.4% |
| City of Lynwood | 1.7% |

*(US Census Bureau, American Community Survey 5-year Estimates, 2020)*

# Community Health Characteristics

The following section and tables focus on community health indicators for Maywood adults and children used to inform the development of the Maywood ATP.

## Adults

Estimates for asthma, diabetes, obesity, and physical activity for Maywood adults over eighteen years old were calculated using the California Health Interview Survey (CHIS) Neighborhood Edition Tool and serves as the foundation of this health status summary.

### *Asthma*

According to the latest available CHIS data, the percentage of Maywood adults (18+) diagnosed with asthma increased between 2016 and 2020. Los Angeles County adult asthma levels remained higher than Maywood throughout the same period, following a similar upward trend of more adults being diagnosed with asthma in 2020 (**Table 5**).

### *Diabetes*

According to the latest available CHIS data, the percentage of Maywood adults (18+) diagnosed with diabetes increased between 2016 and 2020. Adult diabetes levels in Maywood were higher than Los Angeles County throughout the same period and experienced a sharper rate of increase (**Table 5**).

### *Obesity*

According to the latest available CHIS data, the percentage of Maywood adults (18+) identified as obese/overweight (having a body mass index (BMI) of 30 or higher) increased between 2016 and 2020. Adult obesity levels in Maywood were much higher than Los Angeles County throughout the same period (**Table 5**).

### *Physical Activity*

According to the latest available CHIS data, the percentage of Maywood adults walking at least 150 minutes or more for transportation or leisure in the past week increased between 2012 and 2016. Although Maywood adult physical activity levels were lower than Los Angeles County in 2012, the city experienced higher levels than the County in 2016 as seen in **Table 5**.

**TABLE 5: ADULT PHYSICAL HEALTH**

| | City of Maywood | Los Angeles County | Maywood | Los Angeles County |
|---|---|---|---|---|
| **Year** | **2016** | | **2020** | |
| Ever Diagnsosed With Astma (18+) | 9.3% | 12.8% | 11.2% | 15.2% |
| Ever Diagnsosed With Diabetes (18+) | 11.8% | 9.5% | 15.7% | 11.8% |
| Obese (18+) | 41.6% | 28.9% | 43.7% | 29.6% |

*(California Health Interview Survey (CHIS) Neighborhood Edition Tool)*

## Children

Estimates for asthma, obesity, and physical activity for Maywood children under the age of eighteen were calculated through the California Health Interview Survey (CHIS) Neighborhood Edition tool. The breakdown of those results is described below.

### *Asthma*

According to the latest available CHIS data, the percentage of Maywood children (1-17) diagnosed with asthma decreased between 2016 and 2020. Los Angeles County child asthma levels were static during the same period, but remained slightly higher than Maywood child diagnosis levels in 2020. (**Table 6**).

### *Overweight for Age Group and Obesity*

According to the latest available CHIS data, the percentage of Maywood children between the ages of two and eleven years old identified as being overweight for their age (having a weight equal or greater than the 95th percentile) sharply increased between 2016 and 2020. Los Angeles County levels also increased throughout the same period; however, at a much lower rate than Maywood (**Table 6**).

**TABLE 6: CHILDREN PHYSICAL HEALTH**

| | City of Maywood | Los Angeles County | Maywood | Los Angeles County |
|---|---|---|---|---|
| **Year** | **2016** | | **2020** | |
| Ever Diagnsosed With Astma (<18) | 16.6% | 12.8% | 11.3% | 12.9% |
| Overweight for Age (2-11) | 17.4% | 12.1% | 20.4% | 13.5% |
| Obese (12-17) | 37.0% | 35.5% | 52.5% | 34.2% |

*(California Health Interview Survey (CHIS) Neighborhood Edition Tool)*

# Collision Analysis

The following section and tables focus on the collision data collected from January 1st, 2017 – December 31st, 2021, that was used to inform the development of the Maywood ATP.

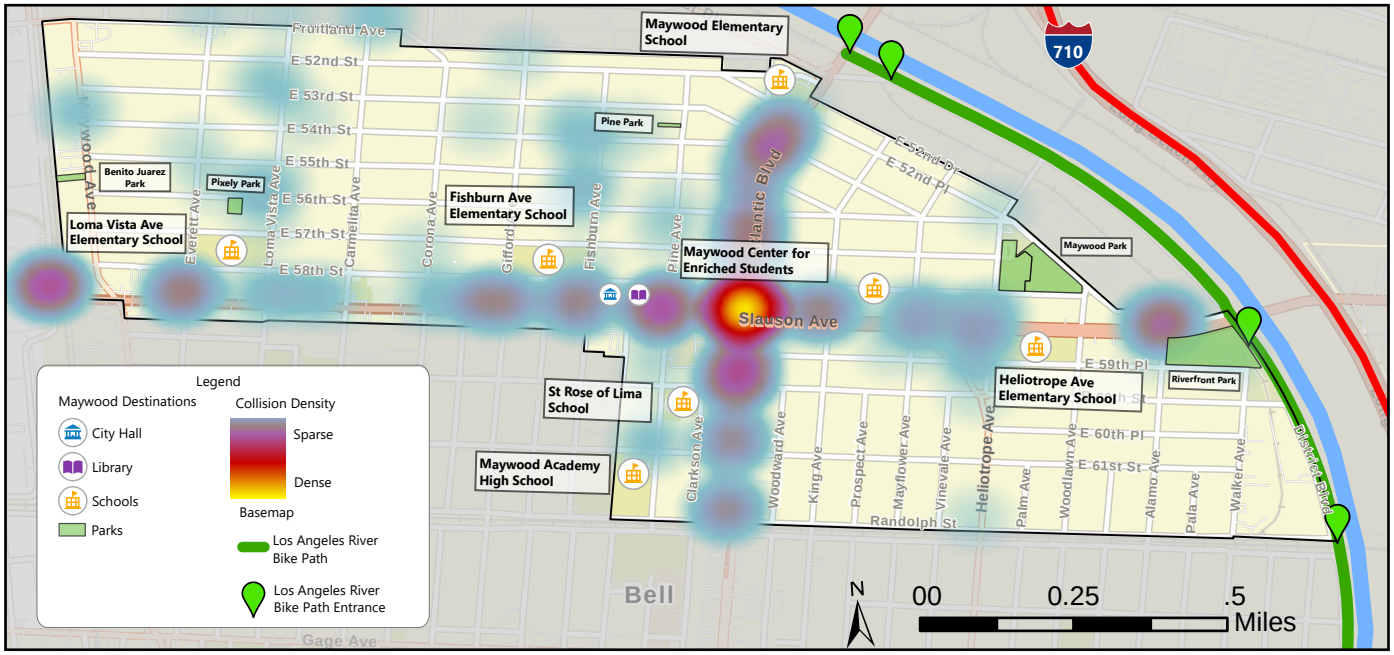
## Total Collisions

The City of Maywood experienced 182 collisions between 2017 and 2021. Approximately 75 percent of collisions involved only motor vehicles, 15 percent involved motor vehicles and pedestrians, 10 percent involved motor vehicles and bicyclists, and one percent involved motor vehicles and both pedestrians and bicyclists.

Although the City has experienced a net decrease in collisions, numbers began to climb in 2021 following a four-year consecutive drop from 2017-2020. Motor vehicle collisions involving pedestrians and bicyclists also experienced a net decrease during the same period. Pedestrian collisions peaked in 2017 and 2019 before dropping again from 2020- 2021. Bicycle collisions dropped from their highest levels from 2017- 2018 to zero in 2019 and remained well under their peak in 2021. The largest contributor to the rise in 2021 collisions were motor vehicle collisions involving other motor vehicle. These collisions consecutively decreased from their peak in 2017 to their lowest in 2020 before sharply increasing to near 2017 levels in 2021.

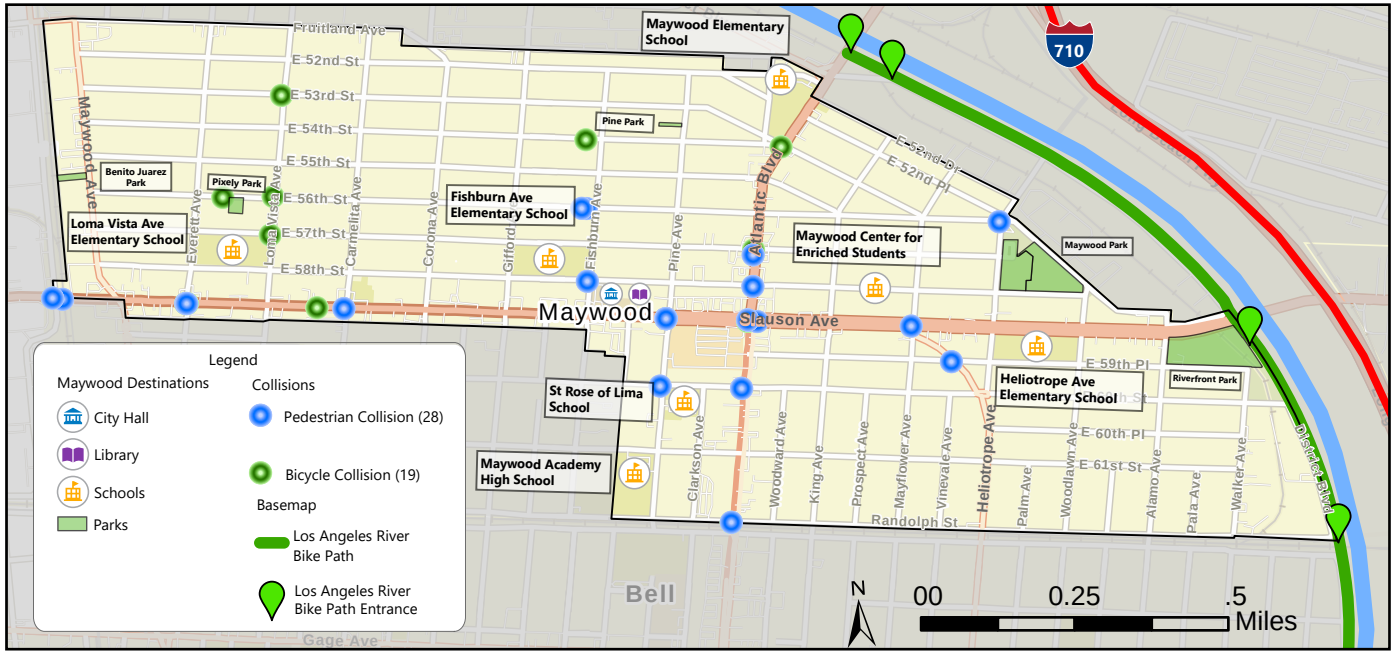
**Figure 7** and **Figure 8** illustrate the density of all collisions and all bicycle and pedestrian collisions in Maywood from 2017-2021, respectively. **Table 7** provides the total number of crashes by mode per year from 2017-2021.

**FIGURE 7: ALL COLLISIONS HEATMAP (2017-2021)**




*(SWITRS, 2017 - 2021 Collision Data Base)*

## FIGURE 8: ALL PEDESTRIAN AND BICYCLE COLLISIONS (2017-2021)




*(SWITRS, 2017 - 2021 Collision Data Base)*

## TABLE 7: TOTAL COLLISIONS BY MODE AND YEAR (2017-2021)

| | Motor Vehicle Involving | | | |
|---|---|---|---|---|
| **Year** | **Motor Vehicle** | **Pedestrian** | **Bicycle** | **Bike and Ped** |
| 2017 | 32 | 9 | 7 | 0 |
| 2018 | 30 | 5 | 6 | 0 |
| 2019 | 27 | 5 | 0 | 1 |
| 2020 | 20 | 5 | 3 | 0 |
| 2021 | 27 | 3 | 2 | 0 |
| **Total** | **136** | **27** | **18** | **1** |

*(SWITRS, 2017 - 2021 Collision Data Base)*

## Primary Collision Factors

As shown in **Table 8**, the leading primary collision factors in the City of Maywood from 2017-2021 were:

- Failure to Yield to Other Vehicles: 21 percent
- Improper Turning: 20 percent
- Failure to Obey Traffic Siganals and Signs: 17 percent

**TABLE 8: PRIMARY COLLISION FACTORS (2017-2021)**

| | Motor Vehicle Involving | | | |
|---|---|---|---|---|
| **Year** | **Motor Vehicle** | **Pedestrian** | **Bicycle** | **Percentage of Total Collisions** |
| Automobile Right of Way | 28 | 1 | 2 | 20.7% |
| Improper Turning | 15 | 3 | 3 | 19.5% |
| Traffic Signals and Signs | 23 | 4 | 2 | 17.2% |
| Unsafe Speeds | 14 | 0 | 1 | 6.9% |
| Pedestrian Right of Way | 0 | 12 | 0 | 13.8% |

*(SWITRS, 2017 - 2021 Collision Data Base)*

**Table 9** illustrates the most common pedestrian actions at the time of collision in the City of Maywood from 2017-2021. Most of these collisions (about 17 percent) occurred as a pedestrian was crossing the street at an intersection using a crosswalk.

**TABLE 9: PEDESTRIAN ACTIONS AT TIME OF COLLISION (2017-2021)**

| | **Number of Collisions** | **Percentage of Total Collisions** |
|---|---|---|
| **Pedestrian Action** | **-** | **-** |
| Crossing in Crosswalk at Intersection | 20 | 17.4% |
| Crossing outside Crosswalk | 4 | 14.3% |
| In Road, Including Shoulder | 2 | 7.1% |
| Not in Road | 2 | 7.1% |

*(SWITRS, 2017 - 2021 Collision Data Base)*

## Collisions by Day of Week and Time of Day

**Table 10** provides a breakdown of when and how frequently crashes occurred from 2017-2021 in the City of Maywood, by time of day. Based on the collision data, crashes peaked during the weekends on Fridays and Saturdays between the hours of the early afternoon and evening. The following days and time periods experienced the highest volume of collisions:

- Friday 3:00PM - 5:59PM (11 crashes)
- Friday 12:00PM - 2:59PM (9 crashes)
- Saturday 6:00PM - 8:59PM (8 crashes)

**TABLE 10: NUMBER OF COLLISIONS PER DAY OF WEEK AND TIME (2017-2021)**

| Time Period | Hours | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|---|---|---|---|---|
| AM | 00:00 - 2:59 | 3 | 0 | 0 | 0 | 0 | 6 | 2 |
| | 03:00 - 5:59 | 1 | 3 | 3 | 0 | 3 | 1 | 0 |
| | 06:00 - 8:59 | 2 | 3 | 4 | 4 | 4 | 4 | 1 |
| | 09:00 - 11:59 | 5 | 1 | 8 | 4 | 5 | 5 | 1 |
| PM | 12:00 - 14:59 | 2 | 5 | 3 | 3 | 9 | 2 | 4 |
| | 15:00 - 17:59 | 7 | 5 | 5 | 4 | 11 | 5 | 2 |
| | 18:00 - 20:59 | 4 | 2 | 2 | 7 | 4 | 8 | 6 |
| | 21:00 - 23:59 | 0 | 2 | 1 | 0 | 3 | 2 | 1 |

*(SWITRS, 2017 - 2021 Collision Data Base)*

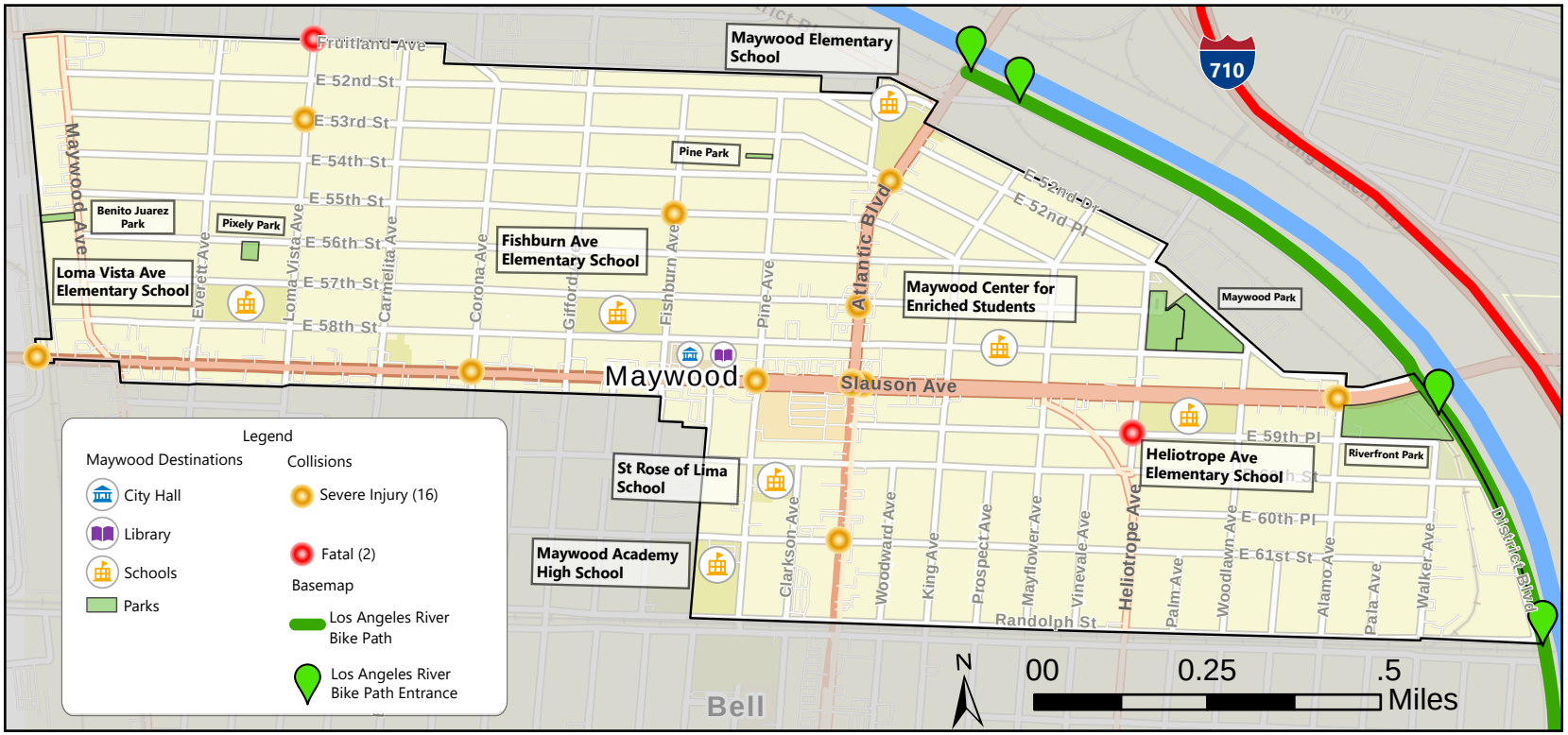
## Collisions by Severity

There were 2 fatalities and 16 severe injury collisions from 2017-2019. One of the fatalities was a pedestrian-related collision that took place at 2:00pm on a Friday in March 2017. An intoxicated driver was speeding and lost control, hitting pedestrians on the sidewalk – fatally injuring one. The crash took place on Heliotrope Avenue near the intersection with E 59th Street.

The other fatality involved a motorist colliding with another motorist that occurred at 12:10pm on a Monday in January 2019. A vehicle failed to stop at a stop light and side-swiped another vehicle, fatally injuring one of the drivers. The crash took place on Loma Vista Avenue, near the intersection with Fruitland Avenue.

**Figure 9** maps all fatal and severe injury collisions between 2017 and 2021.

## FIGURE 9 : ALL FATAL AND SEVERE (KSI) INJURIES (2017-2021)




*(SWITRS, 2017 - 2021 Collision Data Base)*

# Public Transportation

Maywood is serviced by a total of five bus lines provided by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Maywood, and City of Huntington Park.

## Metro

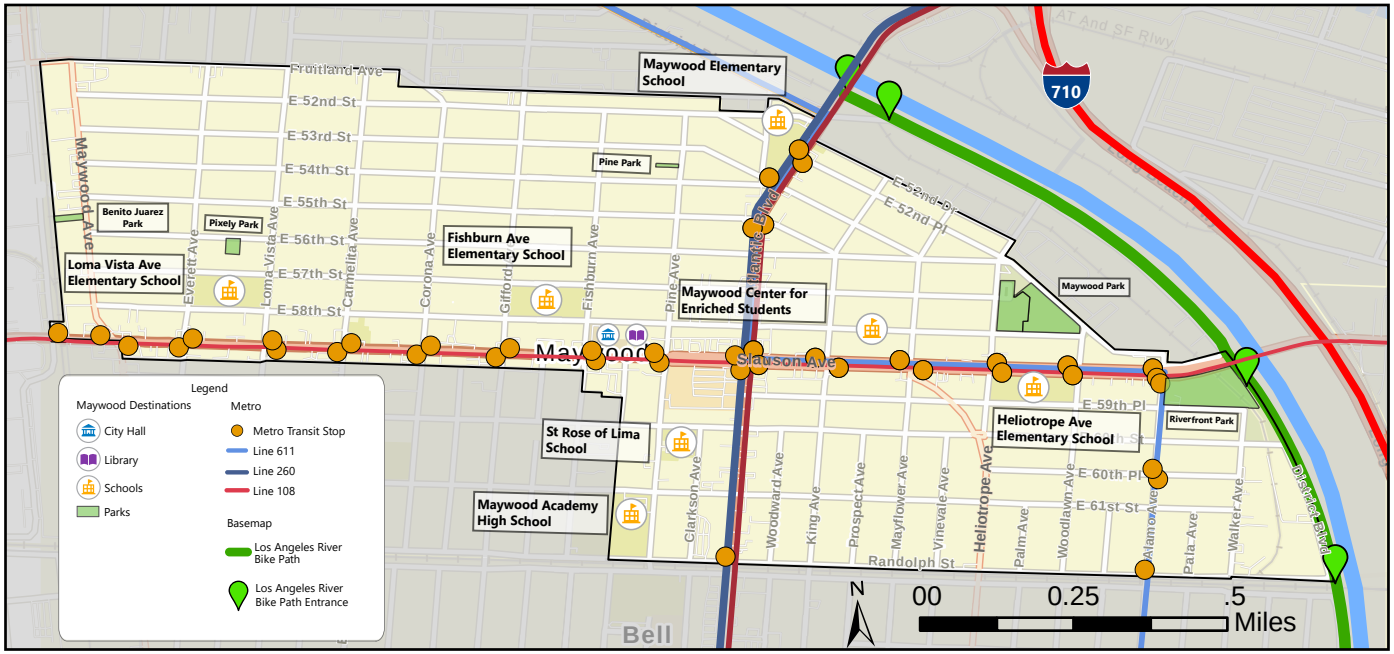
*Existing Service Lines and Stops*

There are three Metro Bus Local Lines that run through Maywood and a total of 41 bus stops (**Figure 10**):

- Line 108 runs East/West, from Pico Rivera to Marina Del Rey, and travels directly through Maywood via Slauson Avenue. Line 108 connects Maywood residents to other jurisdictions including Commerce, Huntington Park, Ladera Heights, and Culver City.
- Line 260 runs North/South, from Compton to Pasadena, and travels through the center of Maywood via Atlantic Boulevard. Line 260 connects Maywood residents to other jurisdictions including Paramount, South Gate, Monterey Park, and Alhambra.

Line 611 runs on a clockwise/counterclockwise route that connects the northeastern Gateway Cities and travels through the center Maywood via E Slauson Avenue heading eastbound before turning northbound on Atlantic Boulevard and finally heading westbound on District Boulevard. Line 611 connects Maywood residents to other neighboring jurisdictions including Vernon, Huntington Park, South Gate, and Bell.

**FIGURE 10 : ALL METRO BUS LINE ROUTES AND STOPS**




*(LACMTA ArcGIS Online Gallery, April 2019; LACMTA Maps & Schedules, 2023)*

*Line Frequency & Ridership Activity*

**Table 11** provides arrival frequency levels at each bus line's busiest stop during the weekday morning rush (6:00AM-8:00AM). According to Metro's scheduling data, Line 108 provides the most frequent weekday morning rush service, averaging about eight to nine buses per hour and an average wait time of seven minutes between each arrival.

**TABLE 11: AVERAGE METRO BUS LINE FREQUENCY AT BUSIEST STOPS**

| | Busiest Stop | Arrivals per Hour | Average Wait Time |
|---|---|---|---|
| **Bus Line** | - | - | - |
| 108 | SLAUSON / ATLANTIC | 8 - 9 | Approximately 7 minutes |
| 260 | ATLANTIC / SLAUSON | 4 - 5 | Approximately 15 minutes |
| 611 | ATLANTIC / SLAUSON | 1 - 2 | Approximately 60 minutes |

*(LACMTA ArcGIS Online Gallery, April 2019; LACMTA Maps & Schedules, 2023)*

**Figure 11** illustrates total ridership activity by stop during the month of April in 2019. April 2019 was selected for this analysis as it represents a typical month in transit usage pre-pandemic. Based on Metro's data, the intersection of Atlantic Boulevard and E Slauson Avenue experienced the highest level of ridership activity in Maywood. This intersection also serves as a transfer point for lines 108, 260, and 611.

**FIGURE 11: WEEKLY METRO BUS BOARDINGS AND ALIGHTINGS**

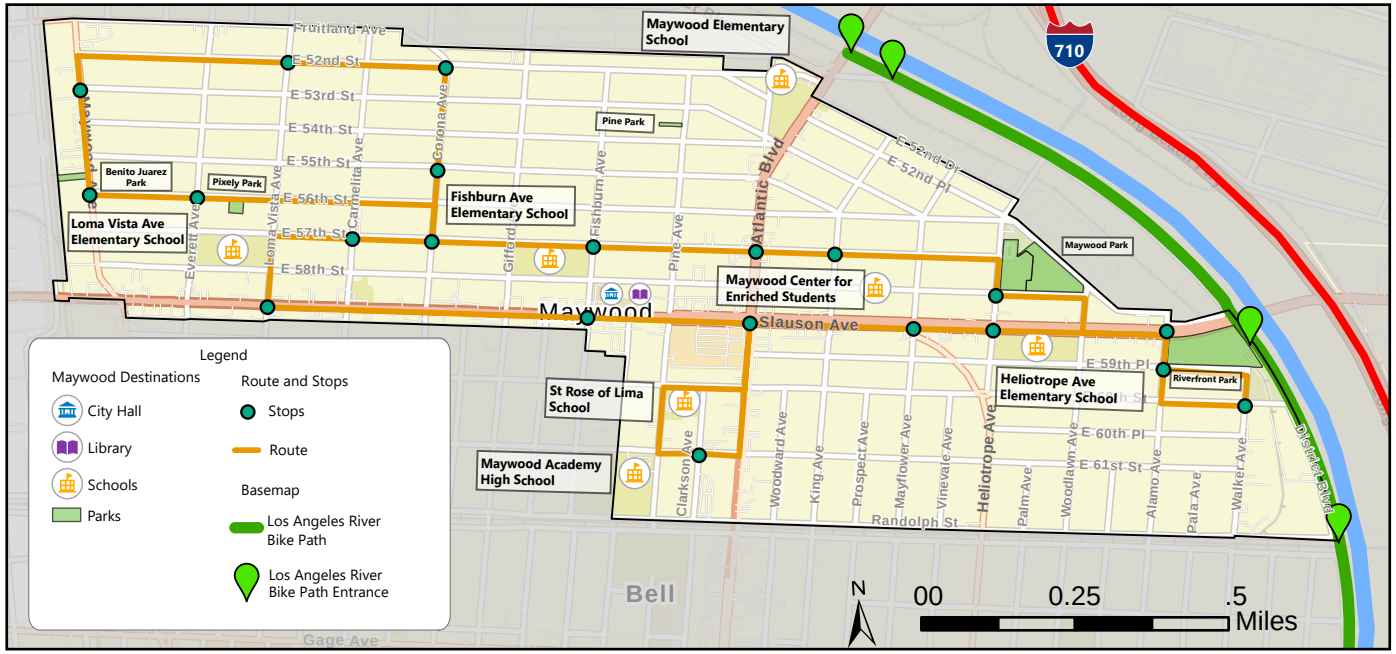
*(LACMTA ArcGIS Online Gallery, April 2019; LACMTA Maps & Schedules, 2023)*

## Maywood Express Shuttle

The City of Maywood provides a dial-a-ride transit service for senior and disabled residents. Eligible riders may be picked up and transported within Maywood city limits. The Maywood Express Shuttle runs on a closed loop, connecting residents to popular destinations and landmarks such as Riverfront Park, Southeast Rio Vista YMCA, Maywood Village Square Shopping Center, and City Hall.

According to the City's August 2022 ridership report, the Maywood Shuttle Express provided a total of 354 trips in that month alone to qualified residents. The average distance traveled per trip was 1.35 miles and each passenger spent an average of about 10 minutes per trip.

**FIGURE 12: MAYWOOD EXPRESS SHUTTLE ROUTE AND STOPS**




*(City of Maywood, Aug 2022)*

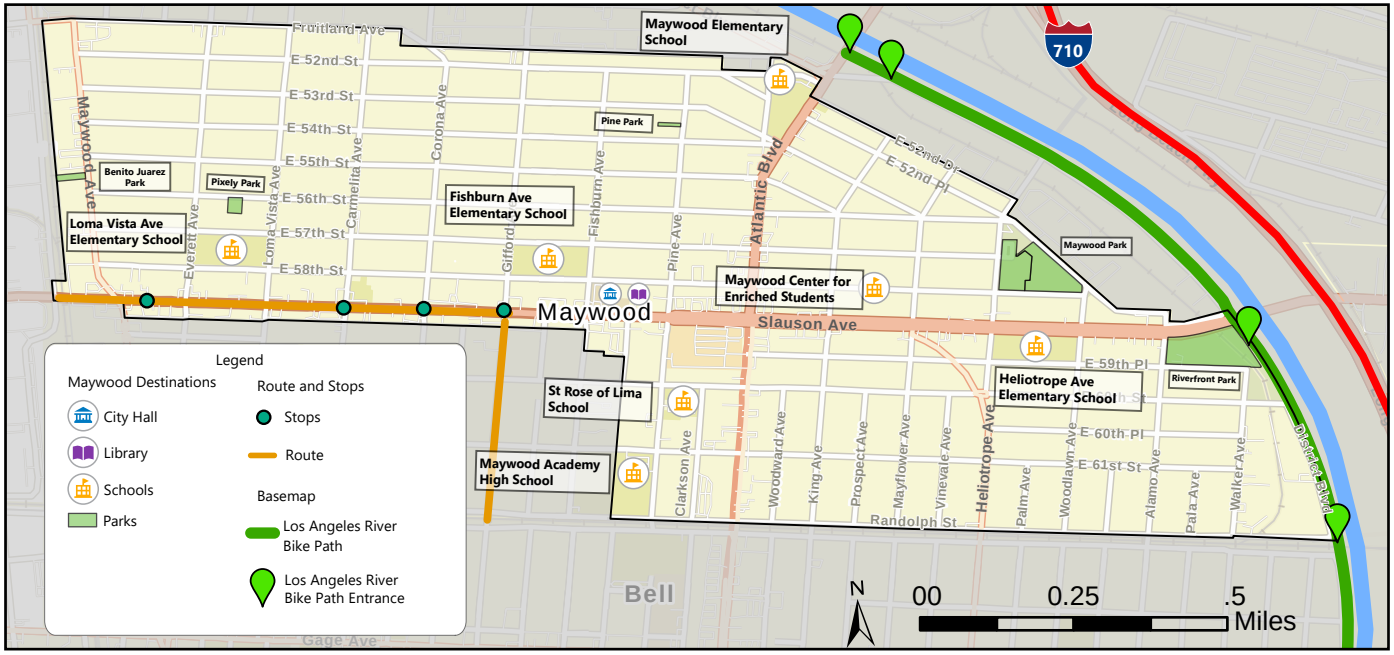
## Huntington Park Express

The City of Huntington Park provides a municipal bus line that briefly runs through Maywood via Slauson Avenue and Gifford Avenue. The bus line provides access to popular destinations across Huntington Park as well as the southwestern city limits of Vernon and the northwestern city limits of South Gate. The average wait time between bus arrivals during the weekday is approximately every 25 minutes.

Within Maywood, residents can board the Huntington Park Express at the following four stops:

- Stop 36: Slauson Avenue between S Maywood Avenue and Everett Avenue
- Stop 37: Slauson Avenue and Carmelita Avenue
- Stop 38: Slauson Avenue and Corona Avenue
- Stop 39: Slauson Avenue and Gifford Avenue

**FIGURE 13: HUNTINGTON PARK EXPRESS ROUTE AND STOPS**




*(City of Huntington Park, Aug 2016)*

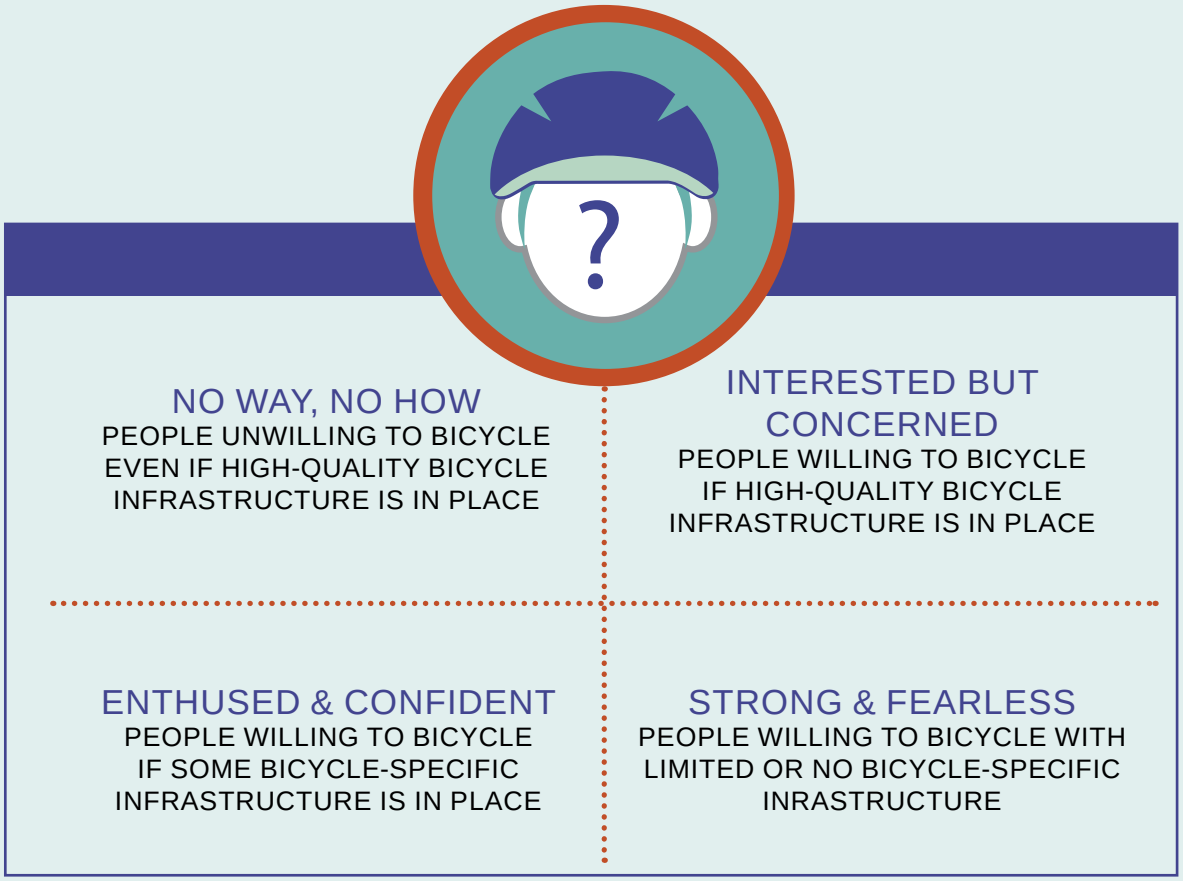
# CHAPTER 3
# ACTIVE TRANSPORTATION INFRASTRUCTURE TOOLBOX

The Active Transportation Infrastructure Toolbox contains safety elements with transformative potential when applied appropriately to streets. Each safety element listed in this section can increase street user comfort for those walking and bicycling, help achieve local and intercity connectivity, and raise street safety within the city. Several elements in this toolbox were applied to the proposed network exhibited in **Chapter 5** (Recommendations). The toolbox categorizes safety elements into three categories: Bicycle, Pedestrian, and Roadway.

## Bicycle Improvements

This set of safety treatments enhances bicyclist presence at intersections and reduces stress on corridors for all types of riders. The end goal is to address the needs of each of the four types of riders highlighted in **Figure 14**.

**FIGURE 14: FOUR TYPES OF RIDERS**



# Bicycle Improvements

## Class III - Bicycle Boulevard

A Bike Boulevard is a street designed to prioritize and promote safe bicycle travel. These streets have low posted vehicle speeds, traffic volumes, and feature complimentary traffic calming measures, such as speed cushions, signage, and pavement markings. Bike Boulevards prompt drivers to be more aware of cyclists and help encourage more people to use bicycles as a more regular mode of transportation.

## Bike Network Wayfinding

Bike Network Wayfinding consists of signs and directional cues specifically designed to guide cyclists along designated bike routes. Clear and consistent wayfinding signage reduces the likelihood of cyclists straying into areas with higher traffic and potential hazards.

## Bike Detection Signage

A Bike Loop Detection Sign is a safety measure used at signalized intersections that provides instructions for bicyclists on how to request a green light by either placing their bike on a specific location on the pavement or by using a specialized push button.

## Bike Push Button

Bike Push Buttons are safety measures used at signalized intersections to alert signal controllers that a bicyclist is requesting a green light.They help avoid crowding on the sidewalk, reduce delays for bicycle travel, and improve safety for cyclists crossing busy streets.

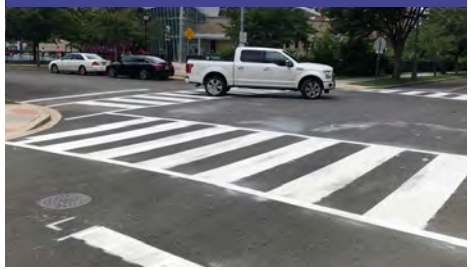
## Bike Loop Detector

Bike Detection Loops are safety measures used at signalized intersections to alert the signal controller that a bicyclist is requesting a green light. They work by recalibrating the same sensor used to identify cars to also detect bikes waiting at a red light.

## Pedestrian Improvements

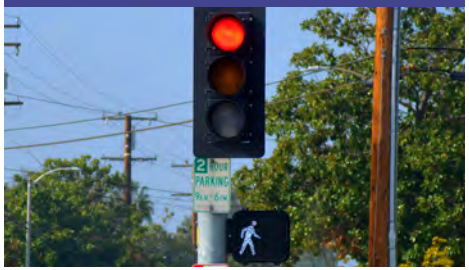
This pair of walking-related improvements prioritizes enhancing the walking experience on existing walking spaces, such as sidewalks, by reducing exposure to vehicular movements on the roadway while crossing the street.

### High Visibility Crosswalk



A High Visibility Crosswalk is a crosswalk painted with bold and highly visible markings, often with contrasting colors to the road. These markings help draw attention to the presence of pedestrians and encourage drivers to yield. By making crosswalks more noticeable, especially in areas where there may be poor lighting or heavy traffic, pedestrians become more visible to drivers, reducing the chance of vehicle collisions.

### Leading Pedestrian Interval

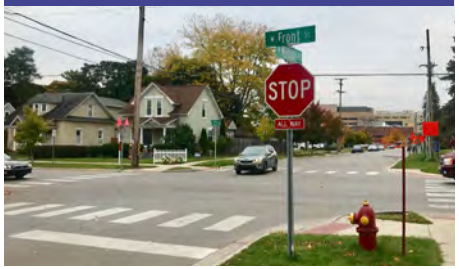


A Leading Pedestrian Interval (LPI) is a safety measure used at intersections with traffic signals that give pedestrians between a three to seven second head start to begin crossing the street before vehicles can move. During this interval, pedestrians are more visible to drivers, lowering the likelihood of conflicts with turning vehicles. LPIs are particularly beneficial in areas with high foot traffic and turning vehicle movements.

## Roadway Improvements

Roadway treatments address reported dangerous driving behaviors, improve street operations, and help encourage more residents to use active transportation. Specific behaviors that this set primarily prevents is speeding on residential streets and near sensitive uses, and improper turns at intersections.

### Multi-Way Stop

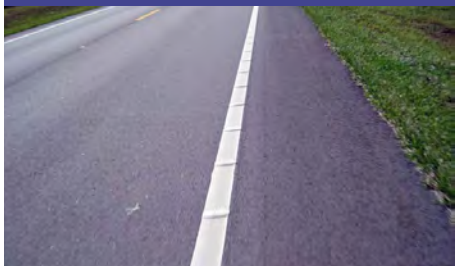



A Multi-Way Stop is a traffic control measure that requires vehicles on all approaches to stop at an unsignalized intersection. They can help improve safety for all road users at intersections with a history of crashes or with limited visibility. By forcing vehicles to come to a complete stop, a Multi-Way Stop provides pedestrians, cyclists, and vehicles the convenience to safely cross the street without having to anticipate fast-moving traffic.

### Curb Extension

A Curb Extension involves extending the sidewalk or pedestrian crossing area into the street. This design reduces the distances pedestrians need to cross a street, makes them more visible to drivers, and slows down vehicles as they transition from wider corridors to narrower residential streets. Curb extensions create safer and more comfortable spaces for pedestrians and encourage drivers to yield to crossing pedestrians.

### Edge Line Treatment



Edge Line markings are traffic calming measures that use solid painted lines used to indicate the edge of a roadway where travel is not permitted. As a neighborhood safety measure, Edge Line markings can visually narrow travel lanes on wider streets to prompt drivers to slow down in areas where speeding is a problem.

### Speed Cushion

Speed Cushions are traffic calming measures that use raised platforms placed across the road at regular intervals to slow down vehicle traffic. Speed cushions are most effective in areas where speeding is a problem, as they encourage drivers to slow down and pay more attention to their surroundings, reducing the risk of vehicle accidents involving pedestrians and cyclists.

# CHAPTER 4

# WHAT DID THE COMMUNITY HAVE TO SAY?

*EA Staff engage with community members at the backpack and school supply distribution event at the local YMCA*

## Outreach Approach and Themes

Estolano Advisors (EA) partnered with People for Mobility Justice (PMJ) to engage with stakeholders in Maywood about potential street treatments in the Maywood ATP. The proposed treatments in the ATP were presented to community members at five separate outreach events:

- The tree lighting ceremony at City Hall (December 2022)
- Community Charrette #1 at Fishburn Avenue Elementary School (January 2023)
- The backpack and school supply distribution at the YMCA (August 2023)
- The mobile food pantry at the YMCA (August 2023)
- Community Charrette #2 at Fishburn Avenue Elementary School (October 2023)

About 150 people were engaged across these four events, with responses from community members falling into themes: excessive vehicle speeds, narrow streets, unsafe streets, and street treatments. All outreach collateral and general community responses are provided in **Appendix B** and **Appendix C**, respectively.

### Excessive Vehicle Speeds

Most community members were concerned about excessive vehicle speeds on major thoroughfares like Slauson Avenue or Atlantic Boulevard, and neighborhood streets like King Avenue, or 53rd Street. Older residents voiced safety concerns with fast moving cars, especially around schools and neighborhood streets. While interested in street treatments that slow down cars such as speed humps and stop signs, some community members reported that treatments alone would not slow down speeding cars. Community members reported speeding cars neglecting to stop at stop signs.

### Narrow Streets

Many community members commented that neighborhood streets are narrow; given the width of these roadways, respondents raised concerns about adding bike routes, curb extensions, or edge lines. Some community members offered alternative solutions like converting some streets such as 53rd St into one-way traffic, and then adding a Class II or III bike lane. Only a few community members shared that they would prefer no bike lanes at all because of how narrow the streets are.

### Unsafe Streets

Certain streets routinely came up in conversation as feeling unsafe and in need of treatments. Community members mentioned the following streets and their issues:

- King Avenue needs more speed humps and crosswalks, particularly near schools
- Everett Avenue needs more speed humps, and drivers are not stopping at the existing stop signs
- E 52nd and E 53 Street both needs more speed humps, are not stopping at the existing stop signs
- Multiple community members are concerned about fast moving cars, vans, and trucks around the Amazon Fufillment facility at District Boulevard and S Atlantic Boulevard
- Other streets that were specifically reported and generally unsafe included Fishburn Avenue, Maywood Avenue, Slauson Avenue, and Gifford Avenue

## Community Reactions to Proposed Recommendations

Certain treatments garnered lots of support while others were more divisive. Specifically, community members identified speed humps, repairing bus shelters, stop signs, and crossing guards near schools as necessary improvements. Community members also provided insightful feedback on the proposed treatments:

- Treatments that generally concern pedestrian safety, specifically high-visibility crosswalks and leading pedestrian intervals, received high levels of support
- Curb extensions, however, were less popular, as the street-narrowing safety feature would exacerbate already narrow streets
- Bike intersection improvements like detection loops, detection loop signs, and push buttons received almost all “yes” votes
- Stop signs received overwhelming support, but some community members were skeptical noting that they would require more enforcement to be effective, citing that many cars run stop signs in Maywood
- Edge line treatments were noted as important for parked cars, but existing narrow streets were often mentioned
- Speed humps received unanimous support from community members who walk, but a minority of drivers disapproved, citing the potential damage to their vehicles

## Public Outreach Workshop Summaries

Most people walked to these outreach events, followed by drivers, and then bicycle and transit riders. This breakdown is reflected in higher interest in pedestrian improvements (such as crosswalks or leading pedestrian intervals), contrasted with the relatively lower interest in bicycle infrastructure.

Car speed is the main traffic safety issue for Maywood pedestrians, and some of the treatments that deal with speed can help. However, there was a small contingency of drivers that felt hesitation towards speed humps. Community members felt that signs can be useful, but they have witnessed many cars running stop signs. Several community members called for more enforcement of stop signs and traffic signals, specifically via law enforcement officers and traffic cameras.

The community members engaged at outreach events were highly aware of the safety issues on their streets. Overall, people were interested in making streets safer for pedestrians and cyclists and felt that some of the treatments would provide that safety. Community members that walk, bike, and roll on the streets in the City of Maywood shared their local knowledge of streets that feel unsafe. Their expertise provides granular data that calls out specific streets and places in need of treatment.

## Tree Lighting Ceremony at City Hall (December 2022)

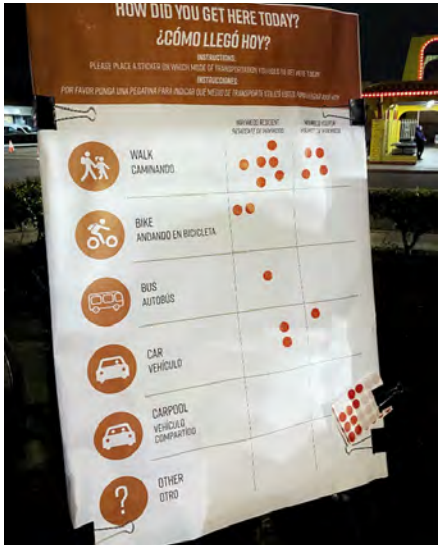
Attendees of the tree lighting event were asked: (1) How did you get here (to the event); and (2) where are your areas of concern and (3) what are your recommendations for safety improvements?

1. **How did you get here (to the event)?**

    - Most respondents walked to the event; drivers were the next most represented group; with cyclists and transit riders making up the minority of arrivals.
    - There was a mix of residents and non-residents participating. Since City Hall is close to the municipal border, many folks walked over from outside of the jurisdiction.
    - Many folks (residents and non-residents alike) noted that they worked or attended school in the City of Maywood.

2. **Where are your areas of safety concerns and recommendations for improvements?**

    - Participants commented on speeding vehicles as a major concern. Both on major thoroughfares like Slauson Avenue and neighborhood streets (esp. those near schools).
    - One student noted a location where a car collided with him while he was bicycling.
    - Folks identified the following desired improvements: (1) speed humps, (2) repairing bus shelters, (3) stop signs, (4) crossing guards near schools.
    - Residents identified the following streets for safety improvements: Fishburn Avenue., Maywood Avenue., Slauson Avenue., Pine Avenue., Gifford Avenue.




*Poster polling attendees on which mode of transportation they used to get to event*

*Attendees providing input on locations where they feel unsafe walking, biking, or getting to transit*

## Community Charrette #1 at Fishburn Avenue Elementary School (February 2023)

PMJ Staff coordinated an after school community workshop to better understand how residents current get around and identify additional locations where parents and students feel unsafe walking, biking or getting to public transit. Approximately 25 parents and students participated in this workshop and most participants indicated either walking or biking to get to and from school.

Participants were asked to identify specific street segments, intersections, and blocks on a map of the city where they feel unsafe walking, biking, or getting to/from public transportation. Additionally, students and parents were asked to share their observations of what makes active transportation difficult in Maywood. Speeding on residential streets, especially near schools, was raised as one the most common concerns and the following streets were identified as areas of concern:

- 53rd Street
- 54th Street
- 57th Street
- 58th Street
- Gifford Avenue
- Atlantic Boulevard
- Slauson Avenue

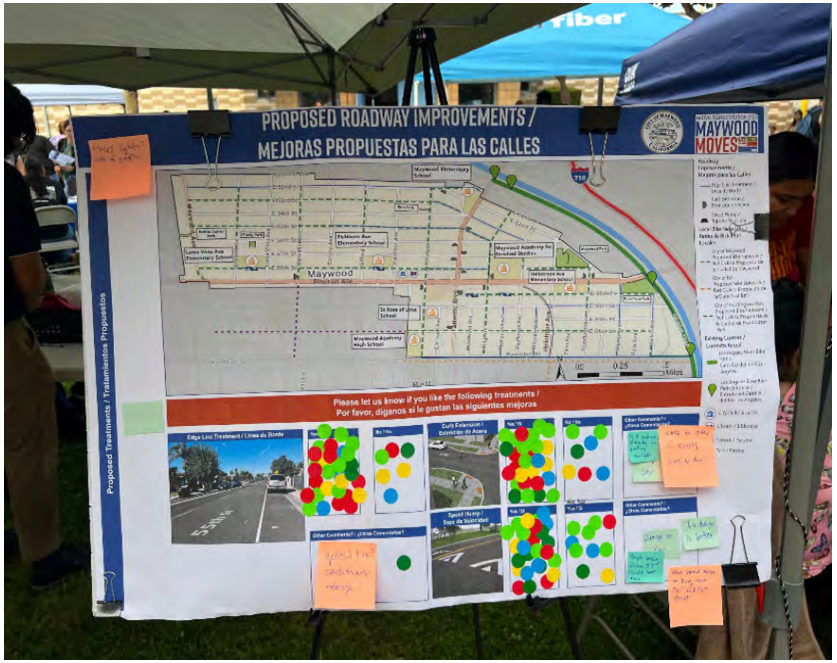
*PMJ Staff engage with Fishburn Avenue Elementary School parents and students to determine areas of concern for pedesrians and cyclists throughout Maywood*

*PMJ Staff distribute flyers to parents to attend Community Charrette #1*

## Backpack and School Supply Distribution at the YMCA (August 2023)

Attendees participated in an engagement exercise by voting “Yes”, “No”, or sharing other opinions about the proposed treatments. Facilitators from PMJ and EA introduced treatments on poster boards to participants, and then asked participants’ opinions about those treatments. Results were recorded visually, and additional comments were compiled on the poster boards.

There was a good turnout of all ages, but especially parents and their children. We heard from young people, elders, parents and students, some monolingual Spanish-speaking people, with others bilingual or English speaking only. Participants were supportive of most interventions and support for bike intersection treatments was very positive. Participants were more split around speed humps and the bicycle route.



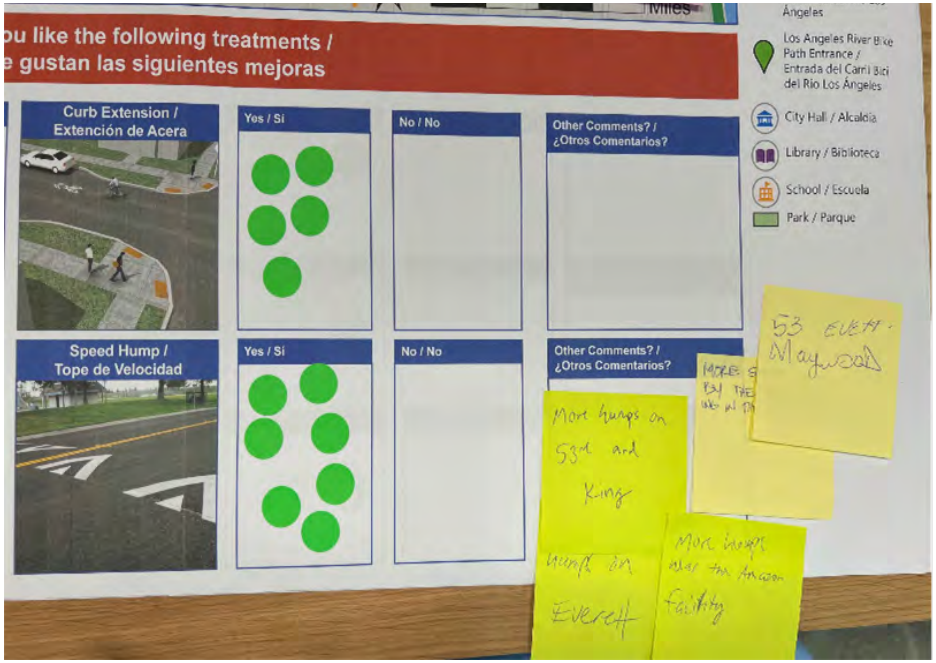

*Proposed Roadway Improvements feedback poster indicates strong community support for Edge Line, Curb Extenion, and Speed Hump treatments*

*PMJ and EA Staff engaging event attendees*

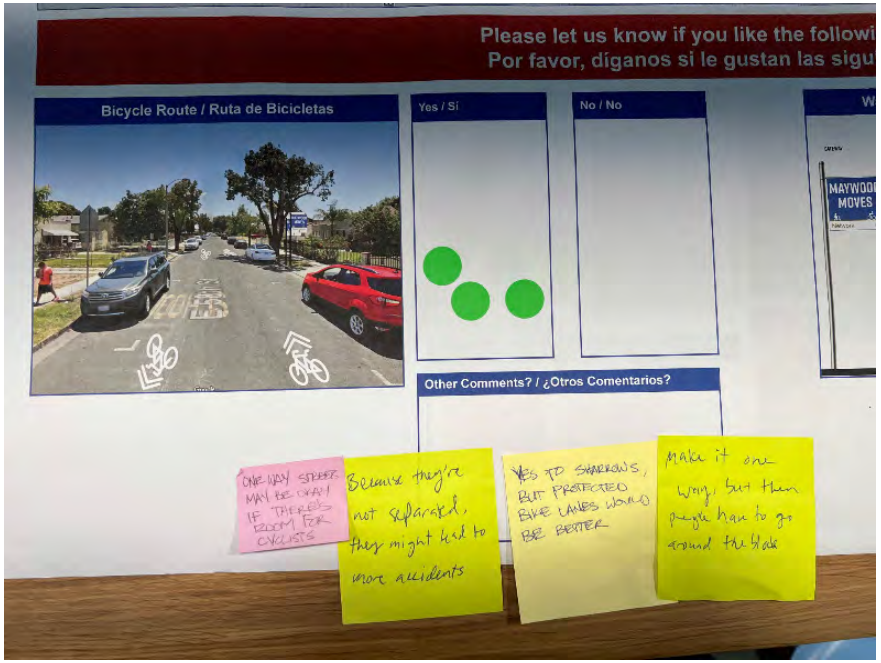
## Mobile Food Pantry at the YMCA (August 2023)

Attendees participated in an engagement exercise by voting “Yes”, “No”, or sharing other opinions about the proposed treatments. Facilitators from EA introduced treatments on poster boards and survey packets to participants, and then asked participants’ opinions about those treatments.

Turnout was lower than the Backpack and School Supply Distribution event, and most participants were older monolingual Spanish speakers. Community members were overwhelmingly supportive of more speed humps and high visibility crosswalks. They expressed concern around speeding vehicles, and we received many suggestions related to intersections and streets that could benefit from improvements. Because participants were engaged as they moved up in line, more participants took surveys (versus voting on poster boards).




*Feedback from Mobile Food Pantry attendees on bicycle routes*




*Feedback from Mobile Food Pantry attendees on curb extensions and speed humps*

## Community Charrette #2 at Fishburn Avenue Elementary School (October 2023)

EA Staff coordinated with Fishburn Avenue Elementary School Principal, Antonio Garcia, to collect feedback from parents, students, and members of the public during student afternoon pick-up. They explained the various proposed treatments on multiple poster boards and participants were asked to indicate whether or not they felt the recommendations would be beneficial to the community. Participants also had the option to provide general comments and feedback, which were recorded on the poster boards.

Participants provided strong support for all proposed treatments, especially for roadway treatments designed to slow down cars on residential streets where speeding is a chronic issues. A handful of parents shared that they would also appreciate crossing guards at Slauson Avenue and Fishburn Avenue to help parents and students safety cross Slauson Avenue during drop-off and pick-up times.

*EA Staff listens to feedback from Fishburn Ave Elementrary School parents during student pick-up*

*EA Staff guides a parent through the various proposed pedestrian and bike safety treatments around the city*

# Maywood ATP Community Advisory Committee

A Community Advisory Committee (CAC) was established to satisfy Task 2.1 as outlined in the Project Scope to help guide the project team better understand the people of Maywood, their transportation needs, and how to prioritize potential treatments. KOA and EA coordinated a committee of six community ambassadors and scheduled two meetings throughout the course of the project to consult their feedback.

- Roberto Bustillo - Communities for a Better Environment
- Antonio Garcia - Fishburn Elementary School Principal
- Alberto Espiricueta - East Yard Communities
- William Downing - Los Angeles Unified School District (LAUSD)
- Andrea Aguilar - Southeast Rio Vista YMCA
- Eric Maceda - Rivers for Action

## First Maywood ATP CAC Meeting

The first Maywood ATP CAC meeting took place on January 30, 2022, from 4pm to 5pm over Zoom. EA facilitated this meeting with assistance from KOA to present its initial technical findings. The meeting agenda was as follows:

- **Welcome & Introductions**
- **Overview of the Project and Role of the Advisory Commitee**
- **Existing Conditions Overview**
- **Discussion: Areas of Concern in the City**
- **Next Steps & Open Comment**
- **Adjourn**

Committee members participated in two different exercises: (1) giving feedback and reactions to the existing conditions memo and (2) discussing areas of concern around the city via Jamboard. Reactions and feedback from committee members were related to general perceptions of safety, safety around schools, bicycle safety, and pedestrian safety & accessibility.

### General Perceptions of Safety

The number of traffic incidents around Maywood is alarming to some, and generally has contributed to the perception that Maywood's streets can be unsafe. Around Slauson and Fishburn, families have raised concerns around personal safety. The lack of lighting around Fishburn's school site makes community members who walk feel especially unsafe. On the other hand, some people enjoy walking around the school and consider the area to be safer than other areas (including local parks) where gang activities are common.

### Safety Around Schools

Traffic around schools can get chaotic during the afternoon pickup window, but many schools do not have volunteers/crossing guards to direct traffic during those times. Crossing guards have helped with traffic management around schools, particularly by managing the flow of car, bike, and pedestrian traffic around elementary and middle schools during pick-up & drop-off times.

### Bicycle Safety

Protected bike lanes could help increase commuter safety, particularly when crossing high traffic and conflict zone areas like the train tracks on Atlantic Boulevard. The lack of bike lanes could alleviate the issue of folks riding bikes in the opposite direction of traffic or on the sidewalk, which brings cyclists into conflict with cars or pedestrians.

### Pedestrian Safety & Accessibility

Crossing guards and infrastructure that prioritizes pedestrian safety would make people feel more comfortable walking around Maywood. Among vulnerable road users, those that are older and have accessibility needs feel particularly unsafe. Elderly folks are not being given a long enough walk signal at large intersections like Slauson and Atlantic, and other intersections struggle with accommodating differently abled pedestrians.

## Second Maywood ATP CAC Meeting

The second Maywood ATP CAC meeting took place on July 31, 2023, from 4pm to 5pm over Zoom. EA facilitated the presentation with assistance from KOA to present its initial list of potential active transportation treatments. Staff from the City of Maywood were also in attendance to observe CAC feedback. The meeting agenda was as follows:

- **Welcome & Meeting Goals**
- **Recap of Project Timeline**
- **Presentation of Recommendations**
- **Open Comment**
- **Next Steps & Wrap-Up**
- **Adjourn**

Community members provided feedback on the presentation of recommendations in the form of a Jamboard session. The proposed interventions seemed to resonate with members, with a few folks asking additional questions.

Members felt that concerns around accessibility and elder-friendly design were addressed with leading pedestrian intervals and other parts of the plan. One member appreciated the speed humps for Fishburn Avenue Elementary and Loma Vista Avenue Elementary. Another shared that wayfinding signs in English and Spanish would be helpful.

Some questions that were raised after hearing the presentation that were addressed in part by the KOA team, which included:

- **Will there be safety improvements on Slauson?**
  - The Maywood ATP project staff did look at Slauson and Atlantic. The proposal is to provide bicycle and pedestrian improvements along parallel corridors. In the report, they will include that the city should improve their exploration of alternative corridors.
- **Any opportunity to include a driver education campaign to make drivers aware of cyclist and pedestrian rights?**
  - There are plans to increase signage through wayfinding and funs are available for City-run public campaigns

# 5 CHAPTER RECOMMENDATIONS

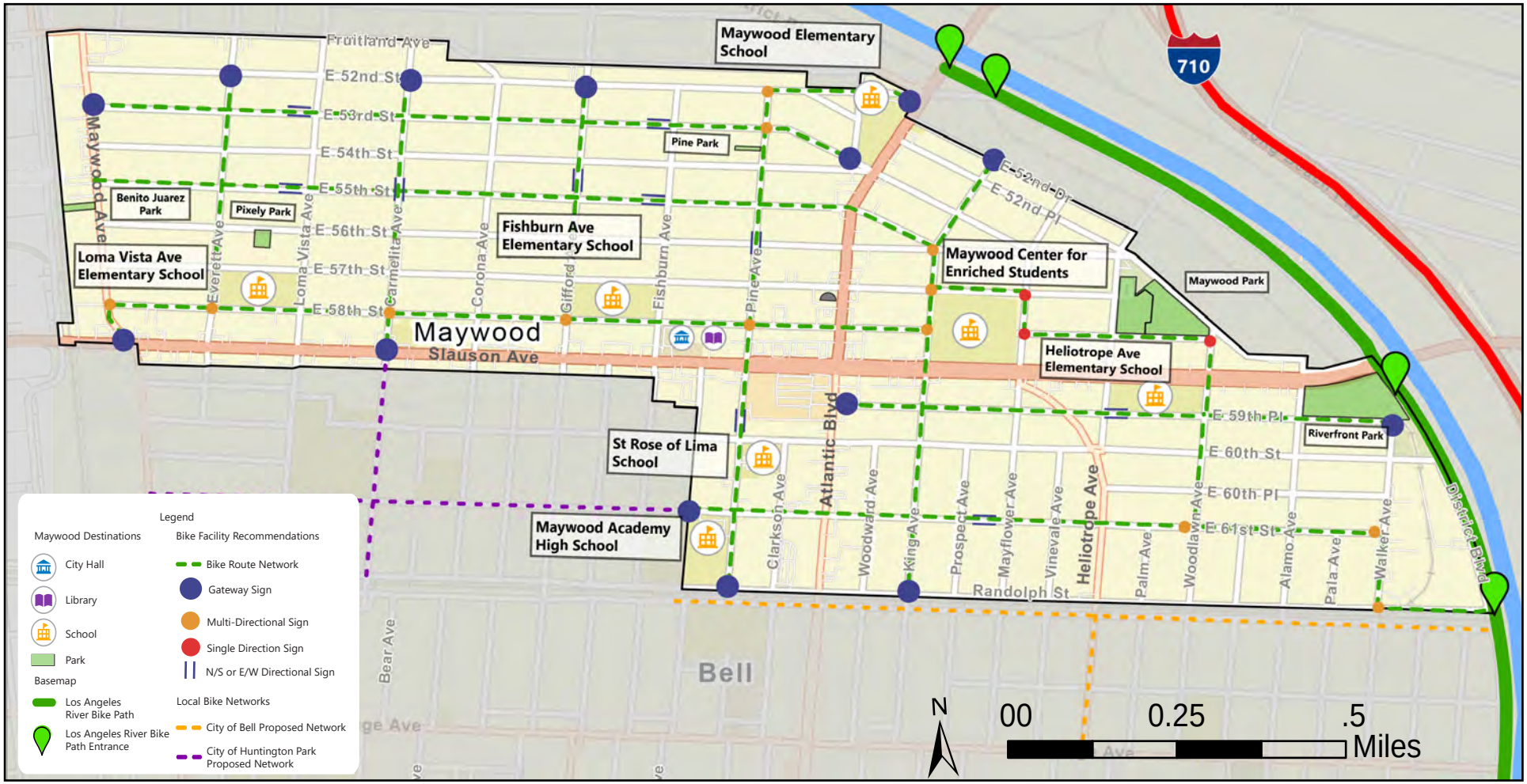
This chapter identifies recommended citywide bicycle and pedestrian-network treatments. Treatment recommendations were informed after conducting an in-depth level of traffic stress analysis which observed a combination of variables including street traffic volume, crash history, and street width to identify candidate segments and intersections in most need of safety improvements (**Appendix A**).

The projects outlined here will provide the City with a comprehensive list of treatments that will play a major role in closing gaps, addressing existing deficiencies, and provide entirely new non-motorized treatments. The facility implementation for each has no specific time frame as available funding is generally limited. However, in later chapters, the report will guide implementation by ranking all projects, by corridor or general proximity. This will provide the City with a framework where several elements of the ATP can be earmarked for implementation or used in funding applications.

## Bike Network Facility Recommendations

The City and project team proposed a series of bicycle facilities with the goal of better connecting destinations within and outside the city. The goal was to create facilities where they do not exist and expand connections to existing high-quality facilities, such as the regional bicycle paths along the Los Angeles River.

**FIGURE 15: PROPOSED BICYCLE NETWORK AND WAYFINDING FACILITY IMPROVEMENTS**



## Class III: Bicycle Routes

Bicycle routes are in-road bicycle facilities that share the travel lane with vehicles. They are typically installed along low-speed, locally-serving streets that do not experience high vehicle speeds or extensive traffic. The main role of such facilities is to provide additional gap closures and connections to bicycle facilities or destinations along roadways where bicyclists can safely and comfortably share the road with vehicles. Typical best practices recommend that such facilities be accompanied by traffic-calming measures, such as speed humps and signage, to maintain low vehicle speeds.

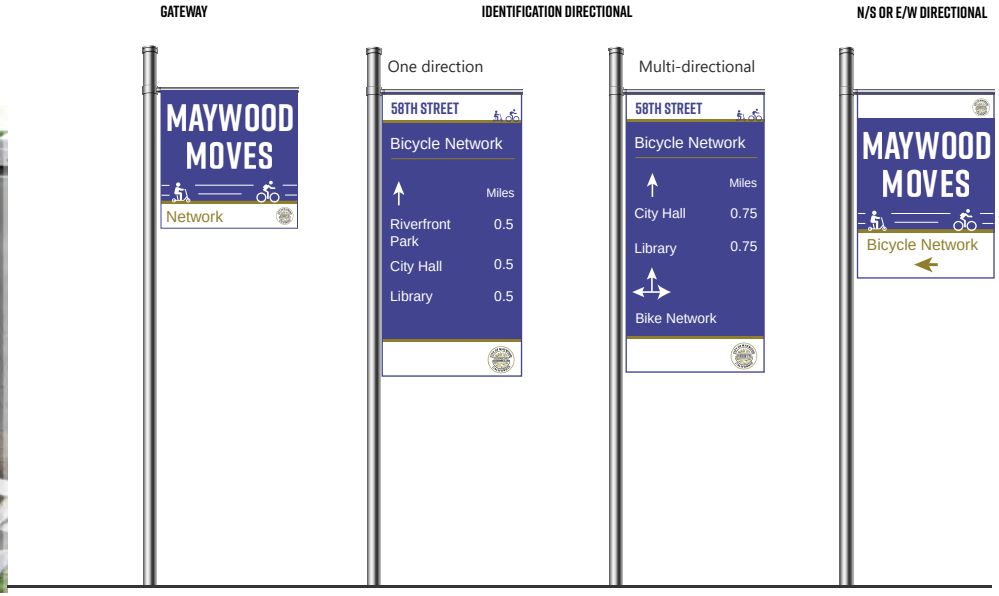
Shared Lane pavement Markings (also referred to as Sharrows) are usually installed along these routes to signify the bicycle route. The pavement markings provide motorists with a visual cue that bicyclists can take the lane.

For the Maywood ATP, bicycle routes were the main option considered for the City's proposed bike network. Maywood's narrow residential streets and restrictions on Slauson Avenue and Atlantic Boulevard did not provide the necessary width clearance to safely install protected bike lane and dedicated bike paths in Maywood. The proposed bike routes are recommended on streets with lower traffic volumes and vehicle speeds – mostly focused along residential streets parallel to high volume corridors and that connect to schools, parks, and other regional and local bike networks.

*Bicycle Route & Wayfinding Signage, Source: NACTO*

## Network Wayfinding

Another major goal of the Maywood ATP is to connect bicycle users to destinations within the City and to those in neighboring jurisdictions. One way to provide further local and regional access to bicyclists is by installing wayfinding signage along the proposed bicycle network at both mid-block and at key intersections. Wayfinding signage helps augment bike networks by providing both cyclists and pedestrians directions to key destinations, directing foot and bike traffic away from busy corridors to calmer residential streets, and deterring speeding by using visual cues for drivers to slow down and share the road.

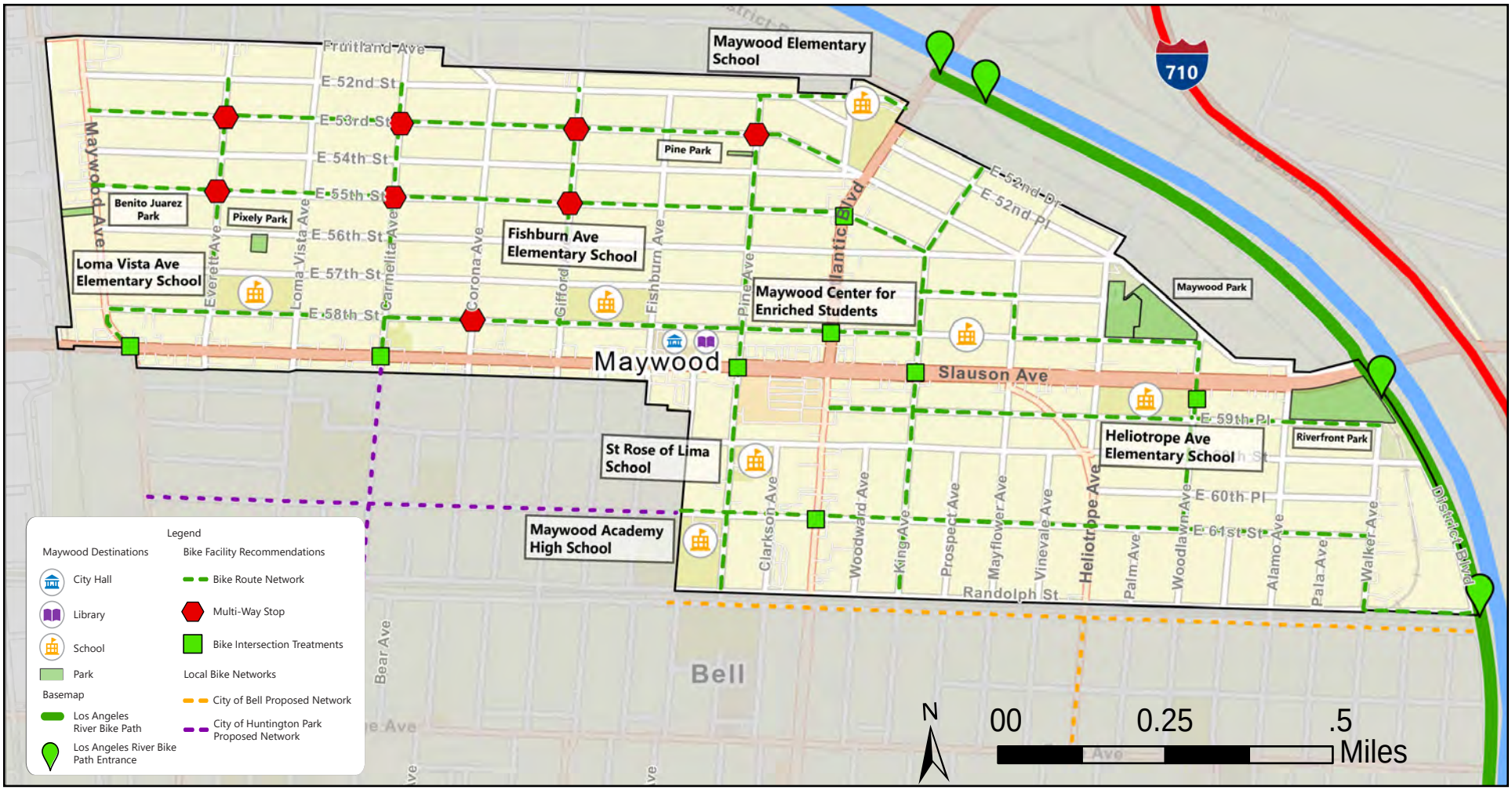



*Rendering of potential Maywood Moves wayfinding signage*

## Bicycle Intersection Facility Recommendations

The projects included in this chapter are newly recommended bicycle facilities, as the City currently does not have any exisitng bicycle facilities installed at signalized intersections. Recommended projects are presented in the following pages and are organized by facility type. The accompanying map (**Figure 16**) identifies all facility types, their location, and extent.

**FIGURE 16: PROPOSED BICYCLE INTERSECTION FACILITY IMPROVEMENTS**



## Bike Crossing Treatments

Slauson Avenue and Atlantic Boulevard are high-speed, high-volume corridors that also serve as critical truck routes that run through the heart of Maywood. Eight intersections along these two corridors were identified to install a combination of bike intersection treatments to enhance the safety, comfortability, and convenience of cyclists along the proposed Bike Route Network. The current configuration of these intersection provides little to no guidance or assistance for cyclists sharing the road with vehicles, which can dissuade some residents from using a bike to complete short, local trips.

Bicycle Push Buttons, clearly marked Bike Loop Detectors, and Bike Intersection Signage were recommended as bike intersection safety treatments to enhance the proposed Bike Route Network. These elements help improve cyclist safety by establishing specific locations for bikes to wait and request green lights without cluttering walkways.

*Bicycle Push Button, Source: NACTO*

*Bike Loop Detector, Source: NACTO*

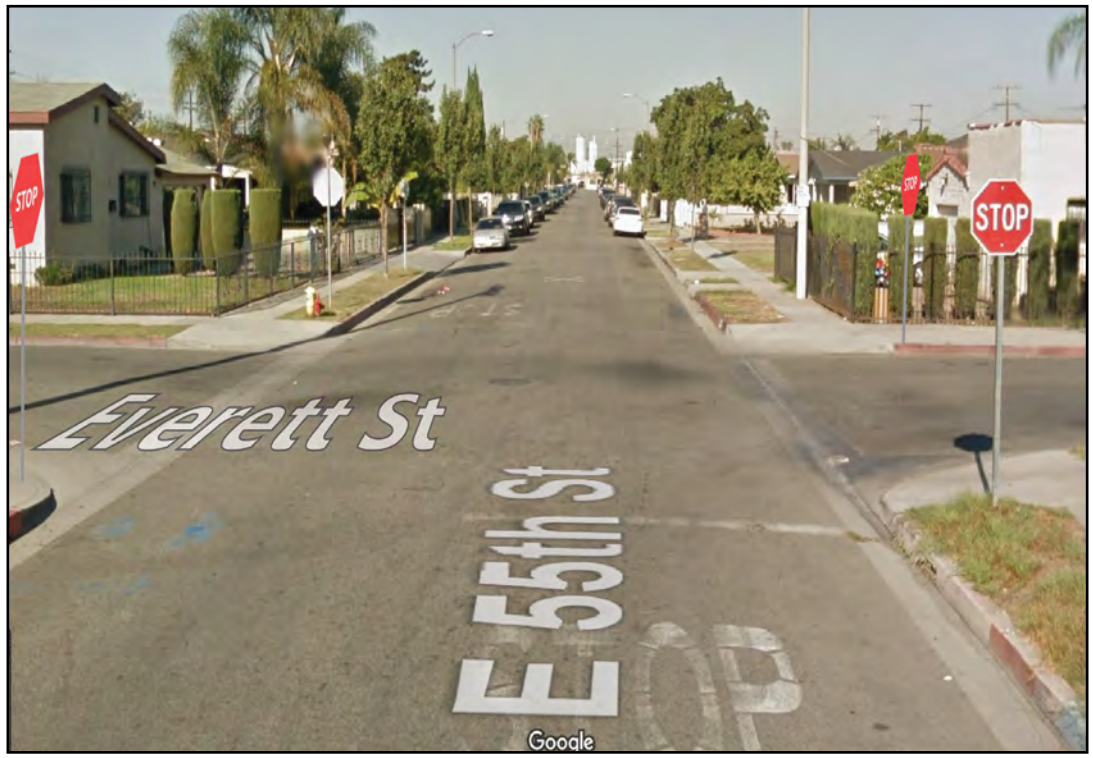
*Bike Intersection Signage, Source: NACTO*

## Multi-Way Stops

Although Maywood has an extensive network of narrow residential streets, there are a handful of conflict zones at key intersections along the proposed Bike Route network. Eight intersections were identified in which traffic moving east/west is required to stop and yield before crossing, while traffic moving north/south is allowed to travel straight through without having to stop. This current configuration places an additional layer of stress on all users traveling in the east/west direction by having to anticipate oncoming traffic from the north/south and increases the chances of potential collisions.

Multi-Way Stops can be used an an effective traffic calming element to enhance the proposed Bike Route Network. When all traffic stops at an intersection, cyclists, pedestrians, and motorists alike are able to safely navigate unsignalized intersections. Additionally, Multi-Way Stops help mitigate speeding - a key concern raised by Maywood residents during community outreach. These treatments help reinforce selected streets as dedicated Bike Routes that make riding a bike a more convenient and enjoyable experience.

Traffic counts and collision history studies were collected at each identified intersection to determine if Multi-Way Stops were warranted according to MUTCD criteria. All eight locations did not meet the minimum required collision and and traffic volumes. However, MUTCD guidelines for Multi-Way Stops also provide additional optional criteria. Section 2B.07 Option D states that “An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection” can also be considered in an engineering study to determined if a Multi-Way Stop is warranted at an intersection. The Maywood ATP recommends that a future engineering study be conducted to determine that these treatments are warranted, meet local and state guidelines, and do not significantly impact neighborhood traffic flow.




*Rendering of potential Multi-Way Stop at intersection of 55th St & Everett St, Source: KOA*

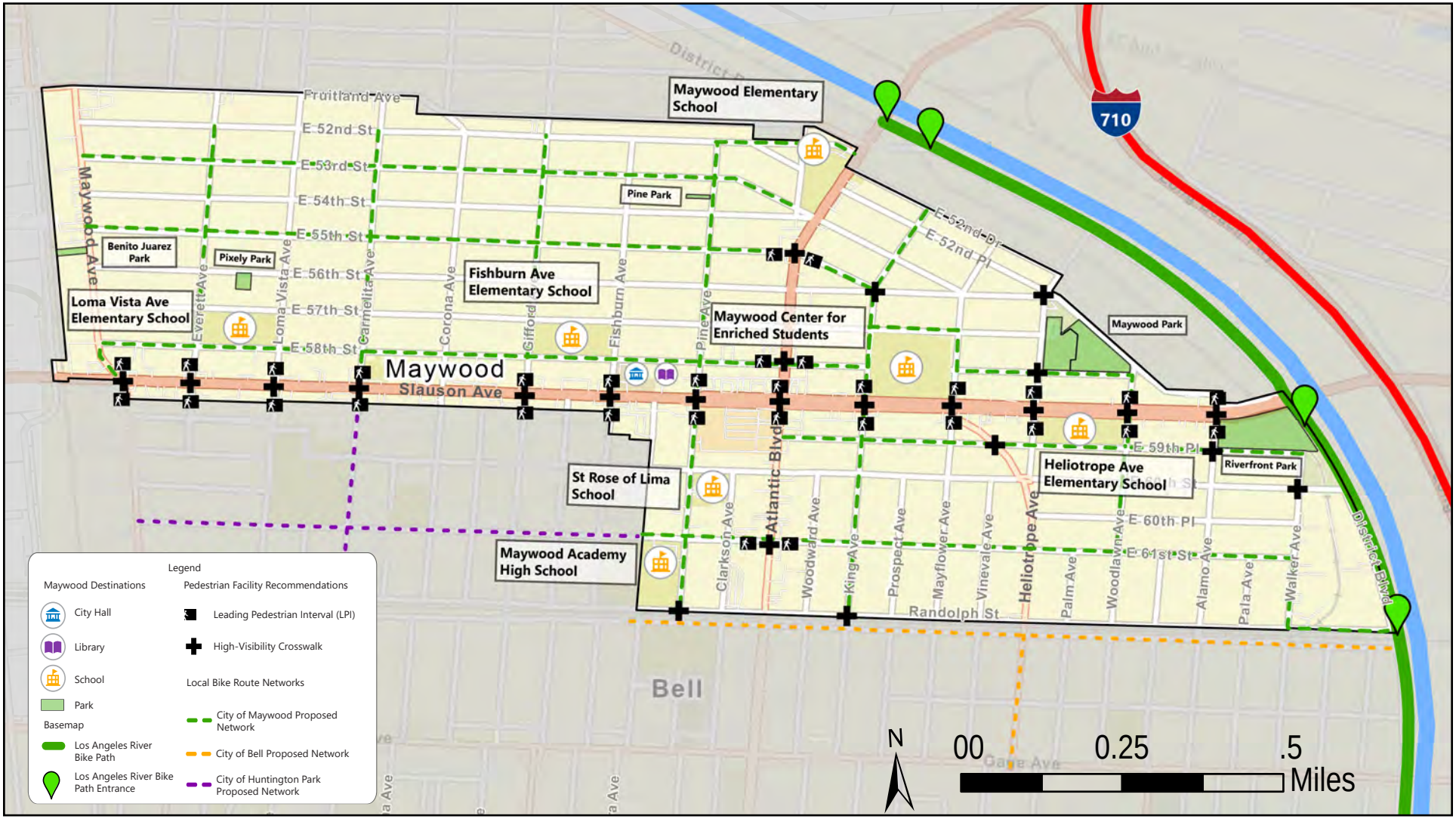
## Pedestrian Facility Recommendations

As part of the Plan development process, the City and project team outlined pedestrian-oriented treatments that will improve existing pedestrian facilities to make Maywood a more comfortable and safer place to walk. Currently, the City has an extensive supply of sidewalks along its major arterials and residential streets. Community outreach identified that speeding and unsafe crossings are a major issue. As such, the Plan focused on the following enhancements:

- Enhance the pedestrian experience by installing Leading Pedestrian Interval (LPI) treatments at key signalized intersections along Slauson Avenue and Atlantic Boulevard to give residents more time to comfortably and safely cross high volume corridors
- Improve pedestrian safety by re striping existing crosswalks with High Visibility Crosswalks at key signalized intersections along Slauson Avenue and Atlantic Boulevard to make pedestrians more visible to motorists from farther away compared to traditional crosswalks

Recommended projects are presented in the following pages and are organized by facility type. The accompanying map (**Figure 17**) identifies all facility types, their location, and extent.

## FIGURE 17: PROPOSED PEDESTRIAN INTERSECTION FACILITY IMPROVEMENT



## Leading Pedestrian Intervals

According to community feedback, many residents indicated that they feel they do not have enough time to cross Slauson Avenue and Atlantic Boulevard, especially older residents. On average, pedestrians are required to walk 70 to 80 ft between four to five lanes of traffic to get from one side of the street to the other. These long crossing distances place pedestrians and cyclists at risk when trying to cross these major corridors. Additionally, the majority of pedestrian collisions in Maywood occur while a pedestrian is crossing the street at an intersection.

LPI treatments help provide pedestrians with additional time to safely cross the street before traffic begins to move at an intersection. These devices typically provide between 3-7 seconds of extra time dedicated to walkers before the signal turns green. The Maywood ATP recommends installing LPI devices all signalized intersections along Slauson Avenue for north/south approaches only and all signalized intersections along Atlantic Boulevard for east/west approaches only. That way, pedestrians are granted the benefit of additional crossing time for the longest crossing distances and vehicle wait time for traffic traveling along the two corridors remains largely unaffected.

*Example of LPI indicating pedestrians to cross before traffic is allowed to move*

## High Visibility Crosswalks

According to Maywood collision data, the most frequent pedestrian action at the time of a vehicle collision is when someone is crossing the street at an intersection.

High Visibility Crosswalks provide motorists with more defined visual cues that they are approaching a dedicated crossing facility, providing pedestrians with an extra layer of safety and peace of mind while crossing the street. These treatments pair well with LPI devices because they can been seen by drivers from further distances away to provide ample time to slowdown as they approach an intersection. The Maywood ATP recommends installing High Visibility Crosswalks at all signalized intersections along Slauson Avenue and Atlantic Boulevard, as well as other key unsignalized intersections with more than four approaches or near popular community activity hubs such as the local YMCA and Riverfront Park.

*Rendering of potential High Visibility Crosswalk at intersection of Slauson Ave & Pine Ave*

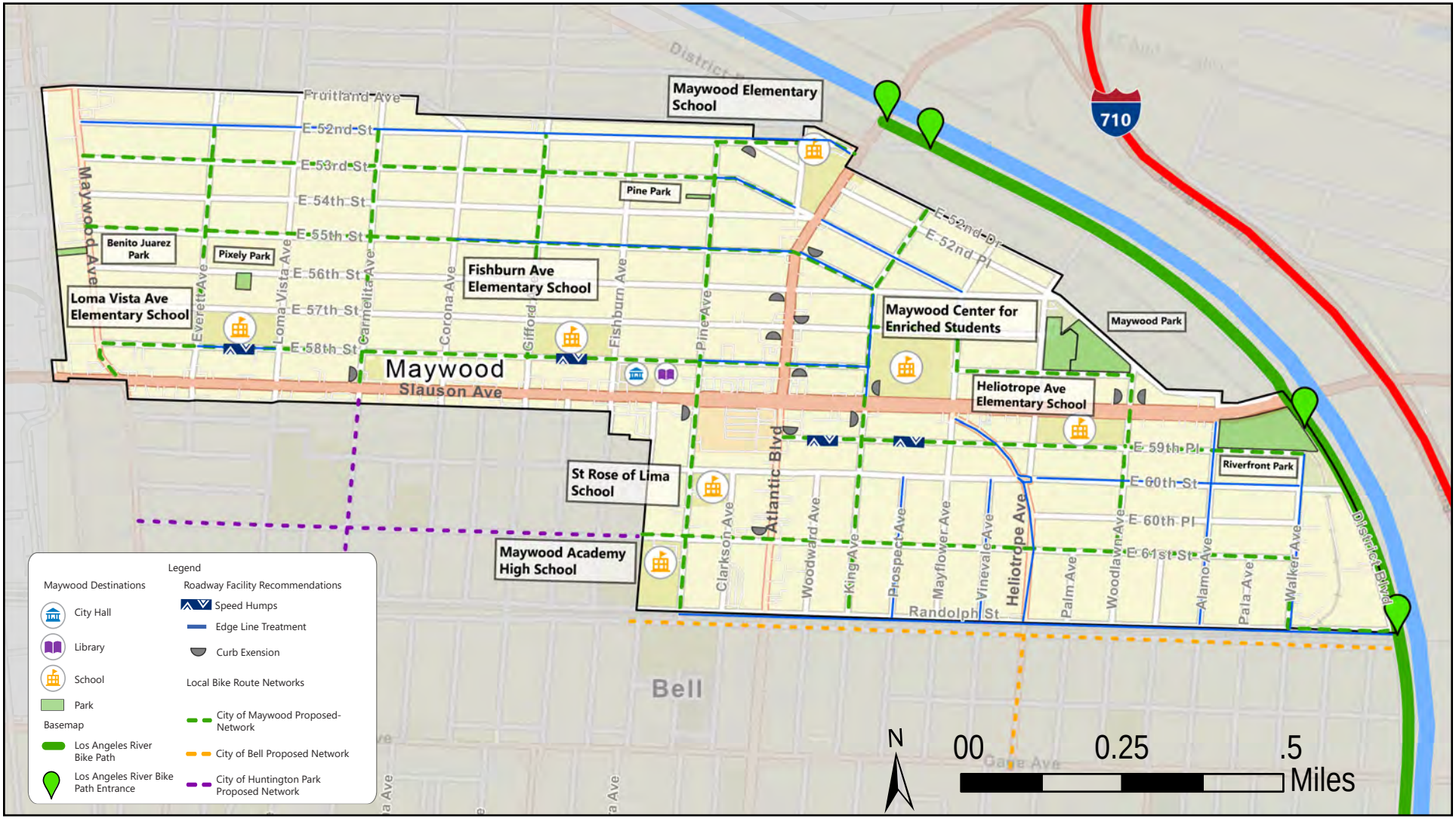
## Roadway Facility Recommendations

As part of the Maywood ATP development process, the City and project team outlined street-oriented treatments that will help reduce speeding to make Maywood a more comfortable and safer place to walk and bike alongside traffic. Currently, the City has an extensive network of narrow residential streets with low posted speed limits. However, community outreach identified speeding as one of the most prominent hazards pedestrians and cyclists experience. As such, the Plan focused on the following enhancements:

- Reduce speeding on neighborhood streets by installing speed humps on streets located on the proposed bicycle route network, especially near sensitive uses such as schools
- Reduce speeding on neighborhood streets by installing edge line treatments on wide residential roads to minimize the total width of the road to discourage fast driving
- Reduce speeding on neighborhood streets by bumping out the curb on key intersections along Slauson Avenue and Atlantic Boulevard to slow cars down as they enter narrower residential streets on the proposed bicycle route network

Recommended projects are presented in the following pages and are organized by facility type. The accompanying map (Figure 18) identifies all facility types, their location, and extent.

## FIGURE 18: PROPOSED ROADWAY FACILITY IMPROVEMENTS



## Speed Humps

According to community feedback, residents indicated that they feel speeding on neighborhood streets is a major issue especially around schools like Fishburn Avenue Elementary School.

Speed Humps provide a solution to slow cars down while also providing minimal impacts to cyclists also using the same roadway. The Maywood ATP recommends that a future engineering study be conducted to determine if installing Speed Humps at the proposed locations is warranted according to the city's Speed Hump Policy and will not significantly impact residential traffic flow. These streets were identified as having chronic speeding issues and are located near local schools where many children walk. The proposed locations are located along the Proposed Maywood Bike Route Network, would provide additional safety benefits to cyclists, and are not on existing dedicated truck or transit routes.

## Edge Line Treatment

Edge Line Treatments also help address the issue of speeding by creating minimally invasive visual cues to narrow the width of the street for drivers and reducing the street space dedicated for vehicle traffic. The Maywood ATP recommends that a future engineering study be conducted to determine if Edge Line Treatments are warranted at the proposed street segments and not significantly impact residential traffic flow. Many of these segments were identified along streets were speeding is common, near sensitive uses like schools, and along on Maywood's widest residential streets.

*Example of potential Speed Cushion treatment*

*Rendering of potential Edge Line Treatment along 55th St*

## Curb Extensions

To further reduce speeding on residential streets, the Maywood ATP recommends a future engineering study be conducted to determine if Curb Extensions along key intersections along Slauson Avenue and Atlantic Boulevard are warranted and will not significantly impact traffic along Slauson Avenue and Atlantic Boulevard. Curb Extensions help slow down cars as they enter a specific approach at an intersection and are typically used to slow down cars as they travel from high-volume, high-speed streets to slower, narrower residential streets. The proposed treatment locations illustrated in **Figure 18** are located along key intersections along the proposed Maywood Bike Route Network and on streets known for speeding. The goal of this treatment would be to

*Example of potential Speed Cushion treatment*

## Regional Connectivity Recommendations

As part of the Maywood ATMP development process, the City and project team outlined street-oriented treatments that will help improve walk an bike connectivity to neighboring jurisdictions and the Los Angeles River Bicycle Trail. Currently, the City has few comfortable options for pedestrians and cyclists traveling from Maywood to Huntington Park, Vernon, and the Los Angeles River. As such, the Plan focused on the following enhacements to improve connections to those areas.

**FIGURE 19: EXISTING CONDITIONS AT SLAUSON AVENUE & MAYWOOD AVENUE**

**FIGURE 20: PROPOSED REGIONAL CONNECTIVITY IMPROVEMENTS AT SLAUSON AVENUE & MAYWOOD AVENUE**

The proposed changes at the intersection of Slauson Avenue & Maywood Avenue are designed to provide pedestrians with safer connections between Maywood, the City of Huntington Park. This regional connectivity project would remove the dedicated right turn lane on the southern approach of Slauson Avenue & Maywood Avenue and replace it with additional waiting space for pedestrians to create a more welcoming entrance from Maywood's southwest border. The Maywood ATP recommends that a detailed engineering study be conducted in partnership with the City of Huntington Park to determine if this project is warranted, complies with existing state and local guidelines, and does not significantly impact traffic along Slauson Avenue.

**FIGURE 21: EXISTING CONDITIONS AT DISTRICT BOULEVARD & ATLANTIC BOULEVARD**

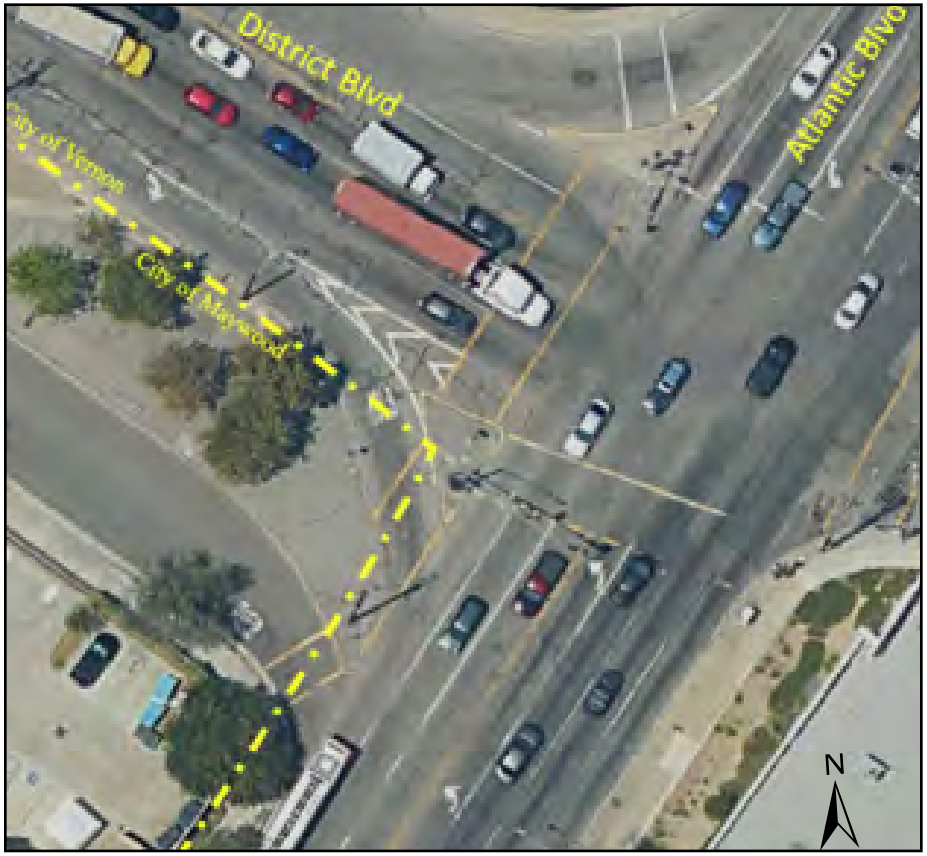



**FIGURE 22: PROPOSED REGIONAL CONNECTIVITY IMPROVEMENTS AT DISTRICT BOULEVARD & ATLANTIC BOULEVARD**

The proposed changes at the intersection of District Boulevard & Atlantic Boulevard are designed to provide cyclists and pedestrians with safer connections between Maywood, the City of Vernon and the Los Angeles River Bicycle Trail. This regional connectivity project would:

- Re stripe the existing crosswalks on the southern and eastern approaches of District Boulevard & Atlantic Boulevard to improve pedestrian visibility
- Install a new high visibility crosswalk on the eastern approach of 52nd St & Atlantic Boulevard to improve pedestrian visibility
- Remove the exclusive right turn lane on the eastern approach of District Boulevard & Atlantic Boulevard to provide more space for cyclists and pedestrians
- Extend curb space on the southwest corner of District Boulevard & Atlantic Boulevard to reduce the total crossing distance for cyclists and pedestrians
- Install a dedicated bike lane from 52nd Street to the southeast corner of District Boulevard & Atlantic Boulevard to provide cyclists with safer connections to and from the proposed Maywood Bike Network

The Maywood ATP recommends that a detailed engineering study be conducted in partnership with the City of Vernon to determine if this project is warranted, complies with existing state and local guidelines, and does not significantly impact traffic along Atlantic Boulevard.

## Non-Infrastructure Recommendations

The City and project team also outlined a series of programs to accompany the list of physical infrastructure treatments. The goal of these programs is to help shift  away from the existing vehicle-centric transportation behavior in Maywood by:

- Familiarizing residents to the new active transportation infrastructure changes to their community
- Encouraging residents to explore using active transportation modes in their regular routines
- Educating residents on how to safely walk, bike, and drive throughout Maywood's street network

### Encouragement and Safety Programs

Encouragement programs are a form of transportation demand management (TDM) as it relates to active transportation. Increased familiarity with active transportation might have positive impacts on active transportation uses within the City and region. The following programs can be organized and deployed to spur new demand for active transit modes in Maywood.

*Citywide Bike Map*

Maps with bicycle routes serve as an encouragement and educational tool. As recreational and utilitarian riders alike seek optimal routes throughout the City a bike map can encourage and facilitate this process in a positive way. These maps can be distributed at public facilities throughout the City, at local bike shops, as well as on key intersections along the proposed bike network. These maps can also be made available for download on the City website.

*Network Wayfinding*

Another tool to encourage more active transportation trips is to install wayfinding signage along the proposed bicycle network at both mid-block and at key intersections. Wayfinding signage help augment physical bike networks by providing cyclists and pedestrians directions to key destinations, and provide motorists with additional visual cues to slow down and share the road. Directional signage at the neighborhood level helps residents, employees, and students better understand how to connect with nearby destinations by foot or bike and help support first last mile connectivity.

*Suggested Routes to School Maps*

In addition to Citywide Bike Maps, the City of Maywood can explore developing informational maps that show the boundaries of each school and identify suggested routes for parents and students to safely walk or bike to school.

*Walking School Bus/Bicycle Trains*
Walking school buses and bicycle trains are organized walking and bicycling groups, respectively, where adults “pick up” walkers and bicyclists along specific routes to school at specific locations. This way, children are supervised during their travel to school and are taught how to safely travel via alternative travel modes from a young age.

*Senior Walking Clubs*
Senior walking clubs can be organized to encourage seniors to walk in groups and exercise at a pace and location comfortable to the participants. Walking clubs help seniors connect with others who share similar schedules and hobbies.

*Bike to Work Day*
Bike to Work Day, held in May, is a nation-wide event that encourages biking to work. The City of Maywood can encourage residents, employers, and students to participate in Bike to Work Day. Rallies can be held to promote bicycling and highlight new or improved bikeways within the City. Local bike shops can organize booths to teach people about bike equipment, safety, and maintenance. City staff can consider supplementary “Bike to Work Day” events throughout the year.

*Conduct Surveys*
The success of various bicycling and walking programs as well as bicycle facilities can be measured by public surveys. Surveys can be distributed every few years to determine if public perceptions or behaviors have changed over a certain period – or if efforts need to be redirected. Questions can build off those used during the second community outreach survey or structured around project-specific feedback goals.

**Education Programs**
Educational programs for all roadway users can help prevent potential collisions. Possible program partnerships between the city, the school district, parent teacher organizations, community leaders, and organizations are outlined below:

*Community and Parent Workshops*
Community and parent workshops are provided by the City’s Public Safety and Planning Division to engage the community on the importance and the benefits of bicycle and pedestrian safety. Workshops address concerns of traffic speed and traffic volume around schools, identify the benefits of bicycling, and encourage parents to allow their children to bike and walk to school.

*Community Bicycle Helmet Program*
The City’s Public Safety officers and staff educate the community on the proper use and fit of bicycle helmets. Public Safety staff provides inspections at community events to ensure that helmets fit properly. Studies of children and adolescents aged four to eighteen years found that 96% of helmets were incorrectly fitted. This program would support the distribution of helmets to students and community members participating in bicycle rodeos.

*Student Workshops, Assemblies and Rodeos*
Maywood’s Public Safety Department in conjunction with Drug Abuse Resistance Education (D.A.R.E), provide elementary and middle schools with student workshops and assemblies. Officers emphasize smart routes to bicycle safety, the do’s and don’ts, measures to protect against theft, and participate in riding them to school as a chaperone. D.A.R.E officers explain bicycle safety and helmet law to 5th-grade curriculum. Middle school programs build upon the elementary program, include more involved and interactive experiences. Students are given bicycle license applications and D.A.R.E. officers make themselves available on a specified school day to register bicycles and talk to students. The program establishes positive relationships between students and law enforcement, teachers, parents, and other community leaders.

# CHAPTER 6
# NEXT STEPS

## Project Prioritization

The prioritization analysis provides guidance to the City of Maywood and other agencies as to which projects will provide the greatest potential benefit to citywide mobility.

While higher ranking projects should generally be implemented before lower ranking ones, the City may choose to advance specific projects for other interests or as funds become available. Additional analyses should be conducted periodically to account for any significant changes in the local population, the environment, and the transportation network.

In order to ease prioritization and implementation, the Maywood ATP has structured all proposed improvements by the street. This allows the City to package streets and the bicycle and pedestrian improvements located along them as separate “mini-projects” that can then be used to submit for funding.

The project prioritization model was developed with considerations to four key categories:

The project prioritization model was developed with considerations to four key categories:

- Need and Equity – Measures each project’s impact on the most vulnerable members of the community
- Safety – Evaluates a project’s potential impact on walking and bicycling safety in the City
- Community Support – Considers the level of community support for each project
- Network Connectivity – Quantifies each project’s potential impact on walking and bicycling behaviors in the City and connections to local and regional attractors

The specific measures for each category are shown in **Table 12**. Weighting factors were adjusted to provide higher prioritization on some criteria than others based on safety, community input, and general consistency with the ATP goals. The assigned weights determine an overall cumulative score that balances benefits to potential users and overall implementation feasibility.
The prioritization scores and ranking table (**Table 13**) provides a list of the prioritized projects and a breakdown of each cumulative score by ranking criteria.

## TABLE 12: PROJECT PRIORITIZATION CRITERIA MATRIX

| Group | Category | Description | Weight | Category Weight |
|---|---|---|---|---|
| Need and Equity | Commute by Walk | Percentage of households within a 200 ft area of the corridor that primarily commute by foot. Source: 2020 ACS estimates. | **5** | **25** |
| | Low Vehicle Access | Percentage of households that have no vehicles available within a 200 ft area of each corridor. Source: 2020 ACS estimates | **5** | |
| | Commute by Bike | Percentage of households within 200 ft area of each corridor that primarily commute by bike. Source: 2020 ACS estimates. | **5** | |
| | Commute by Transit | Percentage of households within 200 ft area of each corridor according that primarily commute by taking public transit. Source: 2020 ACS estimates. | **5** | |
| | Median Household Income | The average median household income for the 200 ft surrounding each corridor. Source: 2020 ACS estimates. | **5** | |
| Safety | Bicycle and Pedestrian Collisions | The total count of bicycle and pedestrian- involved collisions within a 200 ft area of each corridor. Source: TIMS, years 2017 - 2021. | **35** | **35** |
| Community Feedback | Areas of Concern | Street segments identified by residents as unsafe for walking, biking and accessing public transit from Community Feedback and collected feedback from first two community touch points. | **25** | **25** |
| Network Connectivity | Potential Pedestrian Use | The total number of residents living within a 200 ft of each corridor. Source: 2020 ACS estimates. | **5** | **15** |
| | Transit Accessibility | The count of local and regional stops located within a 200 ft area of each corridor. | **5** | |
| | Nearby Attractors | The count of local and regional stops located within a 200 ft area of each corridor. | **5** | |
| | | **Total Score** | **100** | **100** |

## TABLE 13: PROJECT RANKINGS BY CORRIDOR

| Corridor Name | Median Household Income | Pecentage of Workers Over 16 Commute by Bike | Pecentage of Workers Over 16 Commute by Walking | Pecentage of Workers Over 16 Commute by Public Transit | Percentage of Households with Zero Vehicle Access | Census Block Population | Total Bike and Ped Collisions Per Corridor | Total Nearby Attractors | Total Transit Stops | Community Input | Total Score |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Slauson Ave | 2.76 | 2.83 | 0.85 | 2.53 | 3.07 | 2.41 | 35.00 | 5.00 | 5.00 | 25.00 | 84.44 |
| Pine Ave | 3.66 | 2.47 | 2.06 | 0.72 | 5.00 | 0.97 | 12.89 | 3.00 | 0.31 | 25.00 | 56.09 |
| Atlantic Blvd | 2.76 | 1.37 | 0.72 | 1.55 | 4.14 | 2.20 | 20.26 | 2.50 | 1.09 | 14.29 | 50.89 |
| 53rd St | 4.66 | 2.71 | 4.21 | 3.82 | 3.83 | 3.13 | 3.68 | 1.00 | 0.31 | 21.43 | 48.78 |
| Carmelita Ave | 4.56 | 5.00 | 2.56 | 4.95 | 3.66 | 3.79 | 1.84 | 0.50 | 0.47 | 21.43 | 48.76 |
| 58th St | 2.94 | 3.10 | 0.64 | 3.06 | 3.41 | 2.66 | 3.68 | 3.50 | 0.16 | 25.00 | 48.14 |
| Gifford Ave | 3.40 | 4.98 | 3.09 | 5.00 | 3.70 | 3.70 | 0.00 | 0.50 | 0.00 | 21.43 | 45.80 |
| 52nd St | 3.25 | 3.18 | 5.00 | 3.69 | 3.48 | 3.10 | 0.00 | 0.50 | 0.31 | 21.43 | 43.94 |
| 55th St | 5.00 | 3.08 | 2.86 | 3.69 | 3.79 | 2.97 | 0.00 | 0.00 | 0.47 | 21.43 | 43.29 |
| Everett Ave | 4.31 | 2.29 | 3.02 | 3.74 | 3.06 | 3.57 | 0.00 | 0.50 | 0.16 | 14.29 | 34.94 |
| King Ave | 2.33 | 0.58 | 0.08 | 2.80 | 2.59 | 2.77 | 0.00 | 0.50 | 0.47 | 17.86 | 29.98 |
| 59th Pl | 3.23 | 3.02 | 1.51 | 1.59 | 1.31 | 3.64 | 3.68 | 4.00 | 0.16 | 0.00 | 22.13 |
| 61st St | 3.19 | 3.04 | 1.46 | 1.09 | 1.54 | 3.18 | 0.00 | 1.00 | 0.16 | 7.14 | 21.80 |
| Woodlawn Ave | 4.50 | 4.96 | 2.66 | 0.39 | 0.02 | 3.73 | 0.00 | 1.00 | 0.31 | 3.57 | 21.14 |
| Alamo Ave | 2.96 | 4.73 | 2.52 | 0.32 | 0.00 | 4.68 | 0.00 | 1.00 | 1.25 | 3.57 | 21.04 |
| Heliotrope Circle | 2.19 | 0.88 | 0.25 | 2.89 | 2.57 | 1.60 | 3.68 | 1.00 | 0.31 | 3.57 | 18.94 |
| Maywood Ave | 0.95 | 0.00 | 2.50 | 2.09 | 2.10 | 0.00 | 0.00 | 0.00 | 0.31 | 10.71 | 18.65 |
| 57th St | 1.04 | 0.00 | 0.00 | 3.48 | 3.81 | 2.38 | 0.00 | 0.50 | 0.16 | 7.14 | 18.50 |
| 60th St | 3.89 | 4.94 | 2.64 | 0.52 | 0.08 | 4.64 | 0.00 | 1.50 | 0.16 | 0.00 | 18.37 |
| Walker Ave | 2.80 | 4.78 | 2.54 | 0.33 | 0.00 | 5.00 | 0.00 | 1.00 | 0.16 | 0.00 | 16.61 |
| Mayflower Ave | 1.04 | 0.00 | 0.00 | 3.48 | 3.81 | 2.38 | 0.00 | 0.50 | 0.00 | 3.57 | 14.77 |
| Randolph St | 0.00 | 1.79 | 0.65 | 0.00 | 0.49 | 0.28 | 5.53 | 1.50 | 0.31 | 3.57 | 14.12 |
| Prospect Ave | 2.73 | 1.35 | 0.22 | 2.21 | 1.26 | 4.14 | 0.00 | 0.00 | 0.00 | 0.00 | 11.90 |
| Heliotrope Ave | 3.63 | 2.91 | 1.27 | 1.36 | 0.69 | 1.43 | 0.00 | 0.00 | 0.00 | 0.00 | 11.29 |
| Vinevale Ave | 2.74 | 1.36 | 0.22 | 2.21 | 1.26 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 7.99 |

## Cost Estimates

Unit costs for planning cost estimates are derived from KOA's extensive experience in providing engineering services to communities across Southern California.

Cost assumptions include considerations for design, environmental, construction management, mobilization, and traffic control in order to provide as accurate of a cost for implementation as possible. While other project-specific factors such as grading, acquisition costs, or landscaping may increase the actual cost of construction, an additional 25 percent contingency has been added to each project to account for these factors that may arise during the design phase.

**Table 13** provides projected total cost for each street to install all proposed treatments along that street. For example, the Grand Total for 58th Street includes all projected costs to implement the Speed Humps, Multi-Way Stops, High Visibility Crosswalks, Bike Route segments, and Edgeline Treatments outlined in **Chapter 5** that would be located along the street. Project costs are estimated to reflect the actual cost of construction as accurately as possible, based on 2023 dollars. As the City pursues funding for these projects, it should be noted that construction costs may fluctuate based on when funding actually becomes available.

**TABLE 14: PROJECT COST ESTIMATE SUMMARY BY CORRIDOR**

| Corridor | Grand Total | |
|---|---|---|
| Atlantic Blvd | $ | 2,757,049 |
| Slauson Ave | $ | 2,630,598 |
| 52nd St | $ | 383,236 |
| 58th St | $ | 197,304 |
| 53rd St | $ | 186,302 |
| 59th Pl | $ | 167,122 |
| Randolph St | $ | 114,436 |
| King Ave | $ | 76,345 |
| 55th St | $ | 75,025 |
| 60th St | $ | 71,461 |
| Wayfinding Program | $ | 40,870 |
| Alamo Ave | $ | 39,950 |
| Walker Ave | $ | 34,073 |
| Pine Ave | $ | 29,986 |
| Heliotrope Ave | $ | 26,872 |
| Prospect Ave | $ | 26,872 |
| Vinevale Ave | $ | 26,913 |
| Heliotrope Circle | $ | 15,939 |
| Carmelita Ave | $ | 8,035 |
| 61st St | $ | 7,896 |
| Everett Ave | $ | 7,471 |
| Gifford Ave | $ | 7,471 |
| Woodlawn Ave | $ | 2,820 |
| 57th St | $ | 846 |
| Mayflower Ave | $ | 564 |
| Maywood Ave | $ | 564 |
| **TOTAL** | **$** | **6,936,021** |

# APPENDIX A: LEVEL OF TRAFFIC STRESS ANALYSIS

# LEVEL OF TRAFFIC STRESS AND LEVEL OF COMFORT ANALYSIS

## Background:

Bicycle Level of Traffic Stress (LTS) and pedestrian Level of Comfort (LOC) analyses are the transportation industry's best practices for measuring the comfort and convenience of pedestrian and bicycle networks at all scales. The Maywood Active Transportation Plan calls for analyses of the current walkway, street segment, and intersection conditions throughout the city to identify potential locations to introduce low-stress connectivity treatments. These results will be compared with community input, census data, collision data, land use data, and transportation networks to justify recommendations to expand active transportation facilities throughout the city.

Developing the scoring criteria for a traffic stress analysis depends on the thoroughness and availability of local data. This means while there are common data inputs, methodologies are usually tailored for each project. Data inputs for a bike LTS analysis typically include roadway speed, average daily traffic volumes (ADT), number of vehicle lanes, and presence of existing bicycle facilities. Similarly, a pedestrian LOC analysis will typically include the same data inputs with the addition of sidewalk conditions, assessment of planting buffers, and crossing distances at intersections. By weighing each data input in a unique matrix, a roadway segment, walkway, or intersection can be assigned a rank ranging from 1 to 4, with 4 being the highest level of stress and the least comfortable for pedestrians and bicyclists.

## Bicycle Level of Traffic Stress (LTS):

### Methodology

The stress that people experience while biking varies from person to person and depends on local street network conditions. Some riders are comfortable riding alongside dense fast-moving traffic, while others prefer not to ride their bike at all. Individuals will generally identify with one of the four main preference groups, often called the "Four Types of Cyclists", originally developed by Roger Geller at the City of Portland, Oregon in 2005:

- **Strong & Fearless:** On average, 2 – 7 percent of people are willing to ride their bicycle no matter what the roadway and traffic conditions are. For the individuals in this group, riding a bike is a strong part of their identity.
- **Enthused & Confident:** On average, 5 – 15 percent of people are somewhat comfortable riding their bicycles alongside vehicular traffic. For the individuals in this group, they would prefer riding their bicycles within dedicated bike facilities.
- **Interested but Concerned:** On average, 36 – 60 percent of people enjoy riding their bike but do not use them as much as they would like due to unsafe riding conditions. For the individuals in this group, they would feel inclined to ride more if they felt safer riding on their local roadways.
- **No Way No How:** On average, 25 – 48 percent of people do not prefer riding a bike in any capacity. For the individuals in this group, they are either uncomfortable, uninterested, or physically unable to ride a bicycle.

The "Interested but Concerned" category represents the largest group of individuals who are able and most likely to ride a bike. Incentivizing these users to increase their share of bike trips typically requires streets with low traffic speeds and volumes, dedicated facilities, or a combination of both. The City of Maywood does not currently have any existing bicycle facilities; therefore, an LTS analysis was conducted on the city's street network to determine the quality of current biking conditions and prioritize segments for future infrastructure improvements to increase bike ridership.

The "Interested but Concerned" category represents the largest group of individuals who are able and most likely to ride a bike. Incentivizing these users to increase their share of bike trips typically requires streets with low traffic speeds and volumes, dedicated facilities, or a combination of both. The City of Maywood does not currently have any existing bicycle facilities; therefore, an LTS analysis was conducted on the city's street network to determine the quality of current biking conditions and prioritize segments for future infrastructure improvements to increase bike ridership.

The approach for this analysis was originally developed by the Mineta Transportation Institute (MTI) at San Jose University in 2012. The MTI's most recent 2022 scoring criteria was specifically chosen because it accounts for riding conditions in mixed-use traffic, meaning bicyclists share the road alongside vehicles

without dedicated lanes, which is the case in Maywood. The data inputs collected for this analysis include:

- **Roadway speed**
- **ADT volumes**
- **Street width (number of lanes)**

Bike LTS rank definitions are defined in Table 1. Each data input was independently weighted and added to the MTI LTS scoring matrix (Table 2).

**Table 1 – Bicycle LTS Ranking Scheme**

| Level of Traffic Stress | Description |
|---|---|
| LTS 1 | Suitable for almost all ages and bicycling abilities |
| LTS 2 | Suitable for most adults |
| LTS 3 | Suitable for more skilled and confident bicyclists |
| LTS 4 | Not suitable for most bicyclists |

**Table 2 – Bicycle LTS Scoring Matrix**

**Level of Traffic Stress Criteria for Road Segments, version 2.2 (May, 2022)**

**Bikes in mixed traffic**

| | | Prevailing Speed (mph) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Number of lanes | ADT | 0 - 23.5 | 23.5-28.5 | 28.5-33.5 | 33.5-38.5 | 38.5-43.5 | 43.5-48.5 | 48.5+ |
| Unlaned 2-way street (no centerline) | 0-750 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 |
| | 751-1500 | LTS 1 | LTS 1 | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 3 |
| | 1501-3000 | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 3001+ | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| 2-way with 1 lane per direction and centerline, or wide* 1-way, 1-lane | 0-1000 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 |
| | 1001-1500 | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 1501+ | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| Narrow* one-way, 1-lane | 0-600 | LTS 1 | LTS 1 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 3 |
| | 601-1000 | LTS 2 | LTS 2 | LTS 2 | LTS 3 | LTS 3 | LTS 4 | LTS 4 |
| | 1001+ | LTS 2 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| 2 thru lanes per direction | 0-8000 | LTS 3 | LTS 3 | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 |
| | 8001+ | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |
| 3+ thru lanes per direction | any ADT | LTS 3 | LTS 3 | LTS 4 | LTS 4 | LTS 4 | LTS 4 | LTS 4 |

**Notes** * A one-way street is "narrow" if its width is less than 30 ft with parking on both sides, less than 22 ft with parking on one side, or less than 15 ft with no parking. Otherwise, it is "wide."

## Pedestrian Level of Comfort (LOC):

### Methodology

To supplement the bicycle LTS analysis and help identify ideal corridors for pedestrian improvements, a pedestrian LOC analysis was also conducted. The data inputs for this analysis include:

- Roadway speed
- ADT volumes
- Street width (number of lanes)
- Sidewalk conditions
- Presence of planted buffer between sidewalk and roadway

This approach was originally developed by the Montgomery County Planning Department and has since been modified by KOA to meet the needs and context of the City of Maywood. Pedestrian LOC ranking definitions are defined in Table 3. The scoring matrices are divided into subsets based on the presence of sidewalks and roadway separations (Tables 4 to 12). Sidewalk separation is defined as the presence of a grass lawn or planted landscape area that horizontally separates a sidewalk from the road. ADT volume classes are defined based on the estimated traffic volumes by street class from the city's Transportation Element:

- **Low ADT:** Volume less than 10,000 vehicles per day
- **Medium ADT:** Volume between 10,001 and 24,999 vehicles per day
- **High ADT:** Volume greater than or equal to 25,000 vehicles per day

Each data input was independently weighted and added to the pedestrian LOC scoring matrices.

**Table 3 – Pedestrian LOC Ranking Scheme**

| Level of Traffic Stress | Description |
|---|---|
| LTS 1 | Suitable for almost all ages and bicycling abilities |
| LTS 2 | Suitable for most adults |
| LTS 3 | Suitable for more skilled and confident bicyclists |
| LTS 4 | Not suitable for most bicyclists |

**TABLE 4:**

| Missing Sidewalk | | | |
|---|---|---|---|
| Low ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 4 | 4 | 4 |
| 25 | 4 | 4 | 4 |
| 30 | 4 | 4 | 4 |
| >=35 | 4 | 4 | 4 |

**TABLE 5:**

| Missing Sidewalk | | | |
|---|---|---|---|
| Moderate ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 4 | 4 | 4 |
| 25 | 4 | 4 | 4 |
| 30 | 4 | 4 | 4 |
| >=35 | 4 | 4 | 4 |

**TABLE 6:**

| Missing Sidewalk | | | |
|---|---|---|---|
| High ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 4 | 4 | 4 |
| 25 | 4 | 4 | 4 |
| 30 | 4 | 4 | 4 |
| >=35 | 4 | 4 | 4 |

**TABLE 7:**

| Sidewalk Without Separation | | | |
|---|---|---|---|
| Low ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 2 | 2 | 2 |
| 25 | 2 | 2 | 2 |
| 30 | 2 | 3 | 3 |
| >=35 | 3 | 3 | 3 |

**TABLE 8:**

| Sidewalk Without Separation | | | |
|---|---|---|---|
| Moderate ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 2 | 2 | 2 |
| 25 | 2 | 3 | 3 |
| 30 | 3 | 3 | 3 |
| >=35 | 3 | 3 | 4 |

**TABLE 9:**

| Sidewalk Without Separation | | | |
|---|---|---|---|
| High ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 3 | 3 | 3 |
| 25 | 3 | 3 | 4 |
| 30 | 3 | 4 | 4 |
| >=35 | 4 | 4 | 4 |

**TABLE 10:**

| Sidewalk With Separation | | | |
|---|---|---|---|
| Low ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 1 | 1 | 1 |
| 25 | 1 | 1 | 1 |
| 30 | 1 | 1 | 2 |
| >=35 | 1 | 2 | 2 |

**TABLE 11:**

| Sidewalk With Separation | | | |
|---|---|---|---|
| Moderate ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 1 | 1 | 1 |
| 25 | 1 | 1 | 2 |
| 30 | 1 | 2 | 2 |
| >=35 | 2 | 2 | 2 |

**TABLE 12:**

| Sidewalk With Separation | | | |
|---|---|---|---|
| High ADT | | | |
| Speed | Street Width (Total Lanes) | | |
| | 2 | 4 | 6+ |
| <25 | 1 | 1 | 2 |
| 25 | 1 | 2 | 2 |
| 30 | 2 | 2 | 2 |
| >=35 | 2 | 2 | 3 |

## Intersection Level of Comfort (LOC) Assessment

### Methodology

An intersection LOC analysis is a point-based model that measures stress levels that people experience while using crosswalks and/or other designated crossing facilities. Intersection LOC scores were assigned to each of Maywood's 163 intersections within its city limits to identify areas most difficult to navigate on foot and prioritize specific intersections for upgrades to improve connectivity and safety conditions for active transportation users.

Two variables are utilized for calculating intersection LOC:

- Crossing distance (curb to curb)
- Roadway speed

Intersection LOC score descriptions are outlined in Table 13. The intersection LOC matrix weights an intersection's crossing distance more heavily than the posted roadway speed because a pedestrian's comfort level is affected more when having to cross longer distances between curb to curb rather than the speed of traffic going through the intersection. The comfort scoring matrix is provided in Table 14.

**Table 13 – Intersection LOC Ranking Scheme**

| Level of Comfort | Description |
|---|---|
| LOC 1 | Suitable for almost all pedestrians, including children that are trained to safely cross intersections |
| LOC 2 | Suitable for most adult pedestrians and older children with enhanced facility coverage and comfort |
| LOC 3 | Suitable for most adult pedestrians and older children with little or no supervision within an intersection |
| LOC 4 | Suitable for a limited population of pedestrians with limited facility support within an intersection |

**Table 14 – Intersection LOC Scoring Matrix**

| Posted Vehicle Speed Limit (mph) | Crossing Distance (Ft.) | | |
|---|---|---|---|
| | < 30 | 35 - 70 | > 80 |
| <=25 | 1 | 2 | 3 |
| 30 | 2 | 3 | 4 |
| >=35 | 3 | 3 | 4 |

# APPENDIX B: COMMUNITY OUTREACH COLLATERAL

# Project Factsheet

The project factsheet provides a brief description of the project's scope, goals, and projected timeline. This document was distributed at all outreach events and was provided in both English and Spanish.

## MAYWOOD ACTIVE TRANSPORTATION PLAN (MAYWOOD MOVES)

### PROJECT DESCRIPTION

The **Maywood Active Transportation Plan** is a collaboration between the City of Maywood and its residents to promote safe, convenient options for walking, biking, and taking public transportation.

To achieve this vision, the City is preparing a roadmap of potential street treatments and policies to minimize the biggest barriers to getting around Maywood without a car. Input from residents and stakeholders will inform how the City identifies key issue areas and prioritizes funding for local projects to address the community's needs.

### PROJECT GOALS

The **Maywood Active Transportation Plan** aims to achieve the following goals for the City of Maywood to reduce personal vehicle trips:

- Provide safe and convenient connections to important local destinations including schools, commercial centers, and parks
- Enhance regional connectivity by improving connections to local public transit services and the Los Angeles River Bicycle Path
- Improve public health by promoting projects that incentivize recreational activity
- Promote economic activity throughout Maywood

### PROJECT TIMELINE

| | 2022 | | | | | 2023 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tasks | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug |
| **Community Workshops and Online Engagement** | | | | | | | | | | | | | |
| **Existing Landscape and Conditions Review** | | | | | | | | | | | | | |
| **Needs Assessment** | | | | | | | | | | | | | |
| **Draft Plan** | | | | | | | | | | | | | |
| **Final Plan** | | | | | | | | | | | | | |
| **Plan Adoption** | | | | | | | | | | | | | |

Scan this QR code to visit our project website at: bit.ly/3XT44nN

*Questions? Email the project team at MaywoodATP@gmail.com*

# How Did You Get Here Poster

This posterboard was developed to serve as both an ice-breaker and collect data on local travel behavior. Participants were asked to place a sticker on the corresponding mode they used to arrive to an outreach event.

## HOW DID YOU GET HERE TODAY?
## *¿CÓMO LLEGÓ HOY?*

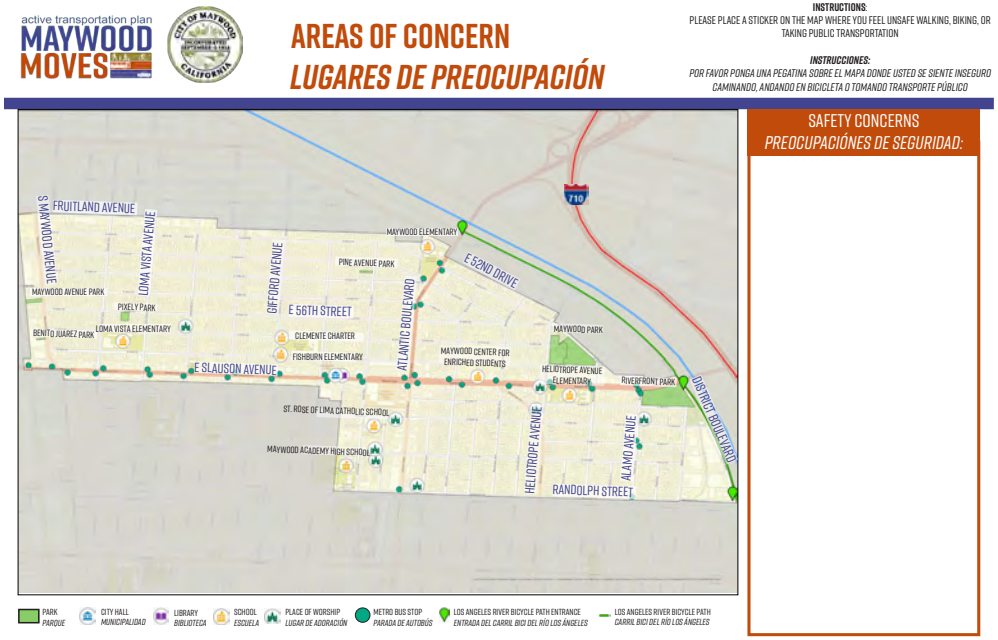
**INSTRUCTIONS:**
PLEASE PLACE A STICKER ON WHICH MODE OF TRANSPORTATION YOU USED TO GET HERE TODAY

***INSTRUCCIONES:***
*POR FAVOR PONGA UNA PEGATINA PARA INDICAR QUÉ MEDIO DE TRANSPORTE UTILIZÓ USTED PARA LLEGAR AQUÍ HOY*

| | MAYWOOD RESIDENT *RESIDENTE DE MAYWOOD* | MAYWOOD VISITOR *VISITANTE DE MAYWOOD* |
|---|---|---|
| WALK CAMINANDO | | |
| BIKE ANDANDO EN BICICLETA | | |
| BUS AUTOBÚS | | |
| CAR VEHÍCULO | | |
| CARPOOL VEHÍCULO COMPARTÍDO | | |
| OTHER OTRO | | |

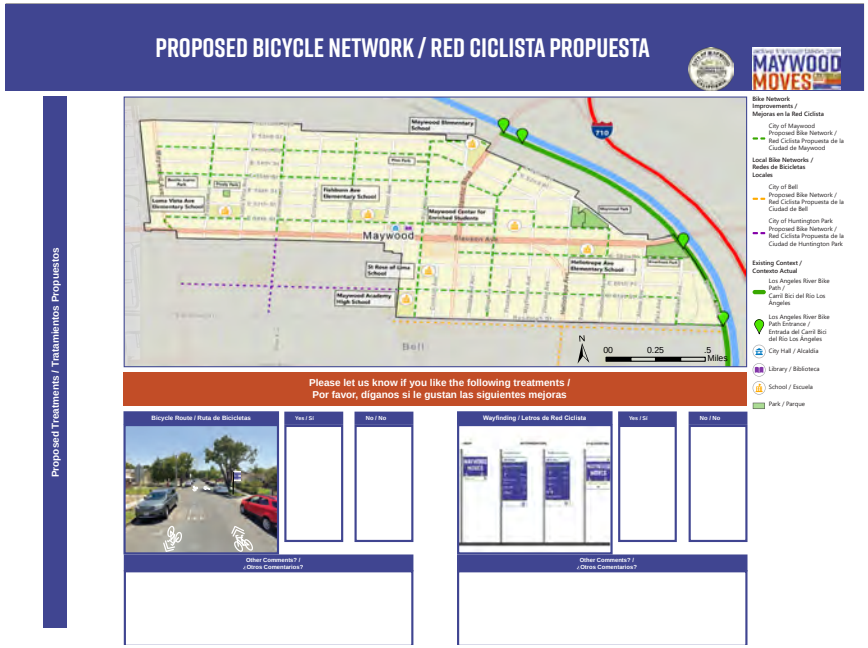
# Areas of Concern Poster

This poster was developed to collect specific geograhical data on specific corridors and intersections that residents felt were unsafe to walk or bike. Participants were asked to identify dangerous locations on the map and were also able to provide written and verbal comments that were recorded by project staff in the “Safety Concerns” box on the right hand side of the poster.



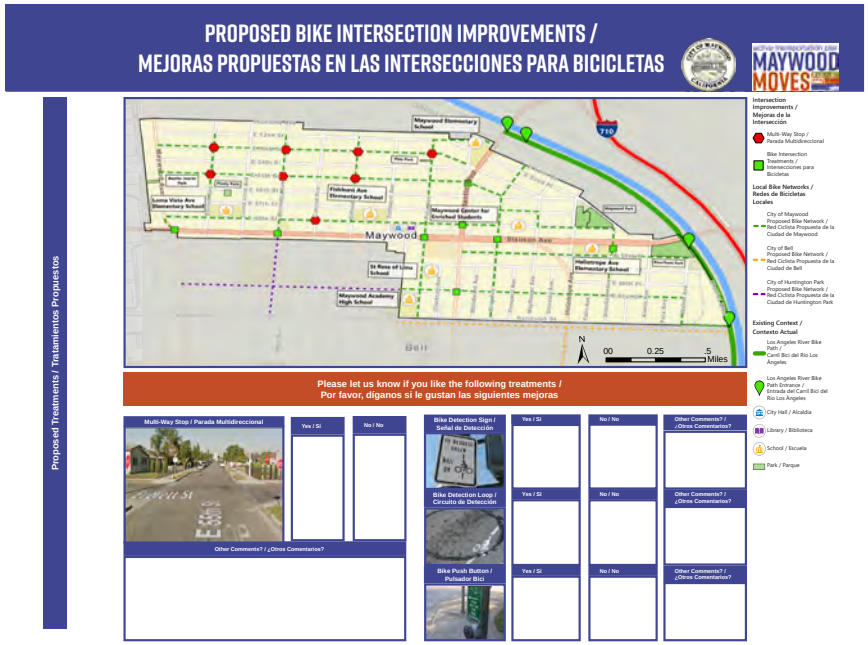

# Bike Network Recommendation Poster

This poster was developed to collect specific community feedback on the proposed city bicycle network and wayfinding signage. Participants were asked if they felt these treatments would be beneficial to the community and to place a sticker in the corresponding box indicating “yes” or “no.” Project staff also wrote down verbal comments for individuals that wanted to provide additional suggestions, comments, or improvements to the proposed treatments.



# Bike Intersection Recommendations Poster

This poster was developed to illustrate the specific locations of proposed treatments and to collect community feedback on if the public felt these improvements would improve cyclist safety at intersections. Participants were asked if they felt these treatments would be beneficial to the community and to place a sticker in the corresponding box indicating “yes” or “no.” Project staff also recorded verbal comments for individuals that wanted to provide additional suggestions, comments, or improvements to the proposed treatments.




# Pedestrian Intersection Recommendations Poster

This poster was developed to illustrate the specific locations of proposed treatments and to collect community feedback on if the public felt these improvements would improve pedestrian safety at intersections. Participants were asked if they felt these treatments would be beneficial to the community and to place a sticker in the corresponding box indicating “yes” or “no.” Project staff also recorded verbal comments for individuals that wanted to provide additional suggestions, comments, or improvements to the proposed treatments.

# Roadway Recommendations Poster

This poster was developed to illustrate the specific locations of proposed treatments and to collect community feedback on if the public felt these improvements would improve cyclist safety at intersections. Participants were asked if they felt these treatments would be beneficial to the community and to place a sticker in the corresponding box indicating “yes” or “no.” Project staff also recorded verbal comments for individuals that wanted to provide additional suggestions, comments, or improvements to the proposed treatments.

# APPENDIX C: COMMUNITY OUTEACH RESULTS

# Community Survey #1 Results

| Destination | Personal Vehicle | Carpool | Walk | Bike | Public/Para Transit |
|---|---|---|---|---|---|
| How do you usually travel to and from hospital/medical facilities? | 5 | | 1 | 0 | 2 |
| How do you usually travel to and from places of worship? | 2 | | 1 | | 1 |
| How do you usually travel to and from getting grocceries? | 4 | | 2 | 1 | 1 |
| How do you usually travel to and from parks and other recretional facilities? | 4 | | 2 | 1 | 0 |
| How do you usually travel to and from local school? | 2 | 2 | 2 | 0 | 2 |
| How do you usually travel to and from work? | 4 | | 2 | 1 | 0 |

The first survey was implemented during the first community charrette at Fishburn Avenue Elementary School and was digitally available for two months following on the City webpage. Participants were asked indicate what modes of transportation they typically rely on to get to certain destinations as well as indicate areas of Maywood were they felt particularly unsafe walking or riding their bike.

Responses to identifying areas of concern were recorded and provided below:

- 54th street and everett and on 54th street and Loma vista we need stop signs on all corners its hard to cross in car or walking people dont bother stoping and weve had many accidents on both locations . we really need stop signs.
- Atlantic and Slauson has many accidents, especially when trying to make left turns, there are many cars that speed up to beat the red light instead of slowing down and stopping to allow the left turns.
- The curve on 55th and Atlantic should be worked on to reduce speed and mark the area with a sign or lighting to reduce car accidents
- The free local shuttle is important for seniors and others who need to get around the city. It should run throughout local streets not just the main big streets.
- The streets should have trees that provide shade NOT palm trees. There are several drought tolerant trees that provide shade and reduce the heat index of the city. Trees should be not just on the main big streets but local streets that are overly paved without trees or very little trees. This will influence more walking and make it safer to walk to a shuttle stop or to a local store or to school.

# Community Survey #2 Results

| Recommended Treatment | Supportive | Unsupportive | Recorded Community Feedback |
|---|---|---|---|
| High Visibility Crosswalk | 40 | 3 | Pairs well with LPI treatment |
| Edge Line Treatment | 37 | 6 | Fix sidewalks, add speeding cameras, add dedicated bus pickup lane on 58th St in front of Fishburn Ave Elementary |
| Speed Humps | 37 | 10 | Include on 53rd, Include near YMCA, Include on Everett, include on Fishburn Ave, include on 52nd, include on Corona |
| Curb Extension | 36 | 7 | Damage to car, reduced parking, include on King |
| Multi-Way Stop | 36 | 4 | More police enforcement, people run stops along 52nd, 53rd, Loma Vista, Everett, |
| LPI | 36 | 0 | Can this also include vision/hearing impaired features? |
| Bike Push Button | 32 | 0 | |
| Bike Detection Sign | 31 | 4 | Could have issues detecting bikes made of different materials, |
| Bike Detection Loop | 29 | 0 | |
| Bike Network | 29 | 11 | 59th & King needs crossing guards and is very dangerous during school pick-up and dropoff, consider making some streets one-way |
| Wayfinding | 32 | 18 | Can this be translated in Spanish too? |

The table above provides the responses by community members indicating their support and disapproval for the various treatments recommended in the Maywood ATP. Participants were presented images of the proposed treatments along with a map indicating where they would be installed, and asked to vote “Yes” if they felt the treatments would improve walking and biking conditions in Maywood, or “No” if they felt they would do the opposite. Explanations of each treatment were provided in both English and Spanish by project staff. T

The second survey was implemented during the final three community outreach events:

- The backpack and school supply distribution at the YMCA (August 2023)
- The mobile food pantry at the YMCA (August 2023)
- Community Charrette #2 at Fishburn Avenue Elementary School (October 2023)

# APPENDIX D: DETAILED PROJECT COST ESTIMATES

# MEETING MINUTES

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

## WEDNESDAY, NOVEMBER 15, 2023 AT 5:30 PM

Maywood City Council Chambers
4319 E. Slauson Avenue, Maywood, CA 90270
www.cityofmaywood.com

## I. CALL TO ORDER/ROLL CALL

Mayor Garcia called the meeting to order at approximately 5:31 p.m.

## II. CITY OFFICIALS

MAYOR
Frank Garcia **(present)**

MAYOR PRO TEM
Mayra Aguiluz **(present)**

COUNCIL MEMBERS
Jessica Torres **(present)**
Eduardo De La Riva **(present)**
Heber Marquez **(present)**

CITY CLERK
Brian E. Juarez **(present)**

CITY TREASURER
Mary Mariscal **(absent)**

CITY MANAGER
Jennifer E. Vasquez **(present)**

CITY ATTORNEY
Roxanne Diaz **(absent)**
Stephanie Cao **(present)**

Steve Fowler, Director of Building and Planning **(present)**
Daisy Guerrero, Deputy City Clerk/Assistant to the City Manager **(present)**

## III. MEETING PROCEDURES

THIS MEETING WAS HELD IN PERSON.

THE MEETING WAS AVAILABLE FOR VIEWING VIA ZOOM:

https://us02web.zoom.us/j/81327937629 AND VIA THE CITY'S FACEBOOK PAGE.

Public Participation Options:

1. In-Person: Council Chambers located at 4319 E. Slauson Avenue, Maywood, CA
2. In Writing

## IV. CLOSED SESSION

City Manager, Jennifer Vasquez, announced that Council Member Torres would recuse herself from the Closed Session item because she lives within 500 feet of the properties and under the FPPC regulations has a property conflict of interest and cannot participate in the item. Thereafter, the City Council adjourned into closed session. Subsequently, the City Council returned from closed session and the City Manager stated there was no reportable action.

## V. MAYOR, COUNCILMEMBERS AND STAFF COMMENTS

City Council provided their comments.

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

THE FOLLOWING PROVIDED PUBLIC COMMENT:

1. David Perez

## VII. PRESENTATIONS

FAMILY COURT AWARENESS MONTH
Mayor Garcia provided background on Family Court Awareness month and proclaimed November as Family Court Awareness Month.

LOS ANGELES SHERIFF'S DEPARTMENT: CITY UPDATE
LASD Deputy Aguayo provided a presentation on holiday safety tips.

## VIII. CONSENT CALENDAR – Motion to approve items 1 – 6 by De La Riva, and second by Garcia. AYES: De La Riva, Marquez, Torres, Aguiluz, Garcia. Motion passed 5-0.

1. MINUTES OF THE OCTOBER 25, 2023, REGULAR CITY COUNCIL MEETING

2. REVENUE REPORT OCTOBER 2023

3. MONTHLY CASH AND INVESTMENT REPORT TO THE CITY COUNCIL FOR OCTOBER 2023

4. RESOLUTION NO. 6326 OF THE CITY COUNCIL OF THE CITY OF MAYWOOD AND SUCCESSOR AGENCY TO THE MAYWOOD COMMUNITY REDEVELOPMENT AGENCY APPROVING THE WARRANTS FOR PAYMENT

5. CONSIDERATION OF APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT WITH KIMLEY-HORN FOR THE CITY'S HSIP CYCLE 11 - TRAFFIC SIGNAL IMPROVEMENT AT VARIOUS INTERSECTIONS ALONG SLAUSON AVENUE AND ATLANTIC AVENUE IN THE AMOUNT NOT TO EXCEED $83,122.84

6. CONSIDERATION OF THE RENEWAL OF A COMMERCIAL CANNABIS MICROBUSINESS LICENSE FOR CHRON MAYWOOD, LLC

## IX. DISCUSSION/ACTION ITEMS

7. DISCUSSION AND DIRECTION REGARDING THE NAME CHANGE OF RIVERFRONT PARK

City Manager introduced the item and the name change proposal to the City Council. There was a motion to approve the name change from Riverfront Park to Speaker Anthony Rendon Riverfront Park by De La Riva, and a second by Garcia. AYES: De La Riva, Marquez, Torres, Aguiluz, Garcia. Motion passed 5 – 0.

8. DISCUSSION AND DIRECTION OF AN INFORMATIONAL REPORT ON SENATE BILL 329 RELATED TO CITY COUNCIL MEMBER COMPENSATION

City Manager introduced the item to the City Council. There was consensus and direction by the City Council for staff to move forward with this item. There was a new recommended compensation amount provided after hearing the report. Staff will bring back this item in January to move forward with the Council's direction.

## X. PUBLIC PARTICIPATION (Non-Agenda Items: Time allotted: 3 minutes)

THE FOLLOWING PROVIDED PUBLIC COMMENT:

1. David Perez
2. Adriana Agredano

XI. ADJOURNMENT: Mayor Garcia adjourned the meeting at approximately 6:33 p.m. in memory of Jesus Amaya, former Club President of the Senior Club at the Southeast Rio Vista YMCA in Maywood. The Council Meeting was adjourned to November 28, 2023, at 5:30 p.m.

# AGENDA REPORT
CITY OF MAYWOOD

**AGENDA ITEM NO. 4.**

**DATE:** November 28, 2023

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

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

**BY:** ROXANNE DIAZ, CITY ATTORNEY

**SUBJECT:** CONSIDERATION OF APPROVAL OF A LEASE AGREEMENT WITH THE COUNTY OF LOS ANGELES FOR PROPERTY AT 4323 E. SLAUSON AVENUE FOR THE CONTINUED USE OF THE PREMISES AS THE MAYWOOD CESAR CHAVEZ LIBRARY

**RECOMMENDATION:**
It is recommended that the City Council approve the Lease Agreement with the County of Los Angeles for the continued lease of property as the Maywood Cesar Chavez Library in the form negotiated and approved by the City Manager and City Attorney, and authorize the City Manager to execute the final lease.

**BACKGROUND:**
The County of Los Angeles ("County") maintains a county library on City-owned property next door to City Hall (the Maywood Cesar Chavez Library). In order to effectuate this arrangement, the County has provided to the City for its review and approval the form of lease for the library property.

**DISCUSSION:**
The City of Maywood has its own City Library that is next door to City Hall and is located on City property. The County runs the library and has provided a form of lease to effectuate this arrangement with the following terms:

--The term is for five years and can be extended by the parties.
--The base rent is nominal (in this case without charge) and reflects the providing of this public use in the City for its residents.
--The permitted use of the premises is only for the purposes of a "Public Library" and for other governmental purposes incidental to the library.
--The City is required to maintain and repair the premises, including the HVAC system, interior and exterior paint, with interior painting every five years, repair of structural or major damage to walls of ceilings; provide and maintain plate glass and windows; provide landscaping services and provide maintenance and repairs, except janitorial services.

The proposed lease recognizes that the City has agreed that the County can make certain improvements to the property including ADA-compliant restrooms, new glass entrance doors and new interior finishes.

Staff is recommending that the City Council approve the lease in the final form negotiated and approved by the City Manager and City Attorney.

**LEGAL REVIEW:**
The City Attorney drafted this report.

**FISCAL IMPACT:**
Based on the proposed lease agreement, the City will continue with the responsibility for the costs of maintenance to the building and its HVAC system. This cost has been included in the fiscal year budget; there is no need for a budget amendment.

**ATTACHMENT(S)**
1. Cesar Chavez Maywood Library - 4323 E. Slauson - Lease Agreement

**COUNTY OF LOS ANGELES**
**CHIEF EXECUTIVE OFFICE**

# LEASE AGREEMENT

**COUNTY OF LOS ANGELES - Tenant**

**CITY OF MAYWOOD – Landlord**

**4323 EAST SLAUSON AVENUE**

**MAYWOOD, CALIFORNIA**

DRAFT

# LEASE AGREEMENT

This LEASE AGREEMENT ("Lease"), dated as of _____, 2023 ("Effective Date"), is entered into by and between the CITY OF MAYWOOD, a municipal corporation ("Landlord" or "City"), and County of Los Angeles, a body corporate and politic ("Tenant" of "County"), who agree as follows:

## RECITALS

A. WHEREAS, Landlord is the owner of certain real property located in the City of Maywood, County of Los Angeles, State of California, commonly known as 4323 East Slauson Avenue ("Premises").

B. WHEREAS, Landlord wishes to lease a one-story building consisting of approximately 3,000 square feet of floor area, and two (2) parking spaces adjacent to the building, to Tenant. A depiction of the Premises is set forth in attached Exhibit "A".

C. WHEREAS, Tenant operates a county library and wishes to lease the Premises from Landlord for use as a library, storage, and related uses.

NOW, THEREFORE, in consideration of the mutual covenants, representations, warranties and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and intending to be legally bound hereby, the parties agree as follows:

## AGREEMENT

1. Use of Premises. Tenant shall operate the building and appurtenances thereto as a library facility and for other governmental purposes incidental thereto and will integrate this facility into the over-all County library system that services to the residents of the City of Maywood and/or the County of Los Angeles. Use as a library facility includes uses such as storage and lending of books, media, and other resources, and office use in furtherance of such purposes (collectively the "Permitted Use").

2. Term and Termination.

   a. Term. The term of this Lease commences on Effective Date of this Lease and continues for a period of one hundred eighty (180) months, unless earlier terminated, and expires on _____, 20__.

   b. Extension. This Lease may be extended only upon a written amendment that is approved and executed by the parties.

   c. Early Termination. This Lease may be cancelled by either party hereto provided, however, that said cancellation shall not be effective until one (1) year from the date of receipt of notice of cancellation, which notice must be given by the legislative body of either the City or the County as the case may be.

3. Base Rent. The Base Rent shall be gratis, provided that Tenant uses the Premises for the Permitted Use for the duration of this Lease.

4. Utilities. Landlord will pay for water, sewer and trash collection services to the Premises, and Tenant will pay for all other utility services used in connection with the Leased Premises, including, but not limited to, telephone, electric, and gas, as may be required in the operation and use of the Premises.

5. Maintenance and Janitorial Services.

a. Tenant Maintenance. Without limiting Landlord's repair and maintenance obligations, Tenant shall be responsible for (i) the cost of repairing any area of the Premises damaged by Tenant or by Tenant's agents, employees, invitees or visitors, and (ii) the repair of low voltage electronic, phone and data cabling and related equipment that is installed by or for the exclusive benefit of Tenant. Tenant agrees to provide maintenance and services as follows:

(i) Maintain all fire extinguishers.

(ii) Provide all janitorial supplies and services.

(iii) Provide and maintain all lamps and tubes.

(iv) Provide pest control services.

b. Landlord Maintenance. Landlord, at its sole cost and expense, shall also perform all maintenance and repairs to the Premises, and shall keep the Premises in good condition and repair, reasonable wear and tear excepted. Landlord's repair obligations include, without limitation, repairs to, or replacements of:

(i) Full and complete air conditioning system.

(ii) Maintenance and repairs, excluding janitorial services.

(iii) Provide and maintain the heating and ventilating systems.

(iv) Repaint interior and exterior when deemed necessary by City provided, however, City shall repaint interior at least once every five (5) years.

(v) Provide necessary plumbing repairs.

(vi) Maintain and repair as necessary any and all structural or major damage to walls or ceilings.

(vii) Provide and maintain adjacent grounds.

(viii) Provide and maintain plate glass and windows whether in windows or on doors.

(ix) Provide landscaping services.

6. Alterations and Additions.

a. Landlord Consent.

Tenant shall not make any structural alterations, improvements, additions, or utility installations in or about the Premises (collectively, "Alterations") without first obtaining the written consent of Landlord, which consent shall not be unreasonably withheld, conditioned or delayed. If Landlord fails to respond in writing within thirty (30) days after Tenant's request, then Landlord shall be deemed to have approved the requested Alterations. However, Landlord's consent shall not be required for any Alteration that satisfies all of the following criteria:

(i) complies with all Applicable Laws;

(ii) will not materially affect the systems or structure of the Building; and

(iii) does not unreasonably interfere with the normal and customary business office operations of other tenants in the Building.

Notwithstanding the foregoing or any language to the contrary, Tenant shall construct Alterations in the Premises in accordance with the terms of the Lease and mutually approved plans per County specification. Tenant and Tenant's contractors shall be required to comply with prevailing wage requirements under California Labor Code Section 1720 et. seq., if applicable. Landlord has agreed that Tenant can make, at its sole cost and expense, at minimum, the following Alterations upon execution of the lease:

(i) ADA compliant restrooms;

(ii) new glass entrance doors; and

(iii) new interior finishes.

b. End of Term.

Any Alterations not removed by Tenant shall become the property of Landlord and remain upon and be surrendered with the Premises at the expiration of the Term.

7. Compliance with Laws. Tenant agrees that Tenant and Tenant's use of the leased areas described above will at all times be in strict compliance with all federal, state, county, city, or government agency laws, statutes, ordinances, standards, rules, requirements, or orders now in force or hereafter enacted, promulgated, or issued ("Applicable Laws"). Applicable Laws shall also include government measures regulating or enforcing public access, occupational, health, or safety standards for employers, employees, landlords, or tenants. Tenant shall, at Tenant's expense, comply promptly with all Applicable Laws in effect during the term hereof regulating the use, occupancy or improvement of the Premises by Tenant. Landlord, not Tenant, shall, at its sole cost, at all times cause the Premises and the Building to comply with all Applicable Laws in effect and binding upon Tenant or Landlord during the term hereof, including but not limited to the Americans with Disabilities Act ("ADA"), except if such compliance is made necessary as a result of Tenant's particular use of or alterations or improvements to the Premises.

8. CASp Inspection:

a. In accordance with California Civil Code Section 1938, Landlord hereby states that the Premises and the Common Areas:

[Check the appropriate box]

☐ Have undergone inspection by a Certified Access Specialist (a "CASp") and have been determined to meet all applicable construction related accessibility standards pursuant to California Civil Code Section 55.53. Landlord shall provide Tenant with a copy of the CASp inspection report and a current disability access inspection certificate for the Premises within seven (7) days after the execution of this Lease.

☐ Have undergone inspection by a Certified Access Specialist and have not been determined to meet all applicable construction related accessibility standards pursuant to California Civil Code Section 55.53. Landlord has provided Tenant with a copy of the CASp inspection report at least 48 hours prior to the execution of this Lease. A Certified Access Specialist (CASp) can inspect the subject premises and determine whether the subject premises comply with all of the applicable construction-related accessibility standards under state law. Although state law does not require a CASp inspection of the subject premises, the commercial property owner or lessor may not prohibit the lessee or tenant from obtaining a CASp inspection of the subject premises for the occupancy or potential occupancy of the lessee or tenant, if requested by the lessee or tenant. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection, and the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the premises.

☐ Have not undergone inspection by a Certified Access Specialist. A Certified Access Specialist (CASp) can inspect the subject premises and determine whether the subject premises comply with all of the applicable construction-related accessibility standards under state law. Although state law does not require a CASp inspection of the subject premises, the commercial property owner or lessor may not prohibit the lessee or tenant from obtaining a CASp inspection of the subject premises for the occupancy or potential occupancy of the lessee or tenant, if requested by the lessee or tenant. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection, and the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the premises.

The foregoing statement is provided solely for the purpose of complying with California Civil Code Section 1938 and shall not affect the Landlord's and Tenant's respective responsibilities for compliance with any design and construction related accessibility obligations as provided under this Lease or any Work Letter.

b. Landlord agrees to indemnify and hold harmless Tenant from all damages, costs, and expenses, which result from a material breach of Landlord's representations contained in this section.

9. Insurance.

I. General Insurance Provisions - Landlord Requirements

Without limiting the Landlord's indemnification of Tenant and during the term of this Lease, and until all of its obligations pursuant to this Lease have been met, Landlord shall provide and maintain at its own expense insurance coverage satisfying the requirements specified in this Lease. These minimum insurance coverage terms, types and limits (the "Required Insurance") also are in addition to and separate from any other contractual obligation imposed upon Landlord pursuant to this Lease. The Tenant in no way warrants that the Required Insurance is sufficient to protect the Landlord for liabilities which may arise from or relate to this Lease.

A. Evidence of Coverage and Notice to Tenant

- Certificate(s) of insurance coverage ("Certificate") satisfactory to Tenant, and a copy of an Additional Insured endorsement confirming Tenant and its Agents (defined below) has been given Insured status under the Landlord's General Liability policy, shall be delivered to Tenant at the address shown below and provided prior to the start day of this Lease.

- Renewal Certificates shall be provided to Tenant not less than 10 days prior to Landlord's policy expiration dates. The Tenant reserves the right to obtain complete, certified copies of any required Landlord insurance policies at any time.

- Certificates shall identify all Required Insurance coverage types and limits specified herein, reference this Lease by name or number, and be signed by an authorized representative of the insurer(s). The Insured party named on the Certificate shall match the name of the Landlord identified in this Lease. Certificates shall provide the full name of each insurer providing coverage, its National Association of Insurance Commissioners ("NAIC") identification number, its financial rating, the amounts of any policy deductibles or self-insured retentions exceeding twenty-five thousand ($25,000.00) dollars, and list any Tenant required endorsement forms.

- Neither the Tenant's failure to obtain, nor the Tenant's receipt of, or failure to object to a non-complying insurance certificate or endorsement, or any other insurance documentation or information provided by the Landlord, its insurance broker(s) and/or insurer(s), shall be construed as a waiver of any of the Required Insurance provisions.

- Certificates and copies of any required endorsements, notices of cancellation shall be delivered to:

  County of Los Angeles
  Chief Executive Office - Real Estate Division
  320 West Temple Street, 7th Floor
  Los Angeles, CA 90012
  Attn: Senior Manager

Landlord also shall promptly notify Tenant of any third-party claim or suit filed against Landlord which arises from or relates to this Lease and could result in the filing of a claim or lawsuit against Landlord and/or Tenant.

B. Additional Insured Status and Scope of Coverage

The Tenant, which is the County of Los Angeles, its Special Districts, Elected Officials, Officers, Agents, Employees and Volunteers (collectively Tenant and its Agents), shall be provided additional insured status under Landlord's General Liability policy with respect to liability arising from or connected with the Landlord's acts, errors, and omissions arising from and/or relating to the Landlord's operations on and/or its ownership of the premises. Tenant's additional insured status shall apply with respect to liability and defense of suits arising out of the Landlord's acts or omissions, whether such liability is attributable to the Landlord or to the Tenant. The full policy limits and scope of protection also shall apply to the Tenant as an additional insured, even if they exceed the Tenant's minimum Required Insurance specifications herein. Use of an automatic additional insured endorsement form is acceptable providing it satisfies the Required Insurance provisions herein.

C. Cancellation of or Changes in Insurance

Landlord shall provide the Tenant with, or Landlord's insurance policies shall contain a provision that the Tenant shall receive, written notice of cancellation or any change in Required Insurance, including insurer, limits of coverage, term of coverage or policy period. The written notice shall be provided to the Tenant at least ten (10) days in advance of cancellation for non-payment of premium and thirty (30) days in advance for any other cancellation or policy change. Failure to provide written notice of cancellation or any change in Required Insurance may constitute a material breach of the Lease, in the sole discretion of the Tenant, upon which the Tenant may suspend or terminate this Lease.

D. Failure to Maintain Insurance

Landlord's failure to maintain or to provide acceptable evidence that it maintains the Required Insurance shall constitute a material breach of the Lease, upon which County immediately may withhold payments due to Landlord, and/or suspend or terminate this Lease. County, at its sole discretion, may obtain damages from Landlord resulting from said breach. Alternatively, the County may purchase the Required Insurance, and without further notice to Landlord, deduct the premium cost from sums due to Landlord or pursue Landlord reimbursement.

E. Insurer Financial Ratings

Insurance is to be provided by an insurance company authorized to do business in California and acceptable to the Tenant, with an A.M. Best rating of not less than A:VII, unless otherwise approved by the Tenant.

F. Landlord's Insurance Shall Be Primary

Landlord's insurance policies, with respect to any claims related to this Lease, shall be primary with respect to all other sources of coverage available to Tenant. Any

Landlord maintained insurance or self-insurance coverage shall be in excess of and not contribute to any Tenant coverage.

G. Waiver of Subrogation

To the fullest extent permitted by law, the Landlord hereby waives its and its insurer(s) rights of recovery against Tenant under all required insurance policies for any loss arising from or related to this Lease. The Landlord shall require its insurers to execute any waiver of subrogation endorsements which may be necessary to affect such waiver.

H. Deductibles and Self-Insured Retentions ("SIRs")

Landlord's policies shall not obligate the Tenant to pay any portion of any Landlord deductible or SIR. The Tenant retains the right to require Landlord to reduce or eliminate policy deductibles and SIRs as respects the Tenant, or to provide a bond guaranteeing Landlord's payment of all deductibles and SIRs, including all related claims investigation, administration and defense expenses. Such bond shall be executed by a corporate surety licensed to transact business in the State of California.

I. Claims Made Coverage

If any part of the Required Insurance is written on claims made basis, any policy retroactive date shall precede the start date of this Lease. Landlord understands and agrees it shall maintain such coverage for a period of not less than three (3) years following Lease expiration, termination or cancellation.

J. Application of Excess Liability Coverage

Landlord may use a combination of primary and excess insurance policies which provide coverage as broad as ("follow form" over) the underlying primary policies, to satisfy the Required Insurance provisions.

K. Separation of Insureds

All liability policies shall provide cross-liability coverage as would be afforded by the standard ISO (Insurance Services Office, Inc.) separation of insureds provision with no insured versus insured exclusions or limitations.

L. Tenant Review and Approval of Insurance Requirements

The Tenant reserves the right to review and adjust the Required Insurance provisions, conditioned upon Tenant's determination of changes in risk exposures.

II. Insurance Coverage Types and Limits

A. Tenant Requirements: During the term of this Lease, Tenant shall maintain a program of insurance coverage as described below. Tenant, at its sole option, may satisfy all or any part of this insurance requirement through use of a program of self insurance (self-funding of its liabilities). Certificate evidencing coverage or

letter evidencing self-funding will be provided to Landlord after execution of this Lease at Landlord's request.

(1) Commercial General Liability Insurance providing scope of coverage equivalent to ISO policy form CG 00 01, naming Landlord and its Agents as an additional insured, with limits of not less than:

| | |
|---|---|
| General Aggregate: | $ 2 million |
| Products/Completed Operations Aggregate: | $ 1 million |
| Personal and Advertising Injury: | $ 1 million |
| Each Occurrence: | $ 1 million |

B. Landlord Requirements: Landlord, at its sole option, may satisfy all or any part of this insurance requirement through use of a program of self-insurance (self-funding of its liabilities). During the term of this Lease, Landlord shall provide and maintain the following programs of insurance coverage:

(1) Commercial General Liability Insurance providing scope of coverage equivalent to ISO policy form CG 00 01, naming Tenant and its Agents as an additional insured, with limits of not less than:

| | |
|---|---|
| General Aggregate: | $ 10 million |
| Products/Completed Operations Aggregate: | $ 10 million |
| Personal and Advertising Injury: | $ 5 million |
| Each Occurrence: | $ 5 million |

(2) Commercial Property Insurance. Such insurance shall:

- Provide coverage for Tenant's property and any improvements and betterments; this coverage shall be at least as broad as that provided by the Causes-of-Loss Special Form (ISO form CP 10 30), excluding earthquake and including flood and ordinance or law coverage.

- Be written for the full replacement cost of the property, with a deductible no greater than $250,000 or 5% of the property value, whichever is less. Insurance proceeds shall be payable to the Tenant and Landlord as their interests may appear.

III. Waiver

A. Both the Tenant and Landlord each agree to release the other and waive their rights of recovery against the other for damage to their respective property arising from perils insured in the Causes-of-Loss Special Form (ISO form CP 10 30).

10. Indemnification.

a. The Landlord shall indemnify, defend and hold harmless the Tenant from and against any and all liability, loss, injury or damage including (but not limited to) demands, claims, actions, fees, costs and expenses (including attorney and expert witness fees), arising from or connected with the Landlord's repair, maintenance and other acts and omissions arising from and/or relating to the Landlord's ownership of the Premises.

b. The Tenant shall indemnify, defend and hold harmless the Landlord, from and against any and all liability, loss, injury or damage including (but not limited to) demands, claims, actions, fees, costs and expenses (including attorney and expert witness fees), arising from or connected with the Tenant's repair, maintenance and other acts and omissions arising from and/or relating to the Tenant's use of the Premises.

11. Taxes. Landlord, at its sole cost and expense, shall pay, prior to delinquency, all real property taxes, assessments and special assessments which may be levied or assessed against the Premises or the Building during the term of this Lease or any renewal or holdover period thereof.

12. Holdover. If Tenant remains in possession of the Premises or any part thereof after the expiration of the term of this Lease, such occupancy shall be a tenancy which is terminable only upon ninety (90) days written notice from Landlord or thirty (30) days written notice from Tenant's Chief Executive Officer or his/her designee, and subject to all of the terms, covenants and conditions of this Lease.

13. Sublease or Assignment. Tenant may assign, mortgage, encumber or otherwise transfer this Lease or sublet the whole or any part of the Premises without first obtaining Landlord's prior consent; provided, however, no such assignment, subletting or other transfer shall relieve Tenant of any liability under this Lease unless Landlord has given its written consent thereto, which Landlord shall not unreasonably withhold if the assignee has a financial condition which is reasonably sufficient for it to be responsible for all future obligations under this Lease.

14. Default.

I. The occurrence of any one or more of the following shall constitute a default by Tenant:

a. Tenant Default

The occurrence of any one or more of the following events shall constitute a material default and breach of this Lease by Tenant ("Default"):

(i) the failure by Tenant to make any payment of Base Rent or any other payment required to be made by Tenant hereunder (except to the extent an offset is expressly permitted hereunder) as and when due, and the failure continues for a period of ten (10) days after written notice to Tenant;

(ii) the failure by Tenant to observe or perform any of the other covenants, conditions or provisions of this Lease, where such failure shall continue for a period of thirty (30) days after written notice from Landlord specifying in detail the nature of the default; provided, however, if more than thirty (30) days are reasonably required for its cure then Tenant shall not be deemed to be in default if Tenant commences such cure, within said thirty (30)-day period and thereafter diligently prosecutes such cure to completion.

b. Termination

Tenant agrees that if a Default should occur and should not be cured within the time periods set forth above, it shall be lawful for Landlord to terminate this Lease upon the giving of written notice to Tenant. In addition thereto, Landlord shall have such other rights or remedies as may be provided by law.

c. No Effect on Indemnity

Nothing in this Article shall be deemed to affect either Landlord or Tenant's right to indemnification under any indemnification clause or clauses set forth in this Lease.

II. The occurrence of any one or more of the following shall constitute a default by Landlord:

a. Landlord Default

Landlord shall be in default ("Landlord Default") in the performance of any obligation required to be performed by Landlord under this Lease if Landlord has failed to perform such obligation within five (5) days after the giving of written notice with respect thereto by Tenant (which notice shall be, if appropriate, the same notice given under this Lease); provided, however, that if the nature of the Landlord Default is such that the same cannot reasonably be cured within such five day period, Landlord shall not be deemed to be in Landlord Default if Landlord shall within such period commence such cure and thereafter diligently prosecute the same to completion. If the Landlord Default is of such a nature that it materially and substantially interferes with Tenant's occupancy and use of the Premises and if such Landlord Default is not cured within the foregoing cure period, then Tenant shall have the right, at its option, with or without further notice or demand of any kind to Landlord or any other person, to any one or more of the following described remedies in addition to all other rights and remedies provided at law or in equity or elsewhere herein:

(i) to remedy such default or breach and deduct the costs thereof (including but not limited to attorney' fees) plus interest at the rate of ten percent (10%) per annum from the installments of Base Rent next falling due;

(ii) to pursue the remedy of specific performance;

(iii) to seek money damages for loss arising from Landlord's failure to discharge its obligations under this Lease or offset such damages against Base Rent next coming due; and/or

(iv) to terminate this Lease.

b. Waiver

Nothing herein contained shall relieve Landlord from its duty to effect the repair, replacement, correction or maintenance required to restore any affected services, or to perform any other obligations to the standard prescribed in this Lease, nor shall this section be construed to obligate Tenant to undertake any such work.

15. Landlord Entry. Tenant shall permit Landlord and its agents to enter the Premises during Tenant's regular hours of operations upon prior written notice only for the purpose of inspecting

the Premises for any reasonable purpose. Landlord shall have the right at any and all times to enter the Premises in the event of an emergency and notify Tenant immediately thereafter.

16. Surrender of Premises. Subject to casualty, at the expiration of the Term of this Lease, whether by lapse of time or otherwise, Tenant shall promptly and peacefully surrender the Premises to Landlord in a "broom-clean" condition. Tenant may (but shall not be required to) remove, at its own expense, all fixtures, equipment and all other personal property placed or installed in or upon the Premises by Tenant, or under its authority (including any modular furniture).

17. Notices. Except as otherwise provided, all notices required or permitted to be given under this Lease must be in writing and addressed to the parties at their respective notice addresses set forth below; provided, that notices to Tenant may also be effectively given in writing and addressed to Tenant at the Premises address.

Notices must be given by personal delivery (including by commercial delivery service) or by first-class mail, postage prepaid. Notices will be deemed effectively given, in the case of personal delivery, upon receipt (or if receipt is refused, upon attempted delivery), and in the case of mailing, three (3) days following deposit into the custody of the United States Postal Service.

The notice addresses of the parties are as follows:

If to Landlord:

City of Maywood
4319 E. Slauson Ave.
Maywood, CA 90270
Attention: Jennifer E. Vasquez, City Manager

If to Tenant:

County of Los Angeles
Chief Executive Office - Real Estate Division
320 West Temple Street, 7th Floor
Los Angeles, CA 90012
Attn: Senior Manager

Copy to:
LA County Library
7400 E. Imperial Hwy
Downey, CA 90242
Attn: Administrative Deputy, Library

18. Quiet Enjoyment. So long as Tenant is not in default hereunder, Tenant shall have the right to the peaceful and quiet enjoyment and possession of the Premises and the Common Areas during the Term of this Lease, subject to the terms and conditions of this Lease.

19. General.

a. Headings. Titles to sections of this Lease are not a part of this Lease and shall have no effect upon the construction or interpretation of any part hereof.

b. Successors and Assigns. All of the covenants, agreements, terms and conditions contained in this Lease shall inure to and be binding upon the Landlord and Tenant and their respective successors and assigns.

c. Brokers. Landlord and Tenant each represent and warrant to each other that it has not engaged any broker, finder or other person who would be entitled to any commission or fees in respect of the negotiation, execution or delivery of this Lease other than as disclosed to the other in writing and shall indemnify and hold harmless each other against any loss, cost, liability or expense incurred by the other party as a result of any claim asserted by any such broker, finder or other person on the basis of any arrangements or agreements made or alleged to have been made in variance with this representation. Tenant shall receive from Landlord or Landlord's broker, within ten days after the execution of this Lease, an amount equal to 50% of all commissions due to Landlord's broker as a result of the execution of this Lease, as set forth in a separate written agreement between Landlord and Landlord's broker, a copy of which has been delivered by Landlord to Tenant prior to the execution of this Lease.

d. Entire Agreement. This Lease is the final and complete expression of Landlord and Tenant relating in any manner to the leasing, use and occupancy of the Premises, to Tenant's use of the building and other matters set forth in this Lease. No prior agreements or understanding pertaining to the same shall be valid or of any force or effect, and the covenants and agreements of this Lease shall not be altered, modified or added to except in writing signed by both Landlord and Tenant.

e. Severability. Any provision of this Lease which shall prove to be invalid, void or illegal shall in no way affect, impair or invalidate any other provision hereof, and the remaining provisions hereof shall nevertheless remain in full force and effect.

f. Governing Law and Venue. This Lease shall be governed by and construed in accordance with the internal laws of the State of California. Any litigation with respect to this Lease shall be conducted in the County of Los Angeles, State of California.

g. Waivers. No waiver by Landlord or Tenant of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach by Landlord or Tenant of the same or any other provision. Landlord's or Tenant's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of Landlord's or Tenant's consent to or approval of any subsequent act by Landlord or Tenant.

h. Time of Essence. Time is of the essence for the performance of all of the obligations specified hereunder.

i. Consent. Whenever any consent is required by Landlord or Tenant hereunder, such consent shall not be unreasonably withheld, conditioned or delayed and, unless otherwise specifically provided herein, shall be deemed granted if not refused within ten (10) business days after written request is made therefore, together with all necessary information.

j. Community Business Enterprises. Landlord shall complete and deliver to Tenant concurrently with the execution hereof a Community Business Enterprises form set forth as Exhibit "B" attached hereto.

l. Counterparts; Electronic Signatures. This Lease and any other documents necessary for the consummation of the transaction contemplated by this Lease may be executed in counterparts, including both counterparts that are executed on paper and counterparts that are in the form of electronic records and are executed electronically. An electronic signature means any electronic sound, symbol or process attached to or logically associated with a record and executed and adopted by a party with the intent to sign such record, including facsimile or e-mail electronic signatures. All executed counterparts shall constitute one agreement, and each counterpart shall be deemed an original. The parties hereby acknowledge and agree that electronic records and electronic signatures, as well as facsimile signatures, may be used in connection with the execution of this Lease and electronic signatures, facsimile signatures or signatures transmitted by electronic mail in so-called pdf format shall be legal and binding and shall have the same full force and effect as if a paper original of this Lease had been delivered had been signed using a handwritten signature. Landlord and Tenant (i) agree that an electronic signature, whether digital or encrypted, of a party to this Lease is intended to authenticate this writing and to have the same force and effect as a manual signature, (ii) intended to be bound by the signatures (whether original, faxed or electronic) on any document sent or delivered by facsimile or, electronic mail, or other electronic means, (iii) are aware that the other party will reply on such signatures, and (iv) hereby waive any defenses to the enforcement of the terms of this Lease based on the foregoing forms of signature. If this Lease has been executed by electronic signature, all parties executing this document are expressly consenting under the United States Federal Electronic Signatures in Global and National Commerce Act of 2000 ("E-SIGN") and California Uniform Electronic Transactions Act ("UETA")(Cal. Civ. Code § 1633.1, et seq.), that a signature by fax, email or other electronic means shall constitute an Electronic Signature to an Electronic Record under both E-SIGN and UETA with respect to this specific transaction.

20. Authority. Only the County's Board of Supervisors ("Board of Supervisors") has the authority, by formally approving and/or executing this Lease, to bind Tenant to the terms included herein. Landlord understands that no material terms of this Lease may be altered or deleted, nor may any new material terms be added to this Lease, without the express written approval of the Board of Supervisors, either through an amendment to the Lease or by other formal board action. No County officer, employee, agent or independent contractor has any authority to alter, add or delete the material terms of this Lease, and Landlord may not rely upon any representations to the contrary. This limitation of authority applies to all material terms of the Lease including, without limitation, any monetary ceiling established for Tenant Improvements or other project costs of Landlord which are subject to reimbursement by Tenant. Tenant shall not reimburse Landlord for any expenses which exceed this ceiling. Notwithstanding the foregoing, the Chief Executive Office of the County (the "Chief Executive Office") may take any administrative act on behalf of Tenant hereunder which does not have the effect of increasing Base Rent or other financial obligations of Tenant under this Lease, including without limitation, granting any approvals, terminating this Lease in the manner provided herein by an early termination notice or otherwise, signing estoppel certificates, signing the Commencement Date Memorandum and Confirmation of Lease Terms or subordinating this Lease. Each individual executing this Lease on behalf of Landlord represents

and warrants that he or she is duly authorized to execute and deliver this Lease on behalf of Landlord, and that this Lease is binding upon Landlord in accordance with its terms.

21. Acknowledgement By Landlord.

Landlord acknowledges that it is aware of the following provisions:

a. Consideration of GAIN Program Participants. Should Landlord require additional or replacement personnel after the effective date of this Lease, Landlord shall give consideration for any such employment openings to participants in the County Department of Public Social Services' Greater Avenues for Independence ("GAIN") Program who meet Landlord's minimum qualifications for the open position. The County will refer GAIN participants by job category to Landlord.

b. Solicitation of Consideration. It is improper for any County officer, employee or agent to solicit consideration in any form from a landlord. A landlord shall not offer or give, either directly or through an intermediary, consideration in any form to a County officer, employee or agent who has had any involvement in the procurement, negotiation, consummation, administration or management of a lease.

Landlord shall immediately report any attempt by a County officer, employee or agent to solicit such improper consideration. The report shall be made to the County Auditor-Controller's Employee Fraud Hotline at (800) 544-6861.

Landlord hereby represents and warrants that it has not provided, and will not provide, any financial benefits to any County official, employee or agent who has had any involvement in the procurement, negotiation, consummation, administration or management of this Lease. Landlord hereby agrees that if it violates any of the terms of this section, then the County may declare this Lease null and void, and the County reserves the right to exercise any and all other remedies available under applicable law.

c. Landlord Assignment.

(i) Landlord may assign, transfer, mortgage, hypothecate or encumber Landlord's right, title and interest in and to this Lease or any portion thereof (including the right to receive rental payments but excluding its duties and obligations hereunder), and Landlord may execute any and all instruments providing for the payment of Base Rent directly to an assignee or transferee, but only if the conditions set forth in this section are met.

(ii) Any document or agreement purporting to assign, transfer, mortgage, hypothecate or encumber Landlord's right, title and interest in and to this Lease, or any portion thereof, as security for the Landlord's obligation to repay any monetary obligation, is hereinafter referred to as a "Security Agreement." Any Security Agreement which is executed without full compliance with the requirements of this section shall be void.

(iii) Each assignee or transferee under the Security Agreement shall certify and agree in writing that such assignee or transferee has read and is familiar

with the requirements of Sections 5950-5955 of California Government Code, which prohibits the offer or sale of any security constituting a fractional interest in this Lease or any portion thereof, without the prior written consent of the Tenant. Notwithstanding the foregoing, the Tenant hereby acknowledges and agrees that Landlord shall have the right to encumber the Property with CMBS (commercial mortgage-backed securities) financing or other traditional real estate financing. However, Landlord may not encumber the Property through any type of bond financing vehicle, including but not limited to certificate of participation financing.

(iv) Violation by Landlord of the provisions of Section 5951 of the California Government Code will constitute a material breach of this Lease, upon which the Tenant may impose damages in an amount equal to the greater of $500,000 or 10% of the aggregate principal portion of all rental payments payable by the Tenant during the entire Term of this Lease, it being expressly agreed that the aforesaid amount shall be imposed as liquidated damages, and not as a forfeiture or penalty. It is further specifically agreed that the aforesaid amount is presumed to be the amount of damages sustained by reason of any such violation, because from the circumstances and nature of the violation it would be impracticable and extremely difficult to fix actual damages. In addition, the Tenant may exercise or pursue any other right or remedy it may have under this Lease or applicable law.

(v) Landlord shall give Tenant written notice and a copy of each and every assignment, transfer, hypothecation or encumbrance of Landlord's interest in this Lease and any instrument relating thereto (including, but not limited to, instruments providing for the payment of Base Rent directly to an assignee or transferee) at least thirty (30) days prior to the effective date thereof.

(vi) Landlord shall not furnish any information concerning Tenant or the subject matter of this Lease (including, but not limited to, offering memoranda, financial statements, economic and demographic information, and legal opinions rendered by the office of counsel for the Tenant) to any person or entity, except with Tenant's prior written consent. Landlord shall indemnify, defend and hold Tenant and its officers, agents and employees harmless from and against all claims and liability alleged to arise from the inaccuracy or incompleteness of any information furnished by Landlord in violation of this section.

(vii) The provisions of this section shall be binding upon and applicable to the parties hereto and their respective successors and assigns. Whenever in this section Landlord is referred to, such reference shall be deemed to include Landlord's successors or assigns, and all covenants and agreements by or on behalf of Landlord herein shall bind and apply to Landlord's successors and assigns, whether so expressed or not.

d. Smoking in County Facilities. The Surgeon General of the United States has concluded that passive smoke exposure is the third leading cause of preventable death in the United States. The United States Environmental Protection Agency

has found second-hand smoke to be a known carcinogen. It is recognized that the County has a responsibility to establish, maintain and promote a healthful and safe working environment and to reduce health and safety risks of its employees and the public at large. Tobacco smoke is a hazard to the health of County employees and the general public and represents an annoyance which should be regulated and banned in all county facilities to the end that air quality in all such facilities be improved for the preservation and improvement of the health of all County employees and the public. Therefore, to the greatest extent possible, the rights and comfort of all employees shall be respected. Reasonable effort shall be made to provide smokers a place to smoke in areas open to the sky or otherwise located outside County facilities and, except as provided under Los Angeles County, California - Code of Ordinances Chapter 2.126 ("LAMC 2.126"), all portions of County-owned facilities and all portions of facilities leased by or from the County, which areas are not open to the sky, shall be designated as "no smoking" areas. Smoking, including the use of electronic smoking devices, shall be prohibited in the following areas of County facilities: (1) Within 50 feet of any operable entry or exit door or operable window of any County building and within 25 feet of any access ramp or handicap path; (2) Within any County parking lot, parking structure, or parking garage, whether enclosed or open to the sky; or (3) Within any driving range and eating area, including outdoor eating areas, of any County golf course. International no-smoking signs and other appropriate signs which designate no-smoking areas shall be clearly, sufficiently and conspicuously posted in every room, building or other place so covered by LAMC 2.126. The manner of such posting, including the wording, size, color and place of posting, whether on the walls, doors, tables, counters, stands or elsewhere, shall be at the discretion of the building proprietor so long as clarity, sufficiency and conspicuousness are apparent in communicating the intent. (Los Angeles County, California - Code of Ordinances Chapter 2.126.)

[Signatures to Follow]

IN WITNESS WHEREOF this Lease has been executed the day and year first set forth above.

LANDLORD:

CITY OF MAYWOOD,
a municipal corporation

By: _____
Jennifer E. Vasquez, City Manager

TENANT:

COUNTY OF LOS ANGELES,
a body corporate and politic

FESIA A. DAVENPORT
Chief Executive Officer

By: _____
John T. Cooke
Assistant Chief Executive Officer

ATTEST:

DEAN C. LOGAN
Registrar-Recorder/County Clerk
of the County of Los Angeles

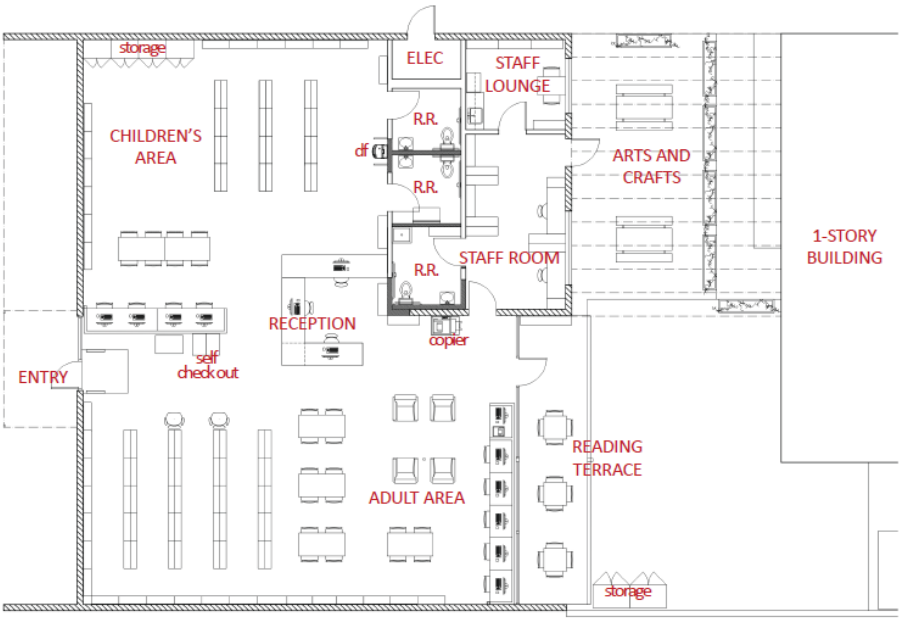
By: _____
Deputy

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By: _____
Senior Deputy

EXHIBIT A
(Depiction of the Leased Premises)




Maywood Cesar Chavez Public Library

Proposed Floor Plan

**COMMUNITY BUSINESS ENTERPRISE FORM**

INSTRUCTIONS: All Landlords shall submit this form on an annual basis on or before December 30th of each year of the term of this agreement as evidence of MBE/WBE participation. The information requested below is for statistical purposes only. The final analysis and consideration of the lease will be determined without regard to race, creed, color or gender. *(Categories listed below are based on those described in 49 CFR Section 23.5)*

**I. Minority/Women Participation in Firm** (Partners, Associate Partners, Managers, Staff, etc.)

1. Firm Name: _____

2. Address: _____

_____

3. Contact Person/Telephone Number: _____

4. Total number of employees in the firm: _____

| 5. Provide the number of all minority employees and women in each category. | Owners, Partners and Associate Partners | | Managers | | Staff | |
|---|---|---|---|---|---|---|
| | All O,P & AP | Women | All Managers | Women | All Staff | Women |
| Black/African American | | | | | | |
| Hispanic/Latin American | | | | | | |
| Asian American | | | | | | |
| Portuguese American | | | | | | |
| American Indian/Alaskan Native | | | | | | |
| All Others | | | | | | |

**II. PERCENTAGE OF MINORITY/WOMEN OWNERSHIP IN FIRM**

1. Type of Business Structure: (Corporation, Partnership, Sole Proprietorship, Etc.) _____

2. Total Number of Ownership/Partners, Etc.: _____

| 3. Provide the percentage of ownership in each | All Employee | Women |
|---|---|---|
| Black/African American | | |
| Hispanic/Latin American | | |
| Asian American | | |
| Portuguese American | | |
| American Indian/Alaskan Native | | |
| All Others | | |

**III. MINORITY/WOMEN-OWNED FIRM CERTIFICATION**

Is your firm currently certified as a minority owned business firm by the:

State of California? ☐ Yes ☐ No

City of Los Angeles? ☐ Yes ☐ No

Federal Government? ☐ Yes ☐ No

**Section D. OPTION TO PROVIDE REQUESTED INFORMATION**

☐ We do not wish to provide the information required in this form.

Firm Name: _____

Signature/Title: _____

Date: ___

# AGENDA REPORT
CITY OF MAYWOOD

**AGENDA ITEM NO. 5.**

**DATE:** November 28, 2023

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

**FROM:** JENNIFER VASQUEZ, CITY MANAGER

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

**SUBJECT:** CITY COUNCIL APPOINTMENT OF FIVE MEMBERS TO THE YOUTH COMMISSION

**RECOMMENDATION:**
Staff recommends that the City Council move to appoint five new members to the Youth Commission.

**BACKGROUND:**
Ordinance No. 23-09, added a new Chapter 11 to Title 2 of the Maywood Municipal Code establishing a Youth Commission. This ordinance was driven by the City Council's recognition of the need to create a platform for the voices of the youth and to support effective communication between elected leaders and young members of our community.

Following the adoption of Ordinance No. 23-09, staff initiated the recruitment process for Youth Commission members, resulting in a total of sixteen applications being received. All applications have been reviewed by staff and it has been determined that all candidates are eligible to serve on the Commission.

**DISCUSSION:**
The establishment of the Youth Commission presents an exciting opportunity for the City to harness the unique perspectives, creative ideas, and talents of our young community members. The Commission will be comprised of five members, all of whom will be appointed through a majority vote by the City Council. Each Commission member will serve a two-year term, with three members initially serving a three-year term. To be eligible for consideration, candidates must be between the ages of 15-18 and either residents of or students within the city of Maywood.

Staff recommends that the City Council discuss the applications and make an appointment to each of the designated numbered Youth Commission seats for the corresponding terms. All candidates have been invited to be present at this city council meeting so that they may also introduce themselves, background and respond to any questions from the City Council. The designed numbered seat and terms are as follows:

Seat No. 1 Term Expires December 13, 2026
Seat No. 2 Term Expires December 13, 2026
Seat No. 3 Term Expires December 13, 2026
Seat No. 4 Term Expires December 13, 2025
Seat No. 5 Term Expires December 13, 2025

**LEGAL REVIEW:**
The City Attorney has reviewed this report.

**FISCAL IMPACT:**
Pursuant to the Ordinance creating the Youth Commission, a stipend of $50 per meeting is provided to each Youth Commissioner.

**ATTACHMENT(S)**
1. Youth Commission Application - Angel Espinosa
2. Youth Commission Application - Anna Baltazar
3. Youth Commission Application - Belinda Murillo
4. Youth Commission Application - Brandon Garcia
5. Youth Commission Application - Cristina Magana
6. Youth Commission Application - Desiree Medina
7. Youth Commission Application - Destiny Cervantes
8. Youth Commission Application - Destiny Morales
9. Youth Commission Application - Elvid Gonzalez
10. Youth Commission Application - Jaylene Martinez
11. Youth Commission Application - Lauren De La Rosa
12. Youth Commission Application - Luzmaria Garcia
13. Youth Commission Application - Magaly Guzman
14. Youth Commission Application - Mario Martinez
15. Youth Commission Application - Paola Martinez
16. Youth Commission Application - Ricardo Santiago
17. Youth Commission Application - Roy Hernandez

# Youth Commission Application

First Name: Angel Last Name: Espinosa

Phone Number [redacted]

Name of School Currently Attending: _____

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phon[redacted]

Parent Email: [redacted] Parent Email: N/A

What grade are you in?

- ☐ 9
- ☑ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I have always been interested in governing systems and I think this would be a good opportunity to make an impact in my community

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

Some goals I would have if I get into the youth comission would be to give the youth the voice it feels as if they do not have in this community and to educate an audience about the issues of the community through the eyes of the youth

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

An issue the youth is how common drug distributors who sell to teens are to find in the community. A way this issue can be addressed is sting operations to locate and arrest drug distributor

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I am a part of YEG and and a regular volunteer in Maywood. Along with that I play 2 Sports, those being wrestling and basketball. I also in the Avid program in my school.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

WAE take my volunteer commitment seriously and work in a professional manner.

WAE keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Angell E. — Student Signature

10/30/23 — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Lilumu E. — Parent/Guardian Signature

10/30/23 — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Anna Last Name: Baltazar

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name

Parent/Guardian Name

Phone [redacted]

Phone

Parent Email: [redacted]

Parent Email:

What grade are you in?

- ☐ 9
- ☐ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☐ No

If yes what is your Address?

Briefly state reasons why you are interested in serving on this commission.

I am passionate about the well being and progress of my community. As a Mexican-American female who has grown up in the City of Maywood, I have seen firsthand the lack of resources and inequities that plague our city. As time progresses, my community becomes more prone to danger, and I feel the voices of many, including teens, are silenced. I believe the Maywood Youth Commission can aid in this, and I would like to be a part of these efforts.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

One of my goals is to increase awareness about problems such as drug abuse and other violent crimes. I believe that the more informed we are, the better we can protect ourselves and each other. Another one of my goals is to empower others by helping connect them to a diverse outlet of resources, one of these resources being education. If selected, I want to be an advocate for those who are usually not heard.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

The biggest issue I see youth face within my community is the easy and excess access to drugs. I would suggest to the council hosting conventions/ workshops to inform and spread awareness to youth about the negative effects of drug use. I would also advise the council to increase parental awareness on drug abuse and how to access resources if needed.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

National Honor Society , Computer Science honor Society & Math honor society: Offers service such as volunteering and tutoring

Self Care Club: Raises Awareness and promotes self care mentally and physically

Mentorship: upperclassmen offer guidance to middle schoolers

Interact & Roots and Shoots: Goes beyond our community in service ex: beach clean ups

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

A.B take my volunteer commitment seriously and work in a professional manner.

A.B keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature — Date: 10-31-23

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature — Date: 10-31-23

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Belinda Last Name: Murillo

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☐ 10
- ☑ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I am interested in Serving On this Youth Council commission because I would like to be involved in my community and be aware of the oppertunities that are given to youth. I would like to vace out Youth's opinion and share ideas that benifit both Youth and Adults. I would like to plan events for Youth and make it so that they can be more interactive with new things and the city.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

Some of my goals if I was selected on the commission would be to make fundraisers for youth to participate if they need service hours, I would also like to make education fairs and events about careers for highschool students and also for elementary kids so that they can know about the oppertunities they have when they grow up and not have to stress about being lost and not being

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

One of the biggest issues in Maywood that the youth face is that they tend to be influenced by other and fall into drugs and vaping. I feel that there should be more security with teens at school and neighborhoods at night, where it is more prone to be a source to sell drugs to teens. There should be a type of security to help prevent such things at school like drug check before school. There are so many things that can be done.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

My school activities consists of Band (color guard, cheer, dance, and bicycling. Some of my community activities are Youth & Government and Church services. All of these activities consists of physical activity and persistance I'm sure that I can push through and be part of my community and help the Youth.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

BM take my volunteer commitment seriously and work in a professional manner.

BM keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Belinda 10/30/23

Student Signature Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Salvador M. 10/30/23

Parent/Guardian Signature Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Brandon Last Name: Garcia

Phone Number: [redacted]

Name of School Currently Attending: _____

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]
Parent/Guardian Name

_____
Parent/Guardian Name

Phone [redacted]

Phone _____

Parent Email: _____

Parent Email: _____

What grade are you in?

- ☐ 9
- ☐ 10
- ☐ 11
- ☑ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I am interested in serving because I have lived and grew up in Maywood my whole life and I have experienced the good and the bad things that have happened in this city. I want to make this city a good and safe community for future generations and want to address any problems that are going on in the community.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My main goal would be to see changes in the community that matter and would help people and residents all ages in Maywood in a good and positive way. I want to see these changes matter so that other cities and communities recognize us because whenever I mention where I live people always see us as a community that is just next to a different community.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

I feel that the biggest issue youth face is that a lot of people my age don't have a voice and I feel that, that is the main reason a lot of youth don't get involved in politics or either that they feel like their ideas can't impact the community in any way.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

My community offers the youth and government program at the Southeast Rio vista YMCA and it helps youth understand more about how politics work

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

B.G. take my volunteer commitment seriously and work in a professional manner.

B.G. keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature

10/30/23
Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature

10/30/23
Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Cristina Last Name: Magana

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name

Parent/Guardian Name

Phone [redacted]

Phone

Parent Email: [redacted]

Parent Email:

What grade are you in?

- ☐ 9
- ☑ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☑ No

If yes what is your Address?

Briefly state reasons why you are interested in serving on this commission.

I'm Interested in joining to help around my schools community. I think there's more to add into the community such as more clinics, more parking, and to fix street lights near Ly School.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

I want to gain new skills and this commission allows me to contribute to the future vision and direction my community. I want to add on to build a better planning commission. I think my thoughts ~~should~~ and ideas should be heard.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

Street lights, When my friends tell me that street lights near the school flicker as if the light doesnt work on if it needs to change. For those who walk home after practices and usally they end late and its unsafe for student.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I was Football Manager At my school. I'm currently doing competive cheer. And In the Red cross & Write on club. My class here at MaCES are Easy Im taking AP world and an elective called Avid.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

✓ take my volunteer commitment seriously and work in a professional manner.

✓ keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Cristina Magaña — 10/24/23

Student Signature — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Rosa Juárez — 10/24/23

Parent/Guardian Signature — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Desiree ~~Medina~~ Last Name: Medina

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Ph[redacted]

Parent Email: _____ Parent Email: _____

What grade are you in?

- ☐ 9
- ☐ 10
- ☑ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I am interested in this because it can help with ~~kids~~ youth getting their voices heard and can help adults understand us. I would also like to be more involved in my community and learn more about it.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My goal if selected to serve on this commision would be to speak up for the youth and to make the city better. I would like to make people proud to live in maywood and not embarrassed when meeting other cities. I would also like for more youth to be engaged with their community.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

One of the biggest issues I feel youth struggle with is getting their voices heard and being understood by adults I would advise them to take time in understanding their mindset and understand where their coming from.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I would say my school has many activities for youth to join and encourages students to join them. My school also anounses the times and information so more people are aware of these clubs. They also post up posters and have a time where every club gathers up and people get the info needed.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

D.M take my volunteer commitment seriously and work in a professional manner.

D.M keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Mcbride 10/30/23

Student Signature Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

10/30/23

Parent/Guardian Signature Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Destiny Last Name: Cervantes

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☒ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

Im interested in serving on this commission because of my older sister, but ill also like to talk with other people within my community and become closer.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

One of my goals if I get selected to serve on this commission as I mention previously is to become closer with my communnity. One of my other goals is to bring my community together and to help make my community a better place.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

One of the biggest issues I noticed during my life in maywood is the rapid increase of homeless people. I seen many homeless people hang out around my house causing safey issues. I would advise to provide many programs to help decrease the rate of homeless people.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

Bell High School provides many extracurricular activies for the students. My self for example I'm currently in 4 clubs in my school; I'm in TAC, Key club, cooking club, and robotics. In Bell the school provides many different opportunites for the students espcially with a bunch of college programs that benefit students in the future

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

DC take my volunteer commitment seriously and work in a professional manner.

DC keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Destiny Cervantes

Student Signature

10/31/23

Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Jacqueline Cervantes

Parent/Guardian Signature

10/31/23

Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Destiny Last Name: Morales

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]
Parent/Guardian Name

Parent/Guardian Name

Phone [redacted]

Phone

Parent Email: [redacted]

Parent Email:

What grade are you in?

- ☐ 9
- ☐ 10
- ☐ 11
- ☑ 12

Are you a Maywood Resident?

- ☐ Yes
- ☑ No

If yes what is your Address?

Briefly state reasons why you are interested in serving on this commission.

I am interested in serving on this commission because I would like to create a voice for the youth. Many people can have different opinions and being on this commission can give me a chance to be part of sharing a youth and different point of views to the stand. I believe everyone's voice should be heard, especially the youth.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My goals if selected to serve would be to collect and obtain community issues from other youth community members and use others ideas to solve these issues. I would like to always have an open mind to others opinions so everyone has a chance to show their opinion. As well as be an open mind and different person to show a young perspective. Show a point of view for the youth since most the time we, the youth, aren't heard.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

I believe the biggest issue I have seen in both Maywood and my neighborhood is pollution. Pollution is a big problem throughout communities, especially Maywood. I would advise this problem by trying to inform more people from the community to help out because I believe lots of people aren't aware or just don't care. Reaching out to others and doing something like clean ups can help.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I have been in cheer my past 4 years of highschool and love showing school spirit. As well as softball my last 3 years of highschool. I'm in a club called write on where we journal and focus on mental health. Also in a club called Roots and Shoots which does volunteering for the community like planting and cleaning different settings. As well in Youth and Govermert at the YMCA of Maywood and also does community help.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

D.M take my volunteer commitment seriously and work in a professional manner.

DM keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Destiny Mendez — 10-30-23

Student Signature — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

10-30-23

Parent/Guardian Signature — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Eliud Last Name: Gonzalez

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted] Parent Email: _____

What grade are you in?

- ☐ 9
- ☑ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

Some reasons, I am Intrerested in this commission is that I have experience in this type of work. I have participated in programs like yougth and goverment. I have Also been to lot's of tech day and love working with the community

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

some goals if selected on this commission would be to improve this community overall. An example would be to have more of this community involed with the city. we should also have more teen involed activities with the community. There could also be more programs like youth and governct.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

~~Sanitiz~~ Some of maywood biggest issues are trash on the streets. I would advise the Mayor and city council to address this issue by geting some one to cleen the streets and pick up trash ~~from~~ from locale parks. we could have a teen trash day, where we pick up trash as a comunite.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

some of my clubs, volunteer activities are participating in yougth and governent. I also participate in lot's of ~~community~~ the communit activities like trunk or treat. Also like earth day for the community. we could do me teen day too.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

E.G take my volunteer commitment seriously and work in a professional manner.

E.G keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Eliud Gonzalez — 10/30/23

Student Signature — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

10-30-23

Parent/Guardian Signature — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Jaylene Last Name: Martinez

Phone Number: [redacted] Email Address: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]
Parent/Guardian Name

[redacted]
Parent/Guardian Name

Phone [redacted]

Phone [redacted]

Parent Email: [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☐ 10
- ☑ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I am interested in serving on this commission, because I myself are sociable and Bright. Growing up in Maywood the community is a place where there are numerous activities to do. If I was to serve this commision I would make sure Maywood would be a place where teens can come and have fun just as anyone here.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

1. Make activities where teens can participate and have fun
2. Start fundraisers to help schools
3. Make Maywood a safe place
4. Community Clean-Ups
5. Solve youth issues

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

I myself do not know the biggest problem that is currently going on within the Maywood neighborhood. If their was an issue I would first identify the problem, brainstorm solutions, evaluate the solutions, and finally put the solution into action.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

In my school I am a president of the Baking Club, being a president I already have the leadership role and leadership comprehension. I also love to help around at my school when it comes to math tutoring or fundraisers.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

JM take my volunteer commitment seriously and work in a professional manner.

JM keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Jaylene M. 10-21-23

Student Signature Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

10-21-23

Parent/Guardian Signature Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Lauren Last Name: De La Rosa

Phone Number: [redacted]

Name of School Currently Attending: _____

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

Lawrence De La Rosa
Parent/Guardian Name

Parent/Guardian Name

Phone [redacted]

Phone _____

Parent Email: [redacted]

Parent Email: _____

What grade are you in?

- ☐ 9
- ☐ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I feel the youth plays a very important role in the city, and will continue playing a role in the city whether it's positive or not. I think the goal is to have a positive impact on the community rather than a negative one, which i feel youth plays a big part of.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My goal would be to recruit more youth to make a difference in the community. Also making the youth recognize they can actually make a difference in the community. Ensure services to provide basic human needs for the homeless in the city.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

I don't feel the youth is connected nearly as much as it was when my dad was a youth in Maywood. Maybe more youth driven and youth targeted activities in the community.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I attend Mt.San Antonio College, I volunteer regularly with the City of Montebello with my Boy Scouts Troop 33 and volunteer monthly at the Pasadena Humane animal shelter.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

LD take my volunteer commitment seriously and work in a professional manner.

LD keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Lauren D (was on laptop so the signature was hard)
Student Signature

10/17/23
Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature

10/17/23
Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Luzmaria Last Name: Garcia

Phone Number: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: _____ Parent Email: _____

What grade are you in?

- ☐ 9
- ☐ 10
- ☒ 11
- ☐ 12

Are you a Maywood Resident?

- ☒ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I think that this will help me learn more about the city I live in and how things, such as meetings are done. It can also help me teach others about the things going on in our community. Being a part of this would help me in speaking up on certain topics.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My goals are to better understand how things in the city I live in go. I also want to learn how to speak on topics in front of people and teach others. Another goal is to help as much as possible with the things I know.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

I think one of the biggest issue youth face in maywood is drug use and how easy it is for them to get it. I think there should be restrictions on it especially with some drugs being legalized in California.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I'm treasurer at the ymca's youth in government; I've helped out on city activities this past year; I have a Auto-Shop class which helps me learn about cars and different things.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

L.G take my volunteer commitment seriously and work in a professional manner.

L.G keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Luzmaria Garcia — 10/30/2023

Student Signature — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

[signature] — 10/30/2023

Parent/Guardian Signature — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

RECEIVED
OCT 31 2023
CITY OF MAYWOOD

First Name: Magaly ~~Guzman~~ Last Name: Guzman

Phone Number: [redacted] Email Address: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]
Parent/Guardian Name

[redacted]
Parent/Guardian Name

Phone [redacted] Phone [redacted]

Parent Email: [redacted] Parent Email: n/a

What grade are you in?

- ☐ 9
- ☐ 10
- ☒ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☒ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

Do you have any experience working on projects to improve your community or speaking out on behalf of other youth? If so, please describe. If you have no experience in this aera please tell us how gaining this experience would help you.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

MA. take my volunteer commitment seriously and work in a professional manner.

MA. keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Magaly Guzman — 10/29/23

Student Signature — Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Maria Gutierrez — 10/29/23

Parent/Guardian Signature — Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# VOLUNTARY ACTIVITY WAIVER, RELEASE & INDEMNITY AGREEMENT

For and in consideration of permitting myself Magaly or my minor child Magaly to enroll in and participate in the Youth Commission in the City of Maywood, County of Los Angeles, State of California, beginning January 2024, each of the undersigned hereby voluntarily releases, discharges, waives and relinquishes any and all actions or causes of action for bodily and personal injury, property damage or wrongful death against the City of Maywood, its officials, officers, employees, agents or contractors ("City") occurring to him/herself arising as a result of participating in the referenced above activity or any activities incidental thereto, and the undersigned does for him/herself, his/her heirs, executors, administrators and assigns hereby releases, waives, discharges and relinquishes any action or causes of action, which may hereafter arise for him/herself and for his/her estate, and agrees that under no circumstances will he/she or his/her heirs, executors, administrators and assigns prosecute, present any claim for bodily and personal injury, property damage or wrongful death against City of Maywood or any of its officers, agents or employees for any of said causes of action, whether the same shall arise by the negligence, carelessness on the part of the City or the condition of the facilities, equipment or areas where the activity is being conducted, including the soil, foliage and natural areas of the location of any of said persons, or otherwise.

I understand and acknowledge that these activities, by their very nature, pose the potential risk of serious injury/illness to individuals who participate in such activities include physical and/or strenuous activity or exercise and that serious accidents occasionally occur during volunteer activities.

I understand and acknowledge that participation in these activities is completely voluntary and as such is neither required nor sponsored by the City of Maywood.

I understand and acknowledge that in order to participate in these activities, my son/daughter and I agree to assume liability and responsibility for any and all potential risks that may be associated with participation in such activities. Further, each of the undersigned agrees to assume full responsibility for any act or omission of the City, its officers, officials, employees, agents, volunteers and contractors, arising out of or in any way connected with the undersigned's participation in the activity.

**It is the intention of Magaly Guzman by this instrument, to exempt and release City of Maywood from liability for personal injury, property damage or wrongful death caused by negligence or carelessness or any act or omission.**

Each of us further agrees to indemnify and hold harmless the City from any liability, claim or action for damages, including without limitation the payment of all attorneys' fees and other related costs and expenses, which in any way arises out of the undersigned's participation, including any said minor, in said activities, even though that liability may arise out of negligence or carelessness on the part of the City. Each of us further agrees to indemnify and hold harmless the City from any liability, claim or action for damages, including without limitation the payment of all attorneys' fees and other related costs and expenses, which in any way arises out of the undersigned's participation in said activities, even though that liability may arise out of negligence or carelessness on the part of the City.

The undersigned acknowledges that he/she has read the foregoing, Voluntary Activity Waiver, Release & Indemnity and the understated, has been fully and completely advised of the potential dangers incidental to engaging in the activity Youth Commission and is fully aware of the legal consequences of signing the within instrument.

Maria Gutierrez — 10/29/23
Signature (Participant) and/or Parent or Guardian — Date

Magaly Guzman — 10/29/23
Signature of Minor — Date



12 (entity) 4-00

# Youth Commission Application

First Name: _____ Last Name: _____

Phone Number: _____ Email Address: _____

Name of School Currently Attending: _____

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

_____ _____

Parent/Guardian Name Parent/Guardian Name

Phone _____ Phone _____

Parent Email: _____ Parent Email: _____

What grade are you in?

- ☐ 9
- ☐ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☐ No

If yes what is your Address?

_____

Briefly state reasons why you are interested in serving on this commission.

_____

_____

_____

_____

_____

_____

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I am Involved in many clubs including, interact (community service), Book club, MESA, Computer Science national honor society, Math nhs, I am part of leadership for my school, and I am secretary for class of 2025 and National Honor society.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

_____ take my volunteer commitment seriously and work in a professional manner.

_____ keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature _____ Date _____

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature _____ Date _____

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

Magaly Guzman
Youth Commission Application Questions
October 23, 2023

1. **Why are you interested in serving on this commission?**

I am most excited to see the progress of Maywood and its future as it is in the hands of the youth. I am passionate about the potential each and every youth in the city of Maywood has but acknowledge the distractions they may encounter and the lack of motivation they could gain. I would love to be part of this positive impact by providing inclusive opportunities, investing in the youth's education, and empowering them to ensure a brighter future for our city.

2. **What would be your goals if selected to be on this commission?**

My main goal is to empower youth in Maywood to persevere no matter their circumstances. It is understandable for youth to fall into temptation of drugs, gangs, bullying, that may lead them to a dark path. With the support of their community, other youths, and their families they are able to gradually go down the right path again. But most importantly the awareness and emphasis of these issues that as a council we should provide beforehand is pivotal to avoid youth from even going down that path. I aim to steer them back to the right track by providing them the necessary resources to go to college by hosting workshops on filling out financial aid opportunities and navigating them through the college application process. I would like to be part of ensuring that every student has access to these resources they need for a brighter future.

3. **What is the biggest issue and how would you advise the Maywood City Council to address this issue?**

Peer pressure is our biggest issue, whether it be towards drugs, gangs, or bullying it is something most youth in our city face. It is tough for young people to resist the influence of peer pressure from their friends or even family. As a council we can work together to host workshops, seminars, and other events that address the issues of drug abuse, different types of bullying, and the importance of surrounding yourself with the right people. We can collaborate with schools, youth organizations, and local businesses to spread awareness through educational campaigns, posters, and social media. Engaging parents, teachers, and community members is essential to create a united front against peer pressure.

4. **Do you have any experience working on projects to improve my community or speaking out on behalf of other youth? If not, how would gaining this experience help you?**

Being secretary for the Class of 2025 at MaCES is one way I take the initiative for change in my school community. Representation is very important for me in my position as secretary, and I try my best to acknowledge every voice and incorporate their opinion in any project I'm working on. For example, some students expressed the lack of spirit in our grade. This got me thinking of ways I can improve this small but important issue. I brainstormed ideas with the rest of the board and we came up with a pep rally event that would increase the spirit of students by competing with homeroom classes. This experience allowed me to acknowledge the issues my classmates express, but most importantly allowed me to work with a team to find an effective solution.

# Youth Commission Application

First Name: Mario Last Name: Martinez

Phone Number: [redacted] Email Address: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☐ 10
- ☑ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

My interest stems from what I perciere as a lack of youth voices in my community. Being in my YMCA's youth and government group I have become more socially and politicdll, aware and have come to realize how important my voice is. I feel this is the perfect opportunity to be the youth voice I want to see in my community.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My main goal is making sure my voice is heard and helping represent the voices of my youths community. I will also take this as an opportunity to expand my knowledge on my local government and learning new ways to become involved in my community.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

As youth our voices are not considered on the same level that say an adult's would be. This seems like a great opportunity to change that. It can seem sometimes that my input and that of my peers falls on deaf ears, it is not taken at face value because we are "still children" and "unable to contribute on the same level as adults.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I am the vice-president of my YMCA's youth and government, the captain of my highschools Academic Decathlon team - which consistly reaches state level -, as well as a member of the cross country / track & field team. I am taking 5 APs (Chem, Calculus AB, APUSH, AP Eng Language, & AP Spanish Lit) and my last period is considered an extension of my time in Academic Decathlon.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

MM take my volunteer commitment seriously and work in a professional manner.

MM keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature — Date: 10/30/23

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature — Date: 10/30/23

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Paola Last Name: Martinez

Phone Number [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Pho[redacted]

Parent Email [redacted] Parent Email: _____

What grade are you in?

- ☐ 9
- ☑ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I am interested in serving the commission because I believe it would be a great opportunity to share the opinions of the youth. I also believe it would be a great experience in the government field while being that voice for myself and others in my community.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My goals if I was selected to serve this commission is to make sure the voices of the youth are heard. Many kids are often too scared to speak about what they feel and I dont want that to keep happening. I would just want to advocate for the youth that feels ignored.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

The biggest issue I feel that the youth faces in Maywood is that their opinions are belittled or disregarded. Yes there are more youth groups but sometimes not everyone is accepted. I would advice the Mayor & the City Council that we should try to include everyone with surveys.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

Some of the clubs that I'm in is Youth and Government for the YMCA as well as student government for my school. I have done both of these for two years consecutively.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

✓ take my volunteer commitment seriously and work in a professional manner.

✓ keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

PAOLA M.

Student Signature

Oct 30, 2023

Date

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature

Oct 30, 2023

Date

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# Youth Commission Application

First Name: Ricardo Last Name: Santiago

Phone Number: [redacted] Email Address: [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☐ 10
- ☒ 11
- ☐ 12

Are you a Maywood Resident?

- ☐ Yes
- ☐ No

If yes what is your Address?

Briefly state reasons why you are interested in serving on this commission.

As a first-generation Latino student, I understand and have experienced firsthand the disconnect and lack of drive to build a strong community. Joining the youth committee would provide a much-needed outlet for the youth, where together we can find support and opportunities to thrive and build that sense of belonging. I believe that by being part of this committee, I can make a positive impact and help bridge the gaps that exist in our community. This way, we can create a more connected and empowered community for everyone.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

My main goal is to provide assistance to younger students in need and work closely with them through tutoring programs and educational events, like the education fair we hosted in Ma.C.E.S. These initiatives aim to encourage their academic and personal growth, fostering their passion and dedication to building a better future for our community. Ultimately, I aspire to inspire others to pursue their dreams and make a meaningful impact on the lives of our community members.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

One of the biggest challenges faced by Maywood's youth is feeling disconnected from their community. To address this, I propose that the mayor and city councils organize community projects, workshops, and forums that bring young citizens together to work towards common goals. By hosting community sports events, establishing a community garden, and implementing more youth mentorship programs, we can foster strong connections and a sense of belonging in our community. These initiatives will not only create meaningful experiences for our youth but also contribute to the overall well-being and unity of Maywood's youth

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I am one of the top academically performing students in my school; I enrolled in our AP English, AP Precalculus, and AP United States History. I also competed in the Ma.C.E.S. Academic Decathlon Competition as an honor student, participated in our Avid College preparation program, played on our boys varsity volleyball team, and managed the girl varsity volleyball team since the start of my high school career. Finally, I joined my school's Roots & Shoots club, where I improved upon my own community, and my school's Interact club, where I expanded my reach outside my community to the surrounding ones.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

RS take my volunteer commitment seriously and work in a professional manner.

RS keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature — Date: 10/31/23

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature — Date: 10/31/23

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**

# VOLUNTARY ACTIVITY WAIVER, RELEASE & INDEMNITY AGREEMENT

For and in consideration of permitting myself Veronica or my minor child Ricardo to enroll in and participate in the Youth Commission in the City of Maywood, County of Los Angeles, State of California, beginning January 2024, each of the undersigned hereby voluntarily releases, discharges, waives and relinquishes any and all actions or causes of action for bodily and personal injury, property damage or wrongful death against the City of Maywood, its officials, officers, employees, agents or contractors ("City") occurring to him/herself arising as a result of participating in the referenced above activity or any activities incidental thereto, and the undersigned does for him/herself, his/her heirs, executors, administrators and assigns hereby releases, waives, discharges and relinquishes any action or causes of action, which may hereafter arise for him/herself and for his/her estate, and agrees that under no circumstances will he/she or his/her heirs, executors, administrators and assigns prosecute, present any claim for bodily and personal injury, property damage or wrongful death against City of Maywood or any of its officers, agents or employees for any of said causes of action, whether the same shall arise by the negligence, carelessness on the part of the City or the condition of the facilities, equipment or areas where the activity is being conducted, including the soil, foliage and natural areas of the location of any of said persons, or otherwise.

I understand and acknowledge that these activities, by their very nature, pose the potential risk of serious injury/illness to individuals who participate in such activities include physical and/or strenuous activity or exercise and that serious accidents occasionally occur during volunteer activities.

I understand and acknowledge that participation in these activities is completely voluntary and as such is neither required nor sponsored by the City of Maywood.

I understand and acknowledge that in order to participate in these activities, my son/daughter and I agree to assume liability and responsibility for any and all potential risks that may be associated with participation in such activities. Further, each of the undersigned agrees to assume full responsibility for any act or omission of the City, its officers, officials, employees, agents, volunteers and contractors, arising out of or in any way connected with the undersigned's participation in the activity.

**It is the intention of Veronica Santiago by this instrument, to exempt and release City of Maywood from liability for personal injury, property damage or wrongful death caused by negligence or carelessness or any act or omission.**

Each of us further agrees to indemnify and hold harmless the City from any liability, claim or action for damages, including without limitation the payment of all attorneys' fees and other related costs and expenses, which in any way arises out of the undersigned's participation, including any said minor, in said activities, even though that liability may arise out of negligence or carelessness on the part of the City. Each of us further agrees to indemnify and hold harmless the City from any liability, claim or action for damages, including without limitation the payment of all attorneys' fees and other related costs and expenses, which in any way arises out of the undersigned's participation in said activities, even though that liability may arise out of negligence or carelessness on the part of the City.

The undersigned acknowledges that he/she has read the foregoing, Voluntary Activity Waiver, Release & Indemnity and the understated, has been fully and completely advised of the potential dangers incidental to engaging in the activity Youth Commission and is fully aware of the legal consequences of signing the within instrument.

| | |
|---|---|
| Signature (Participant) and/or Parent or Guardian | 10/31/23<br>Date |
| Signature of Minor | 10/31/23<br>Date |



12 (entity) 4-00

# Youth Commission Application

First Name: ROY ~~Hernandez~~ Last Name: Hernandez

Phone Number [redacted]

Name of School Currently Attending: [redacted]

**Minors Only (Under 18 years)**

Name of Parent(s) or Guardian(s) (Please Print):

[redacted]

Parent/Guardian Name Parent/Guardian Name

Phone [redacted]

Parent Email: [redacted]

What grade are you in?

- ☐ 9
- ☑ 10
- ☐ 11
- ☐ 12

Are you a Maywood Resident?

- ☑ Yes
- ☐ No

If yes what is your Address?

[redacted]

Briefly state reasons why you are interested in serving on this commission.

I would like to serve this position because I belive that the youth has a voice and I would like to represent the youth and help them project their voice.

What would be your goal(s) if selected to serve on this commission? (If you require more space please attach more to the back)

I would like to make maywood more known. I also want to reduce the trash on our streets and homeless as well.

What is the biggest issue you feel youth face in Maywood or in your neighborhood? And how would you advise the Mayor and City Council to address this issue?

The biggest problems in maywood in my opinion is homelessness and trash / litter. I work think a rehabitation center and a clean up day would benifit maywood a lot.

Please list and briefly describe your school and community activities (clubs, volunteer activities, athletics, and classes.

I take 8 classes at maywood academy. I go to the gym after school. I also take a youth and government class on mondays.

**Participation Agreement:**

In return for orientation, training, supervision, and evaluation of my volunteer efforts, I agree to (please initial):

RH take my volunteer commitment seriously and work in a professional manner.

RH keep my agreed upon schedule, which includes being punctual.

**I certify that all statements on this application are true and complete. I understand that any false information or incomplete statements will subject me to disqualification or dismissal from any volunteer position with the City of Maywood.**

Student Signature — Date: 10/30/23

**If a minor (under 18 years of age), parent/guardian please complete the following:**

I have read this notice and will allow my child to volunteer for the City of Maywood

Parent/Guardian Signature — Date: 10/30/23

**(Please submit application to City Hall, 4319 E. Slauson Ave, Maywood, 90270, or email to claudia.zavala@cityofmaywood.org.)**