



**CITY OF WEST COVINA  
AGENDA  
TRAFFIC COMMITTEE  
REGULAR MEETING**

City Hall (Community Room), 1444 W. Garvey Avenue South  
West Covina, California 91790  
January 21, 2026  
6:00 PM

**1. PLEDGE OF ALLEGIANCE**

**2. ROLL CALL:**

- **Public Works Director/or Designee**
- **Community Development Director/or Designee**
- **Capital Improvement Program Manager**
- **Finance Director/or Designee**
- **Maintenance Supervisor/or Designee**

**3. APPROVAL OF THE MINUTES OF DECEMBER 17, 2025**

**4. NEW BUSINESS**

**a. Traffic Review of 712 South Fernwood Street**

The City has received a traffic request to review parking near the Fernwood Garden Apartments located on 712 South Fernwood Street. It was reported that the residents living in the apartment complex are unable to park on the street outside the apartment complex due to the existing parking restrictions. Along this segment of S Fernwood Street, parking is prohibited between 7AM – 4PM, during weekdays. Along E Mobeck Street, there is permit parking only on the south side of the street for residents living in single-family homes. Currently, some parking is available on the north side of E Mobeck Street for apartment residents. The property manager of Fernwood Garden Apartments is requesting the current parking restrictions to be removed along the east side of S Fernwood Street, north of the intersection with E Mobeck Street.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), West Covina City Guidelines, and based on engineering judgement, a list of options is presented to Traffic Committee for review and direction.

Recommended Action

It is recommended that the Transportation Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

Fiscal Impact

Approximately \$7,000

\*The estimated costs provided herein are based on recent construction cost information and are intended for planning purposes only. Actual costs may vary due to factors such as market conditions, material availability, and cost escalation. Final cost may also fluctuate depending on project scope, bid conditions, and potential economies of scale if multiple locations are combined under a single solicitation.

#### **b. Traffic Review of Heritage Drive between Hillside Drive and East Hills Drive**

The City has received a traffic request to review the existing conditions along Heritage Drive between Hillside Drive and East Hills Drive. The resident reported that drivers do not follow the “15” MPH advisory signage along the curves. Additionally, the resident explained that this segment of Heritage Drive does not have sidewalks and expressed concern for pedestrians in the area.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), West Covina City Guidelines, and based on engineering judgement, a list of options is presented to Traffic Committee for review and direction.

##### Recommended Action

It is recommended that the Transportation Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

##### Fiscal Impact

Approximately \$52,000

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#### **c. Traffic Review of S Broadmoor Avenue and W Ituni Street**

The City has received a traffic request to review the existing conditions at the intersection of S Broadmoor Avenue and W Ituni Street. It was reported that vehicles park along the west side of S Broadmoor Avenue, close to the intersection. The resident explained that the issue is aggravated by the alignment of S Broadmoor Avenue.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), West Covina City Guidelines, and based on engineering judgement, a list of options is presented to Traffic Committee for review and direction.

##### Recommended Action

It is recommended that the Transportation Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

##### Fiscal Impact

Approximately \$5,000

\*The estimated costs provided herein are based on recent construction cost information and are intended for planning purposes only. Actual costs may vary due to factors such as market conditions, material availability, and cost escalation. Final cost may also fluctuate depending on project scope, bid conditions, and potential economies of scale if multiple locations are combined under a single solicitation.

#### **d. Traffic Review of 1842 East Workman Avenue**

The City has received a traffic request to review the existing parking conditions along the frontage of their residence located on E Workman Avenue. The resident is requesting the installation of blue curb in front of the senior living, located at 1842 E Workman Avenue.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), West Covina City Guidelines, and based on engineering judgement, a list of options is presented to Traffic Committee for review and direction.

#### Recommended Action

It is recommended that the Transportation Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

#### Fiscal Impact

Approximately \$5,000

\*The estimated costs provided herein are based on recent construction cost information and are intended for planning purposes only. Actual costs may vary due to factors such as market conditions, material availability, and cost escalation. Final cost may also fluctuate depending on project scope, bid conditions, and potential economies of scale if multiple locations are combined under a single solicitation.

#### **e. Traffic Review of Amar Road and Paseo Merida**

The City has received a traffic request to review the existing conditions at the intersection of Amar Road and Paseo Merida. It was reported that there is a blind curve at the intersection. The resident expressed concern for vehicles turning left from Amar Road into Paseo Merida. According to the resident, there has been multiple vehicular collisions at this intersection. The resident explained that the overgrown vegetation along the median obstructs the view of oncoming traffic, and that combined with the high speed of approaching vehicles make it difficult for drivers to turn left.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), West Covina City Guidelines, and based on engineering judgement, a list of options is presented to Traffic Committee for review and direction.

#### Recommended Action

It is recommended that the Transportation Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

### Fiscal Impact

Approximately \$7,000

\*The estimated costs provided herein are based on recent construction cost information and are intended for planning purposes only. Actual costs may vary due to factors such as market conditions, material availability, and cost escalation. Final cost may also fluctuate depending on project scope, bid conditions, and potential economies of scale if multiple locations are combined under a single solicitation.

## **5. PUBLIC COMMENTS ADDRESSING THE TRAFFIC COMMITTEE (TIME LIMITATIONS; 3 MINUTES PER SPEAKER)**

Any person wishing to address the Traffic Committee on any matter listed on the agenda, or on any subject matter which is within the jurisdiction of the Traffic Committee must complete a speaker card that is provided at the entrance to the Traffic Committee meeting room and submit the card to the City Moderator prior to the commencement of Oral Communications. No speaker cards will be accepted after the commencement of Oral Communications, except at the discretion of the Presiding Moderator. Speakers for items on the Agenda will be called after each presentation of New Business. Please note that the Committee values your comments, pursuant to the Brown Act, the Committee cannot take action unless the matter appears as an item on the forthcoming agenda.

## **6. COMMENTS AND CONCERNS FROM COMMITTEE MEMBERS AND/OR STAFF**

Comments, concerns, or discussion on any item(s) not specified on the agenda. Items discussed must pertain to the business of the West Covina Traffic Committee.

## **7. ADJORNMENT**

Adjournment to a regular meeting on Wednesday, February 18, 2026, at 6:00 p.m. Copies of Agenda Reports or other written documentation, if any, relating to each item of business described above are on file at the West Covina City Hall, City Clerk's Office, Room 317 in City Hall, 1444 W. Garvey Avenue South, West Covina and at [www.westcovina.org](http://www.westcovina.org).

Should any person have a question concerning any of the above agenda items prior to the meeting described herein, he or she may contact the Engineering Department via e-mail at [permits@westcovina.org](mailto:permits@westcovina.org) or via phone at (626)939-8733

Members of the public can submit public comments via e-mail at [permits@westcovina.org](mailto:permits@westcovina.org). The subject line should specify "Traffic Committee Oral Communications". Please include your full name and address in your e-mail. All emails received by 1:00 P.M. on the day of the Traffic Committee will be provided to the Traffic Committee prior to the meeting. No comments will be read aloud during the meeting. All comments received will be made part of the official public record of the meeting.

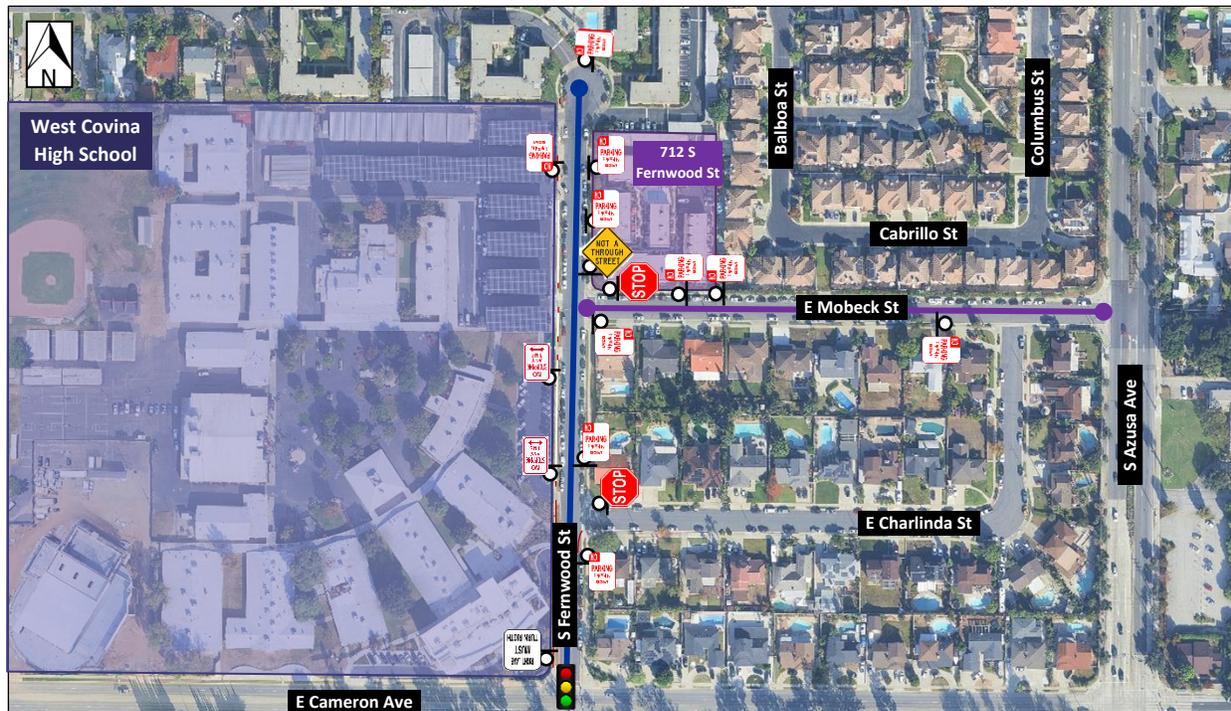
The City complies with the Americans with Disabilities Act (ADA). If you will need special assistance at the Traffic Committee meetings, please call (626) 939-8433 (voice) or (626) 960-4422 (TTY) from 8:00 AM to 5:00 PM Monday through Thursday. Do call at least one day prior to the meeting date to inform us of your particular needs and to determine if accommodation is possible.

The Traffic Committee will regularly convene on the third Wednesday of the month.

## Project Location Description & Maps

**Segment:** 712 South Fernwood Street

**Request:** An apartment manager is requesting a traffic review, near Fernwood Garden Apartments located on 712 South Fernwood Street. It was reported that the residents living in the apartment complex are unable to park on the street outside the apartment complex due to the existing parking restrictions. Along this segment of S Fernwood Street, parking is prohibited between 7AM – 4PM, during weekdays. Along E Mobeck Street, there is permit parking only on the south side of the street for residents living in single-family homes. Currently, some parking is available on the north side of E Mobeck Street for apartment residents. The property manager of Fernwood Garden Apartments is requesting the current parking restrictions to be removed along the east side of S Fernwood Street, north of the intersection with E Mobeck Street.



## Traffic and Geometric Data

Traffic Data	
<b>Collision Timeframe</b>	Jan 2022 – Jul 2025
<b>Midblock Collisions</b>	3
<b>Street Classification</b> (California Road System by Caltrans)	S Fernwood St – Local Road Mobeck St – Local Road
<b>Speed Limit</b>	S Fernwood St – 25 MPH (prima facie) Mobeck St – 25 MPH (prima facie)
<b>Segment Length</b>	Fernwood St – 1000-ft Mobeck St – 865-ft
<b>Street Width</b>	S Fernwood St – 40 ft in width Mobeck St – 40-ft in width
<b>Number of Lanes/Lane Width</b>	S Fernwood St – 1 lane each direction 20-ft wide lane of travel Mobeck St – 1 lane each direction 20-ft wide lane of travel

Traffic Data	
<b>On-Street Parking Conditions</b>	Allowed for both NB & SB, except between 7am – 4pm, during school days, and along red curb.
<b>Parking Sign(s) Conditions</b>	Faded signage on S Fernwood St and Mobeck St
<b>Red Curb</b>	Yes, along the west side of S Fernwood St, north of E Cameron Ave; White Curb on west side of S Fernwood St
<b>Adjacent Land Use</b>	West Covina High School, Apartment Complexes, & Single-Family Homes
<b>West Covina HS Start &amp; End Time</b>	School Start Time: 8:30AM School End Time: 3:26PM



**Collision Investigation**

Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). A review of available collisions that were reported to SWITRS along the segment of South Fernwood Street, north of East Mobeck Street was conducted over approximately a 3-year period between January 2022 through August 2025 (available data at the time of traffic review). Based on the information provided, a summary is shown in the following table.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
1	0	2

Collision Year Breakdown			
Jan – Jul 2025	2024	2023	2022
0	1	0	2

ID #	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collision Factor and Detail Descriptions
1	3/14/24	Fernwood St	Mobeck St	0	8:42	THU	Daylight	Sideswipe	5	OTHER MV	WB DRVR MADE RGT TRN & SIDESWIPE NB DRVR
2	5/4/22	Fernwood St	Mobeck St	287' N	6:35	WED	Daylight	Sideswipe	5	PARKED MV	DRVR SIDESWIPE SB PARKED MV
3	6/20/22	Fernwood St	Mobeck St	274' N	12:28	MON	Daylight	Sideswipe	5	PARKED MV	EB DRVR BACKNG SIDESWIPE NB PARKED MV

**Picture Summary**

A field visit was conducted, and site photos were taken on Tuesday, August 26, 2025, during morning drop-off and afternoon pick-up along Fernwood Street for West Covina High School. It was observed that most of the vehicle and pedestrian traffic in the area was along Fernwood Street. The majority of vehicles followed the traffic circulation set up by the high school, with vehicles turning onto S Fernwood Street from Cameron Avenue, traveling northbound along the segment, and turning around at the cul-de-sac to travel southbound along S Fernwood Street. This traffic pattern is shown below in the Figure.

It was also observed that vehicles would travel along Mobeck Street and Charlinda Street during student drop off and pickup, to try and avoid the majority of the congestion on S Fernwood Street. This caused a backup of westbound vehicles entering the school zone area from Azusa Avenue. The vehicle traffic backed up along Mobeck Street and Charlinda Street, and some students would enter and exit vehicles



## Parking Review of South Fernwood Street

on these local roads in the morning and afternoon. The high school also placed cones along S Fernwood Street adjacent to the school parking lot exit to prevent vehicles from making a left turn onto S Fernwood Street from Mobeck Street.

### MORNING TRAFFIC & PARKING PATTERNS



**Legend**

Existing Driveway

Available curb space for parking

Red Curb



# Parking Review of South Fernwood Street

## Pictures During Morning Drop Off.



WB view of vehicles turning right onto South Fernwood Street, from East Cameron Avenue.



View of SB vehicles lined along South Fernwood Street, to turn left and right into East Cameron Avenue.



View of WB vehicle turning left onto SB South Fernwood Street, from side street, East Charlinda Street.



View of NB thru & a stopped car along South Fernwood Street, near East Charlinda Street.



View WB vehicles along East Mobeck Street, merging with NB vehicles along South Fernwood Street.



View WB vehicles on East Mobeck Street, in line waiting to merge with NB vehicles along South Fernwood Street.



View of NB vehicles in line to enter school parking lot, while vehicles exit behind them.



View of NB vehicles in line entering school parking lot located on South Fernwood Street.



**AFTERNOON TRAFFIC & PARKING PATTERNS**



**Legend**

 Existing Driveway

 Red Curb

 No Parking 7am – 4pm, School Days.

 City Parking Permit Required

 Circulating no Stopping

 Stopping/Parked

 Parked on segments w/o Parking Restrictions



Parking Review of South Fernwood Street

Pictures During Afternoon Pick Up.



View of intersection at South Fernwood Street and East Cameron Avenue.



View of WB vehicles turning SB onto South Fernwood Street & SB vehicles exiting parking lot.



View of WB vehicles turning SB onto South Fernwood Street (leaving) & NB vehicles driving thru (arriving).



View of stopped and circulating NB vehicles along South Fernwood Street.



View of WB vehicles turning SB & NB onto South Fernwood Street, from East Mobeck Street.



Vehicles parked/stopping along both sides of South Fernwood Street, during restricted times.



View of WB vehicles turning SB onto South Fernwood Street, from East Mobeck Street, along with thru vehicles.



Vehicles circulating through Cul-de-Sac along South Fernwood Street.



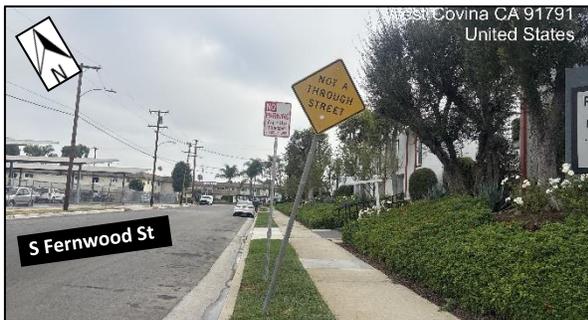
## Parking Review of South Fernwood Street



Condition of Parking signs located along South Fernwood Street.



Condition of Parking signs located along South Fernwood Street.



Sign conditions along South Fernwood Street.



View of on-site parking at 712 South Fernwood Street.

### DISCUSSION MEETING WITH WEST COVINA HIGH SCHOOL STAFF

On Wednesday October 1, 2025, a meeting was held with West Covina High School Principal Dr. Charles Park and School Safety Officer Jonathan Alexander to review the parking situation along S Fernwood Street and Mobeck Street, adjacent to the school. Based on the review with staff, it was determined that the current parking layout should not be adjusted along S Fernwood Street, due to the traffic pattern set up along the street segment for student drop off and pickup. This section of S Fernwood Street is used for student drop off and pickup from the school, for both northbound and southbound traffic. Vehicles utilize both sides of the street as well as the travel lanes to queue for student drop off in the morning, as well as for student pickup lineup along the street in the afternoon. If the parking were to be adjusted along Fernwood Street, it would disrupt the flow of traffic already established in the area. However, it was determined that some parking may be adjusted along Mobeck Street east of the high school, as long as there is enough lane width available for vehicles to queue for a right turn onto S Fernwood Street.



DISCUSSION MEETING WITH WEST COVINA STAFF

On Tuesday, October 28, 2025, a meeting was held at the intersection of Cameron Avenue and Fernwood Street to discuss traffic circulation, as well as parking along Fernwood Avenue for West Covina High School. Among the meeting attendees, the following people discussed the current situation for West Covina High School: West Covina High School Principal, West Covina High School Assistant Principal, two (2) members of the West Covina Police Department, West Covina High School Safety Officer, West Covina Fire Prevention Specialist, two (2) West Covina Public Safety Officers, West Covina Assistant City Manager, West Covina Public Works Superintendent, West Covina CIP Project Manager, West Covina City Engineer, and three (3) members of the West Covina Traffic Department.

During this meeting, the current traffic circulation was discussed and observed along Cameron Avenue and Fernwood Street. The majority of vehicles enter Fernwood Street from Cameron Avenue by either turning right onto the street or turning left at the signal onto the street. During student drop off, it was observed that vehicle traffic backed up along Fernwood Street onto Cameron Avenue, Mobeck Street, and Charlinda Avenue between 8:15AM-8:30AM, during the peak drop off time for students.

It was also discussed that West Covina High School is in the process of constructing a new Performing Arts building as well as a new parking lot, scheduled to be completed in April 2026. The additional parking lot is expected to provide another drop off/pickup zone for students once is it completed. Another review of traffic circulation for the high school may be completed after construction is finished.



**DISCUSSION MEETING WITH FERNWOOD APARTMENTS MANAGERS**

On Tuesday, December 16<sup>th</sup>, 2025, a discussion meeting took place at 12pm outside the Fernwood Apartments. This meeting was held with the Fernwood Apartments’ on-site manager and the property manager to review comments and concerns for the residents living in the apartment complex. The other meeting attendees included: West Covina Police Department, West Covina Assistant City Manager, West Covina City Engineer, and three (3) members of the West Covina Traffic Department.

During the meeting, parking concerns for the apartment residents were discussed, specifically for the streets along Fernwood Street and Mobeck Street. Currently, residents are parking along the north side of Mobeck Street and walking to reach the apartment complex. The apartment managers requested that additional parking be made available for residents closer to the property along Fernwood Street, so that the residents do not have to walk as far to their units. They asked that this change include adjusting the parking signage around school drop off and pickup times, so cars can park along Fernwood Street in the middle of the day between school start/end times. This change would also allow for delivery drivers and work trucks to park at the front of the apartment building without being affected by the current signage along Fernwood Street.

The apartment management also asked about permit parking along the residential streets south of the Fernwood Apartments. Currently, there is permit parking only on the south side of Mobeck Street, and along both sides of the street of Charlinda Street. During the meeting, it was discussed whether permit parking could be removed along the residential streets in this area. Currently, there is a citywide moratorium on permit parking review in West Covina, and it was discussed that the moratorium would have to be removed by West Covina City Council.



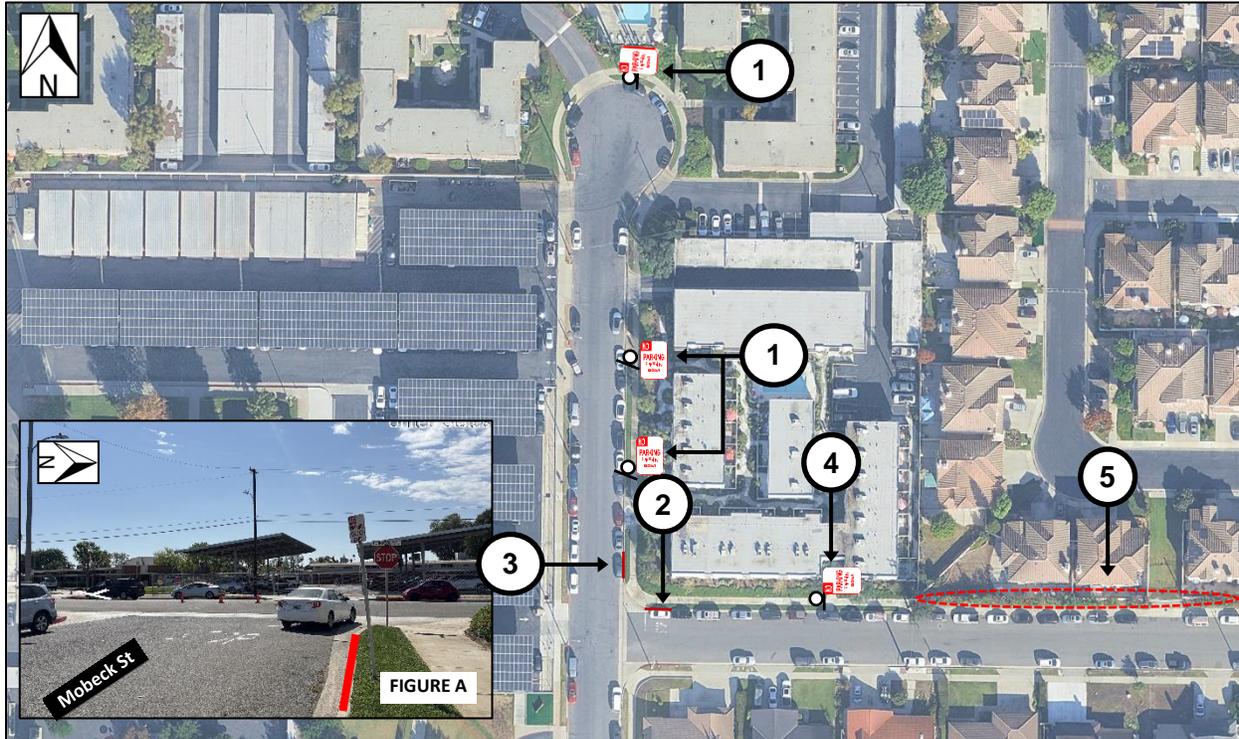
The apartment managers also discussed concerns regarding traffic circulation and congestion along Fernwood Street. It was discussed that West Covina High School is in the process of completing a new Performing Arts Center and a parking lot. The new parking lot will provide access for student drop off and pickup off of Cameron Avenue and is projected to alleviate some congestion along Fernwood Street. Construction of this new parking lot is scheduled to be completed in April 2026. Another review of traffic circulation for West Covina High School may be completed after construction is finished.

Concerns were also discussed regarding a lack of streetlights along the north and south side of Mobeck Street. The apartment managers asked if more streetlights may be installed, so the area is more well-lit at night. As part of this request to improve visibility along the sidewalk on Mobeck Street, it was asked that a review of overgrown hedges be completed along the north side of Mobeck Street. This request will be reviewed by West Covina's Maintenance Department.



Recommendations & Evaluation

Based on Engineering Judgement and warrants found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), South Fernwood Street, north of East Mobeck Street qualifies for the following improvements.



RECOMMENDATIONS

- 1 Remove and replace faded “No Parking; 7AM – 4PM; School Days,” parking signs with new “No Parking; 7AM-8AM & 3PM-4PM; School Days” signage on existing posts located along both sides of South Fernwood Street.
- 2 Install 20-ft of red curb on the north side of Mobeck Street at the northeast corner of the intersection with S Fernwood Street.
- 3 Install 20-ft of red curb on the east side of S Fernwood Street at the northeast corner of the intersection with Mobeck Street.
- 4 Remove signage and post for “No Parking 7AM-4PM on School Days” along Mobeck Street, to allow for additional parking along the north side of the street adjacent to Fernwood Apartments.
- 5 Trim vegetation along the north side of Mobeck Street between Fernwood Street and Azusa Avenue, so the hedges are not crowding over the sidewalk area along the street segment.

**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** January 21, 2026  
**PROJECT:** 250554; Heritage Drive between Hillside Drive and East Hills Drive

**Project Location Description & Maps**

**Segment:** Heritage Drive between Hillside Drive and East Hills Drive

**Request:** A resident is requesting a traffic review of the existing conditions along Heritage Drive between Hillside Drive and East Hills Drive. The resident reported that drivers do not follow the “15” MPH advisory signage along the curves. Additionally, the resident explained that this segment of Heritage Drive does not have sidewalks and expressed concern for pedestrians in the area. The resident is requesting the installation of traffic calming devices.



**Traffic and Geometric Data**

Collision & Traffic Data	
Collision Timeframe	4 Years (Jan 2022 – Dec 2025)
Total Midblock Collisions	0
Speed Limit	25 MPH (Prima Facie) Advisory 15 MPH along the curves (Posted)
85% Speed	33 MPH
ADT	282 vehicles
Street Classification (California Road System – Functional Classification by Caltrans)	Local Road
Adjacent Land Use	Single Family Residential
Segment Length	1,750 feet

Traffic Data	
Traffic Control Device	Heritage Drive is Stop controlled at the intersections with Hillside Dr and East Hills Dr
Advanced Warning Sign(s) Condition	Deteriorated “15 MPH” Advisory Speed for EB & WB approaching curve.
Street Width	32-feet
Number of Lanes	One 16-ft wide lane of travel in each direction, with no marked centerline.
On-Street Parking Conditions/ Driveways	Allowed



### Collision Investigation

Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS) and the California Crash Record System (CCRS). A review of available collisions that were reported along the segment of Heritage Drive, between Hillside Drive and East Hills Drive, was conducted over approximately a 4-year period between January 2022 through December 2026 (available data at the time of traffic review). The following tables show a breakdown summary of the collisions found within this period.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd MV
0	0	0

Collision Breakdown - Year			
Jan – Nov 2025	2024	2023	2022
0	0	0	0

### Average Daily Traffic (ADT)

Average Daily Traffic (ADT) data was obtained from counts taken on Tuesday, August 19, 2025. Counts were taken along Heritage Drive, north of Hillside Drive.

Average Daily Traffic (ADT) Summary			
Location	Vehicles per Day (vpd) 8/19/2025	Vehicles per Day (vpd) 8/19/2025	Vehicles per Day (vpd) 8/19/2025
Heritage Drive, north of Hillside Drive.	<b>NB</b> 156	<b>SB</b> 126	<b>TOTAL</b> 282

### Speed Survey

To assess the speed at which vehicles are traveling along the segment, a 24-hour speed survey was conducted along Heritage Drive. The survey was taken on Tuesday, August 19, 2025. The 85<sup>th</sup> percentile speed of vehicles traveling along Heritage Drive was found to be 33 MPH. This means that 85 percent of the vehicles sampled traveled at 33 MPH or below, which is 8 MPH above the prima facie speed limit of 25 MPH, and 18 MPH above the posted advisory speed of 15 MPH along the curves.

Speed Survey				
Location	Dir. of Travel	Date/Time of Survey	85 <sup>th</sup> ile Speed	Speed Limit
Heritage Drive, from Hillside Drive to East Hills Drive.	NB/SB	8/19/2025 for 24-hour	33 MPH	25 MPH (Prima Facie) & 15 MPH Advisable Speed Limit



Picture Summary

A field visit was conducted, and site photos were taken on Tuesday, December 2, 2025.



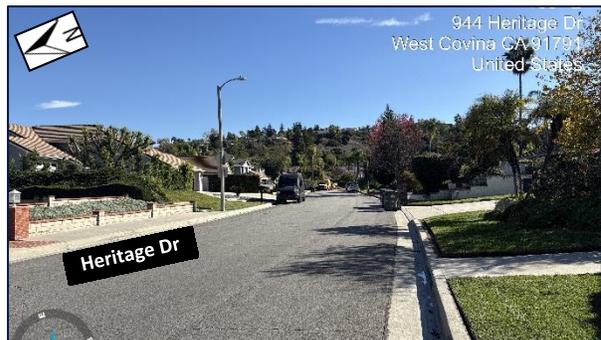
South-east view along Heritage Drive, at Hillside Drive.



North-west view along Heritage Drive, near "15" MPH advisory speed signage.



North-west view along Heritage Drive, approaching curve.



South-east view along Heritage Drive, near advisory signage.



View of marked centerline along north-west Heritage Drive.



View of marked centerline along south-east Heritage Drive.

Traffic Review of Heritage Drive between Hillside Drive and East Hills Drive



North-west view along Heritage Drive, near set of "15" MPH advisory speed signage.



South-east view along Heritage Drive, near set of "15" MPH advisory speed signage.



View of marked centerline along north-west Heritage Drive.



View of marked centerline along south-east Heritage Drive.



South-east view along Heritage Drive, near "15" MPH advisory speed signage.



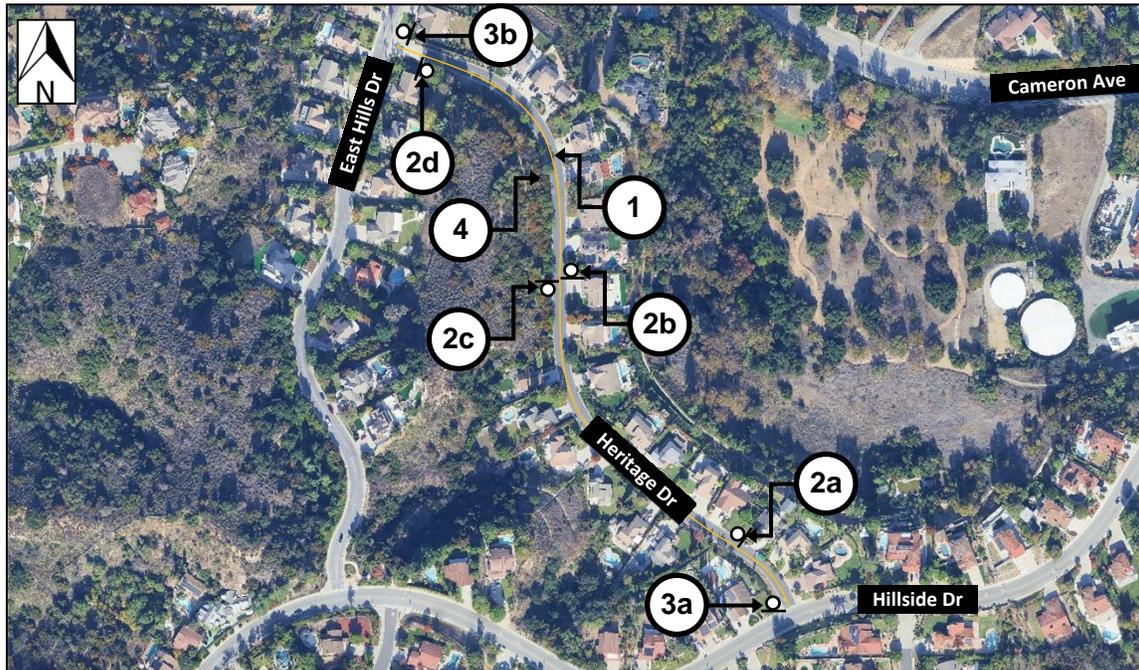
North-west view along East Hills Drive, approaching Heritage Drive.



Recommendations & Evaluation

Based on Engineering Judgement and warrants found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), it was determined that the segment of Heritage Drive, between Hillside Drive and East Hills Drive, would benefit from updates in signage and the installation of additional traffic calming measures. Recommendations are shown in the following exhibits.

Recommendation Exhibit:



- 1 Install solid double yellow centerline along Heritage Drive, between Hillside Drive and East Hills Drive.
- 2 Remove and replace deteriorated Curve Warning Sign (W1 – 1) and “15” MPH Advisory Speed Sign (W13 – 1P) (**Detail 1**) that are located along Heritage Drive, at the following locations:
  - (a) Replace signage on the east side of Heritage Drive, approximately 230-ft north of Hillside Drive.
  - (b) Replace signage on the east side of Heritage Drive, approximately 740-ft south of East Hills Drive.
  - (c) Replace Signage on the west side of Heritage Drive, approximately 460-ft south of East Hills Drive.
  - (d) Replace signage on the west side of Heritage Drive, approximately 75-ft south of East Hills Drive.
- 3 Remove and replace faded Stop Signs (R1 – 1) that are located along Heritage Drive at the following locations:
  - (a) Remove and replace the Stop Sign located on the north-west corner at the intersection of Hillside Drive and Heritage Drive, for southbound traffic.
  - (b) Remove and replace the Stop Sign located on the north-east corner at the intersection of East Hills Drive and Heritage Drive, for north-westbound traffic. **See Detail 2.**
- 4 Maintain a regular trimming schedule along the south side of Heritage Drive. Trimming the existing vegetation would prevent overgrown vegetation from obstructing the view of incoming traffic.



Traffic Review of Heritage Drive between Hillside Drive and East Hills Drive

Attachment 1. Average Daily Traffic, Heritage Drive north of Hillside Drive.

Prepared by National Data & Surveying Services

VOLUME

Heritage Dr N/O Hillside Dr

Day: Tuesday  
Date: 8/19/2025

City: West Covina  
Project #: CA25\_020297\_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						156	126	0	0	282	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0	0	0		12:00	2	2	0	0	4
0:15	0	0	0	0		12:15	1	3	0	0	4
0:30	0	0	0	0		12:30	3	1	0	0	4
0:45	0	0	0	0		12:45	1	7	5	11	18
1:00	0	0	0	0		13:00	1	3	0	0	4
1:15	0	0	0	0		13:15	1	2	0	0	3
1:30	0	0	0	0		13:30	2	4	0	0	6
1:45	0	0	0	0		13:45	2	6	3	12	18
2:00	0	0	0	0		14:00	5	2	0	0	7
2:15	0	0	0	0		14:15	1	2	0	0	3
2:30	0	0	0	0		14:30	4	0	0	0	4
2:45	0	1	1	0	1	14:45	1	11	2	6	17
3:00	0	0	0	0		15:00	3	2	0	0	5
3:15	0	0	0	0		15:15	4	3	0	0	7
3:30	1	0	0	0	1	15:30	0	2	0	0	2
3:45	0	1	0	0	1	15:45	2	9	4	11	20
4:00	0	0	0	0		16:00	7	1	0	0	8
4:15	1	1	0	0	2	16:15	2	6	0	0	8
4:30	0	0	0	0		16:30	5	3	0	0	8
4:45	1	2	1	0	3	16:45	0	14	3	13	27
5:00	1	0	0	0	1	17:00	2	0	0	0	2
5:15	0	0	0	0		17:15	2	0	0	0	2
5:30	1	0	0	0	1	17:30	3	2	0	0	5
5:45	0	2	0	0	2	17:45	2	9	3	5	14
6:00	1	1	0	0	2	18:00	3	4	0	0	7
6:15	1	1	0	0	2	18:15	2	2	0	0	4
6:30	2	0	0	0	2	18:30	0	3	0	0	3
6:45	0	4	1	3	7	18:45	0	5	2	11	16
7:00	4	4	0	0	8	19:00	1	2	0	0	3
7:15	8	0	0	0	8	19:15	4	1	0	0	5
7:30	5	2	0	0	7	19:30	2	1	0	0	3
7:45	3	20	1	7	27	19:45	4	11	2	6	17
8:00	3	0	0	0	3	20:00	1	1	0	0	2
8:15	3	2	0	0	5	20:15	1	3	0	0	4
8:30	1	0	0	0	1	20:30	1	0	0	0	1
8:45	3	10	2	4	14	20:45	3	6	6	10	16
9:00	1	1	0	0	2	21:00	2	3	0	0	5
9:15	4	1	0	0	5	21:15	1	0	0	0	1
9:30	1	1	0	0	2	21:30	1	0	0	0	1
9:45	1	7	1	4	11	21:45	1	5	0	3	8
10:00	3	2	0	0	5	22:00	1	0	0	0	1
10:15	2	4	0	0	6	22:15	1	1	0	0	2
10:30	1	2	0	0	3	22:30	3	0	0	0	3
10:45	0	6	1	9	15	22:45	1	6	0	1	7
11:00	4	2	0	0	6	23:00	0	0	0	0	
11:15	4	0	0	0	4	23:15	0	0	0	0	
11:30	3	5	0	0	8	23:30	0	0	0	0	
11:45	3	14	1	8	22	23:45	1	1	0	0	1
<b>TOTALS</b>	<b>66</b>	<b>37</b>			<b>103</b>	<b>TOTALS</b>	<b>90</b>	<b>89</b>			<b>179</b>
<b>SPLIT %</b>	<b>64.1%</b>	<b>35.9%</b>			<b>36.5%</b>	<b>SPLIT %</b>	<b>50.3%</b>	<b>49.7%</b>			<b>63.5%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						156	126	0	0	282
AM Peak Hour	7:00	11:30			7:00	PM Peak Hour	15:45	12:45		15:45
AM Pk Volume	20	11			27	PM Pk Volume	16	14		30
Pk Hr Factor	0.625	0.550			0.844	Pk Hr Factor	0.571	0.700		0.938
7 - 9 Volume	30	11	0	0	41	4 - 6 Volume	23	18	0	41
7 - 9 Peak Hour	7:00	7:00			7:00	4 - 6 Peak Hour	16:00	16:00		16:00
7 - 9 Pk	20	7	0	0	27	4 - 6 Pk	14	13	0	27
Pk Hr Factor	0.625	0.438	0.000	0.000	0.844	Pk Hr Factor	0.500	0.542	0.000	0.844



Traffic Review of Heritage Drive between Hillside Drive and East Hills Drive

Attachment 2. Speed Survey, Heritage Drive north of Hillside Drive.

Prepared by National Data & Surveying Services

**SPEED**

Heritage Dr N/O Hillside Dr

Day: Tuesday  
Date: 8/19/2025

City: West Covina  
Project #: CA25\_020297\_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
5:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6:00	3	0	2	0	2	0	0	0	0	0	0	0	0	7
7:00	1	1	9	8	6	2	0	0	0	0	0	0	0	27
8:00	0	2	2	6	4	0	0	0	0	0	0	0	0	14
9:00	0	1	2	3	5	0	0	0	0	0	0	0	0	11
10:00	2	0	3	7	2	1	0	0	0	0	0	0	0	15
11:00	0	2	2	8	7	2	1	0	0	0	0	0	0	22
12:00 PM	3	2	3	5	2	3	0	0	0	0	0	0	0	18
13:00	2	3	5	2	5	1	0	0	0	0	0	0	0	18
14:00	3	1	2	6	2	3	0	0	0	0	0	0	0	17
15:00	1	0	5	4	8	1	1	0	0	0	0	0	0	20
16:00	0	2	7	8	9	0	1	0	0	0	0	0	0	27
17:00	0	1	7	4	1	1	0	0	0	0	0	0	0	14
18:00	0	0	2	5	5	4	0	0	0	0	0	0	0	16
19:00	1	3	7	3	3	0	0	0	0	0	0	0	0	17
20:00	0	2	7	3	4	0	0	0	0	0	0	0	0	16
21:00	1	1	4	1	1	0	0	0	0	0	0	0	0	8
22:00	0	2	3	1	0	1	0	0	0	0	0	0	0	7
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>18</b>	<b>24</b>	<b>74</b>	<b>77</b>	<b>67</b>	<b>19</b>	<b>3</b>							<b>282</b>
% of Totals	6%	9%	26%	27%	24%	7%	1%							100%

AM Volumes	7	7	21	35	27	5	1	0	0	0	0	0	0	103
% AM	2%	2%	7%	12%	10%	2%	0%							37%
AM Peak Hour	6:00	8:00	7:00	7:00	11:00	7:00	11:00							7:00
Volume	3	2	9	8	7	2	1							27
PM Volumes	11	17	53	42	40	14	2	0	0	0	0	0	0	179
% PM	4%	6%	19%	15%	14%	5%	1%							63%
PM Peak Hour	12:00	13:00	16:00	16:00	16:00	18:00	15:00							16:00
Volume	3	3	7	8	9	4	1							27

Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%
		41	↔ 15%	36	↔ 13%	41	↔ 15%	164	↔ 58%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
	20	27	26	33	36	282
Summary	Pace					
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH	
	22 - 31 mph	164	58.16%	0	0.00%	

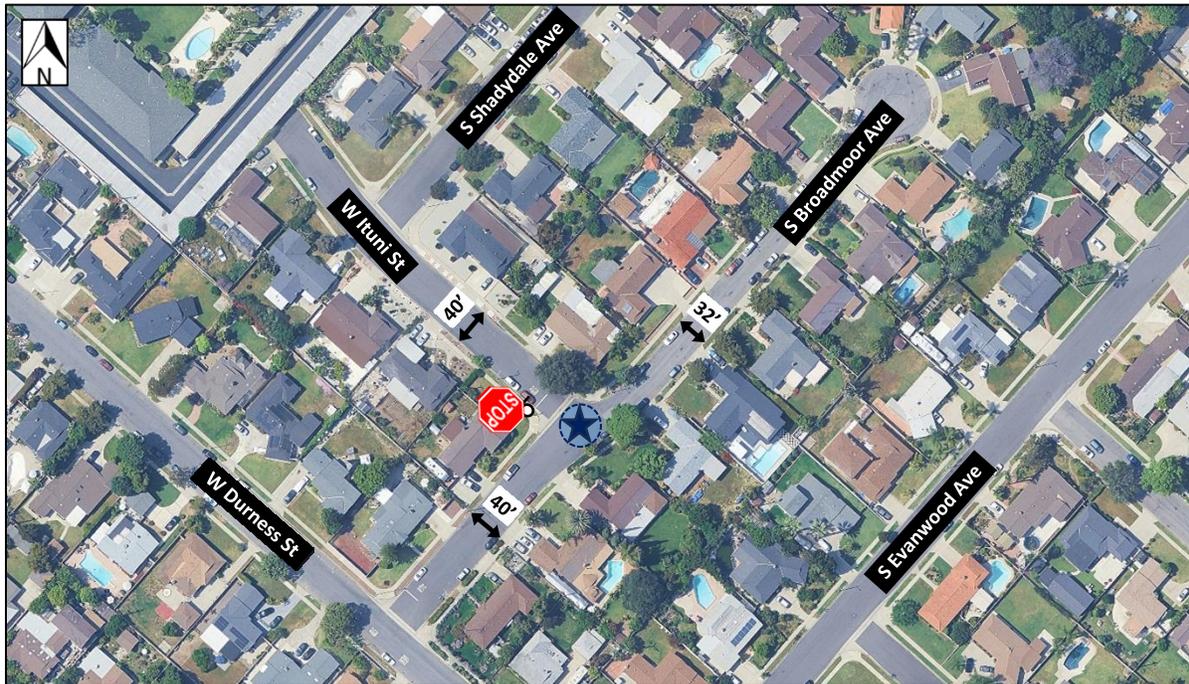


**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** January 21, 2026  
**PROJECT:** Traffic Review of S Broadmoor Avenue and W Ituni Street

**Project Location Description & Maps**

**Segment:** S Broadmoor Avenue and W Ituni Street

**Request:** A resident has requested a review of the existing conditions at the intersection of S Broadmoor Avenue and W Ituni Street. It was reported that vehicles park along the west side of S Broadmoor Avenue, close to the intersection. The resident explained that the issue is aggravated by the alignment of S Broadmoor Avenue.



**Traffic and Geometric Data**

Collision & Traffic Data		Collision & Traffic Data	
<b>Collision Timeframe</b>	4 Years (January 2022 – November 2025)	<b>Street Light Location(s)</b>	On the W/S of S Broadmoor Ave and on the S/S of W Ituni St
<b>Collisions at Int.</b>	0	<b>On-Street Parking</b>	Allowed, on both streets except during street sweeping times, on Monday 10AM to 2PM, & on segments marked with red curb.
<b>Speed Limit (Prima Facie)</b>	<b>W Ituni St</b> – 25 MPH <b>S Broadmoor Ave</b> – 25 MPH	<b>Existing Red Curb</b>	No
<b>Intersection Control Type</b>	Stop controlled along the eastbound direction of W Ituni St.	<b>Advance Street Signage</b>	No
<b>Street Classifications (California Road Systems Map)</b>	<b>W Ituni St</b> – Local Road <b>S Broadmoor Ave</b> – Local Road	<b>Street Width</b>	<b>W Ituni St</b> – 40ft <b>S Broadmoor Ave</b> – 32ft (NL) and 40ft (SL)
<b>Crosswalks/Color</b>	No crosswalks, but there are ADA ramps on both sides of W Ituni St.	<b>Lane Width</b>	<b>W Ituni St</b> – One 20 ft lane in each direction. <b>S Broadmoor Ave</b> – One 16ft (NL) & 20ft (SL) lane in each direction.
<b>Land Use</b>	Single-Family Residential Units		



**Collision History Data**

Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS) and the California Crash Record System (CCRS). A review of available collisions that were reported at the intersection of S Broadmoor Avenue and W Ituni Street, was conducted over approximately a 3.75-year period between January 2022 through November 2025 (available data at the time of traffic review). Based on the information provided, a summary breakdown of the number of collisions within the studied intersection is listed below and shown in the following tables.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
0	0	0

Collision Year Breakdown			
Jan – Nov 2025	2024	2023	2022
0	0	0	0

**Picture Summary**

Photos from site visit, taken on Tuesday, December 2, 2025.



Southbound view along S Broadmoor Avenue, approaching W Ituni Street.



Northbound view along S Broadmoor Avenue, approaching W Ituni Street.



Southbound view on sidewalk along S Broadmoor Avenue, at W Ituni Street.



Northbound view on sidewalk along S Broadmoor Avenue, at W Ituni Street.



Traffic Review of S Broadmoor Avenue and W Ituni Street



Eastbound view along W Ituni Street, approaching S Broadmoor Avenue.



View of Stop Bar Pavement Legends located along eastbound W Ituni Street, at S Broadmoor Avenue.



View of the north ADA ramp located on the north corner of the intersection of W Ituni Street at S Broadmoor Avenue.



View of the west ADA ramp located on the west corner of the intersection of W Ituni Street at S Broadmoor Avenue.



View of fire hydrant located along at S Broadmoor Avenue, south of W Ituni Street.



View of Stop Sign conditions at the intersection of W Ituni Street and S Broadmoor Avenue.



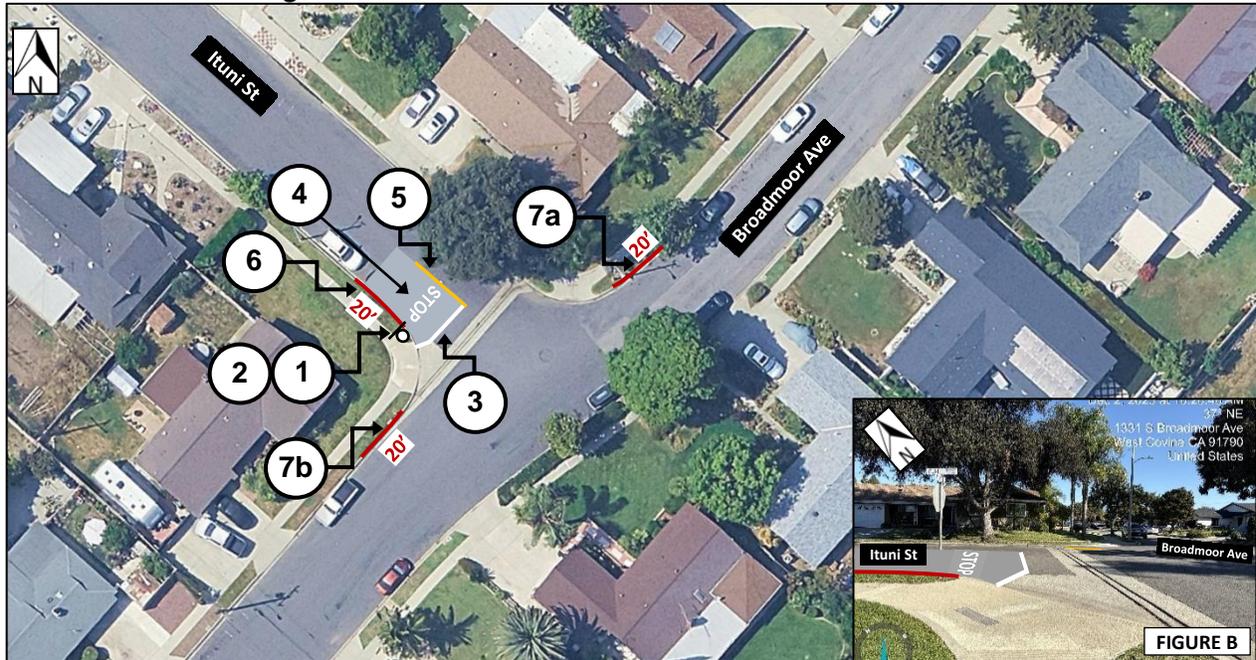
### Recommendations & Evaluation

Based on Engineering Judgement, The City of West Covina Traffic Request Guidelines, guidelines found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), the intersection of S Broadmoor Avenue and W Ituni Street qualifies for improvements.

Due to the misalignment of the north and south legs of the intersection, the available view for eastbound traffic is obstructed. For this reason, it is expected that drivers will encroach closer to the intersection to obtain a better view. Currently, the Stop Bar is located approximately 20-ft away from the bottom of the gutter. It is recommended to shift forward the "STOP" and Stop Bar pavement legends, approximately 12-ft forward. Additionally, it is recommended to install 20-ft of red curb on the west side of S Broadway Avenue and W Ituni Street to comply with Assembly Bill 413. At this time, the intersection qualifies for the following improvements:



Recommendations Diagram:



RECOMMENDATIONS

- 1 Remove and replace faded Stop Sign (R1 – 1) located along the eastbound direction of W Ituni Street, at the intersection with S Broadmoor Avenue. **See Detail 1.**
- 2 Install “Cross Traffic Does Not Stop” Sign (W4 – 4P) underneath the existing Stop Sign (R1 – 1) located along the eastbound direction of W Ituni Street, at the intersection with S Broadmoor Avenue. **See Detail 1.**
- 3 Adjust and angle Stop Bar pavement legends approximately 12-ft forward to allow vehicles to stop closer to the intersection. Angle the east end of the Stop Bar to connect with the ADA-Ramp to allow a clear path of travel between the east and the north corners of the intersection. **See Figure B.**
- 4 Relocate the existing “STOP” Bar pavement legend along the eastbound direction of W Ituni Street at S Broadmoor Avenue, to be closer to the intersection. Relocate the pavement markings to be approximately 12-ft east, closer to the intersection.
- 5 Install 25-ft of double yellow centerline on the west leg of the intersection, starting from the Stop Bar.
- 6 Install 20-ft of red curb approaching W Ituni Street and S Broadmoor Avenue to be compliant with AB 413.
  - (a) Install red curb on the west side of S Broadmoor Avenue, north of W Ituni Street.
  - (b) Install red curb on the west side of S Broadmoor Avenue, south of W Ituni Street.
  - (c) Install red curb on the north side of W Ituni Street, west of S Broadmoor Avenue.



## Project Location Description & Maps

**Intersection:** 1842 East Workman Avenue

**Request:** A resident is requesting a traffic review of the existing parking conditions along the frontage of their residence located on E Workman Avenue. The resident is requesting the installation of blue curb in front of the senior living, located at 1842 E Workman Avenue.



## Traffic and Geometric Data

Traffic Data		Traffic Data	
<b>Posted Speed Limit</b> (West Covina Citywide Speed Survey)	<b>E Workman Ave</b> – 25 MPH School Speed Limit	<b>Street Light Location(s)</b>	Along the south side of E Workman Ave.
<b>Street Classification</b> (Received from CALTRANS Classification Map)	<b>E Workman Ave</b> – Major Collector Road	<b>On-Street Parking</b>	<b>E Workman Ave</b> – Allowed on north side of street, except for red curb & street sweeping times.
<b>Street Width</b>	<b>E Workman Ave</b> – 40-foot wide	<b>Sidewalk Conditions</b>	Yes; sidewalk on both sides of E Workman Ave.
<b>Number of Lanes</b>	<b>E Workman Ave</b> – one 20-foot wide lane in each direction, dashed yellow centerline.	<b>Workman Elementary School (Grades K-6)</b>	Adjacent to subject location; serves approximately 312 students.
<b>Red Curb</b>	Yes; 175-ft red in front of 1842 E Workman Ave.		



Picture Summary

A field visit was conducted on Wednesday, January 7, 2025.



View of driveway entrance at 1842 E Workman Ave.



View of existing accessible parking located outside 1842 E Workman Ave.



View of existing accessible parking located outside 1842 E Workman Ave.



View of visitor parking located outside 1842 E Workman Ave.



View of existing on-site parking located outside 1842 E Workman Ave.



View of existing red curb located on the south side of E Workman Ave.



### ADA Parking Zone Criteria

*The West Covina Municipal code defines "Parking for physically handicapped persons. When any curb is painted blue, no person shall stop, stand or park any vehicle in the street adjacent thereto, unless such vehicle displays a license plate issued to a handicapped person or a disabled veteran, pursuant to the state Vehicle Code."* Following the City of West Covina criteria, potential locations for consideration of blue curb installation must meet the following requirements:

- Applicant is in possession of distinguishing license plate or placard.
- On-street location is needed for access.
- Off-street parking is not available at a residence or business.

Applicant understands that the blue zone will be available to all qualifying members of the public and does not constitute reserved individual parking.

### California Vehicle Code

Whenever local authorities enact local parking regulations and indicate them by the use of paint upon curbs, the following colors only shall be used, and the colors indicate as follows:

Red indicates no stopping, standing, or parking, whether the vehicle is attended or unattended, except that a bus may stop in a red zone marked or signposted as a bus loading zone.

Yellow indicates stopping only for the purpose of loading or unloading passengers or freight for the time as may be specified by local ordinance.

White indicates stopping for either of the following purposes:

- a) Loading or unloading of passengers for the time as may be specified by local ordinance.
- b) Depositing mail in an adjacent mailbox.

Green indicates time limit parking specified by local ordinance.

Blue indicates parking limited exclusively to the vehicles of disabled persons and disabled veterans.

Regulations adopted pursuant to subdivision (a) shall be effective on days and during hours or times as prescribed by local ordinances.



The following diagram shows approximate measurements of the available parking at 1842 E Workman Avenue.



The resident requested the installation of blue curb along the frontage of 1842 E Workman Avenue to provide a space for his driver to pick up the resident. The resident explained that due to the lack of parking availability his driver has to park along red curb. While installing blue curb, or accessible parking, would provide additional parking, this improvement does not guarantee that the parking space will be available at any time. Accessible parking can be used by anyone in need of accessible parking, or any car with a handicap plaque.

To address the resident’s concern, a few options have been considered. Installation of green curb, or temporary parking, was considered to provide short-timed parking. However, in the case of green curb any driver with handicap plaque is allowed to park along green curb for unlimited time, thus defeating the purpose of the improvement.

The next improvement considered was the installation of white curb and/or yellow curb. According to the CVC, white curb denotes parking reserved for “Loading or unloading of passengers for the time as may be specified by local ordinance.” Similarly, yellow curb indicates “stopping only for the purpose of loading or unloading passengers or freight for the time as may be specified by local ordinance” (CVC). Installing a parking space with yellow curb would allow drivers to use the parking space for a limited time when picking up or dropping off a resident, thus offering a potential solution to address the resident’s concern. The City has the option to install one parking space marked with yellow curb near the complex driveway exit.



**Recommendations & Evaluation**

Based on Engineering Judgement, The City of West Covina Traffic Request Guidelines for curb markings and parking, and guidelines found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), it was concluded that the frontage of 1842 E Workman Avenue could benefit from additional improvements. The City of West Covina has the option to install one-parking space marked with yellow curb to provide timed parking for loading/unloading of passengers.



**RECOMMENDATIONS**

- 1 Remove and replace red curb, on the west side of the driveway exit located at 1842 E Workman Avenue, following:
  - a) Leave 10-ft of red curb from the driveway exit west.
  - b) Remove and replace 30-ft of red curb for yellow curb, between the bus stop pad and the 10-ft of red curb.
- 2 Install "Passenger Loading Only; 15 Minutes" Sign (R25C (CA)) on the south side of Workman Avenue, approximately 25-ft west of the driveway located at 1842 E Workman Avenue. **See Detail 1.**



**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** January 21, 2026  
**PROJECT:** Traffic Review of Amar Road and Paseo Merida

## Project Location Description & Maps

**Intersection:** Amar Road and Paseo Merida

**Request:** A resident is requesting a traffic review of the existing conditions at the intersection of Amar Road and Paseo Merida. It was reported that there is a blind curve at the intersection. The resident expressed concern for vehicles turning left from Amar Road into Paseo Merida. According to the resident, there has been multiple vehicular collisions at this intersection. The resident explained that the overgrown vegetation along the median obstructs the view of oncoming traffic, and that combined with the high speed of approaching vehicles make it difficult for drivers to turn left. The resident is requesting the installation of additional traffic devices at Amar Road and Paseo Merida.



## Traffic and Geometric Data

Collision & Traffic Data		Traffic Data	
<b>Collision Timeframe</b>	4 Years (January 2022 – December 2025)	<b>Street Width</b>	<b>Amar Rd:</b> 90-ft <b>Paseo Merida:</b> 50-ft
<b>Total Int. Collisions</b>	8	<b>Number of Lanes</b>	<b>Amar Rd:</b> Three 11-ft lanes of travel in each direction, 5-ft bike lane, and a 14-ft landscaped median.  <b>Paseo Merida:</b> One 20-ft lane of travel in each direction and a 10-ft landscaped median.
<b>Speed Limit</b>	<b>Amar Rd:</b> 50 MPH (Posted) <b>Paseo Merida:</b> 15 MPH (Prima Facie)	<b>On-Street Parking Conditions</b>	<b>Amar Rd:</b> Parking and stopping is prohibited.  <b>Paseo Merida:</b> Not Allowed.
<b>Street Classification</b> (California Road System – Functional Classification Map by Caltrans)	<b>Amar Rd:</b> Other Principal Arterial <b>Paseo Merida:</b> Local Road (driveway exit to a parking lot)		
<b>Adjacent Land Use</b>	Multi-unit residential and commercial area		
<b>Control Type</b>	Uncontrolled		



**Collision Investigation**

Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS). A review of available collisions that were reported to SWITRS near the intersection of Amar Road and Paseo Merida, was conducted over approximately a 4-year period between January 2022 through December 2025 (available data at the time of traffic review). Based on the information provided, a summary breakdown of the number of collisions within 100-ft of the intersection are listed below and shown in the following tables.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
8	0	0

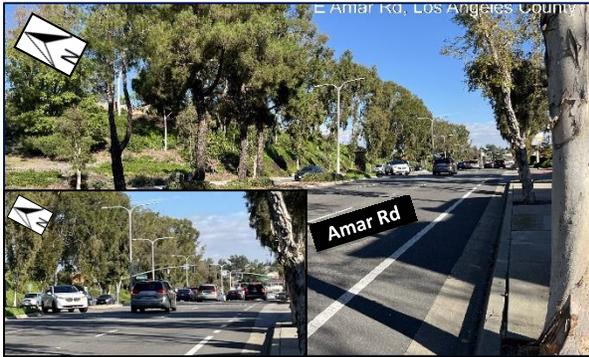
Collision Breakdown - Year			
2025	2024	2023	2022
2	3	3	0

#	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collision Factor and Detail Descriptions
1	11/21/25	Amar Rd	Paseo Merida	0	16:49	FRI	Daylight	Broadside	5	Other MV	DRVR HIT DRVR BROADSIDE
2	2/27/25	Amar Rd	Paseo Merida	0	15:30	THU	Daylight	Broadside	5	Other MV	DRVR HIT DRVR BROADSIDE
3	11/27/24	Amar Rd	Paseo Merida	0	16:02	WED	Daylight	Broadside	5	Other MV	WB DRVR MAKING LFT TRN HIT EB DRVR BROADSIDE
4	5/3/24	Amar Rd	Paseo Merida	60' W	20:22	FRI	Dark-St	Sideswipe	5	Other MV	DRVR MADE IMPROPER TRN & SIDESWIPED WB DRVR
5	1/5/24	Amar Rd	Paseo Merida	0	17:22	FRI	Daylight	Broadside	4	Other MV	WB DRVR MADE IMPROP LFT TRN & HIT DRVR BROADSIDE
6	6/5/23	Amar Rd	Paseo Merida	10' W	16:46	MON	Daylight	Broadside	4	Other MV	WB DRVR MADE IMPROP LFT TRN & HIT DRVR BROADSIDE
7	4/20/23	Nogales St	Paseo Merida	0	13:55	THU	Daylight	Broadside	4	Other MV	SB DRVR MAKING LFT TRN HIT EB DRVR BROADSIDE
8	1/26/23	Amar Rd	Paseo Merida	0	16:38	THU	Daylight	Head-On	5	Other MV	SB DRVR MAKING LFT TRN HIT EB DRVR BROADSIDE



Picture Summary

A field visit was conducted, and site photos were taken on Wednesday, January 7, 2025.



Eastbound view of Amar Road, approaching intersection with Paseo Merida.



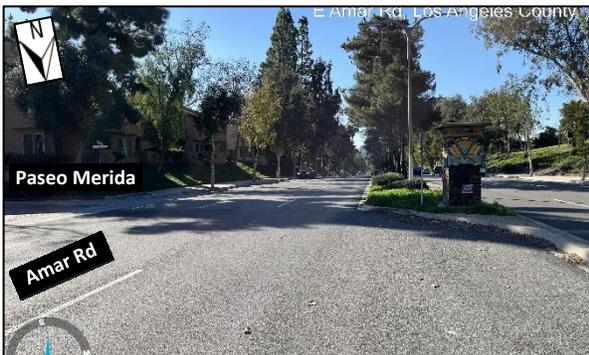
Eastbound view of Amar Road, at intersection with Paseo Merida.



View of westbound Amar Road, near Paseo Merida.



View of incoming eastbound traffic on Amar Road, standing on the left-turn pocket.



View of incoming eastbound-traveling traffic on Amar Road, standing on the left-turn pocket.



Northbound view of Paseo Merida, at intersection with Amar Road.



Eastbound view of Amar Road, near Signal Ahead sign approaching intersection with Nogales Street.



Eastbound view of Amar Road, near Signal Ahead approaching intersection with Nogales Street.

### SPEED LIMIT REDUCTION

In late 2025, the new Citywide Speed Survey was presented and approved by the Traffic Committee. The new survey analyzed major roads throughout the city, with high-speed limits and high risk of collisions. This analysis included several segments of Amar Road. The Speed Survey recommended speed reduction of the current speed limit from 50MPH to 40MPH along Amar Road. The 2025 Citywide Speed Limits will be presented to West Covina City Council in the upcoming months, potentially in January 2026. If City Council approves, this speed limit change will come into effect.

In the original request, the resident had requested the installation of “Keep Clear” Pavement Markings at the intersection. However, these pavement markings are typically used at locations where the path is blocked. For example, near major intersections where vehicular queues tend to extend lengthy distances. When the length of the queue is long enough that can reach adjacent side roads, it can block entrance/exit into these roads. To prevent this from happening, “Keep Clear” pavement markings are installed at these intersections to remind drivers to keep paths clear for other drivers. In the case of Amar Road and Paseo Drive, the resident reported issues related to high speeds and car crashes at the intersection. It is not expected that “Keep Clear” pavement markings will have a significant effect on reducing high speeds or in reducing crashes related to vehicles turning left. Therefore, this measure is not being recommended at this time.



## Recommendations & Evaluation

Based on Engineering Judgement and warrants found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), it was concluded that the intersection of Amar Road and Paseo Merida would benefit from additional improvements. Recommendations are shown in the following exhibit:

### Recommendations:



#### RECOMMENDATIONS:

- 1
 Install New Stop Sign (R1 – 1) and “Traffic Does Not Stop” Plaque (W4 – 4P) with new Unistrut 2” SQ Galvanized Steel post with breakaway anchor, for the northbound direction of Paseo Merida (Private Property) at the intersection with Amar Road. **See Detail 1.**
- 2
 Install T-Intersection Warning Sign (W2 – 2) with new Unistrut 2” SQ Galvanized Steel post with breakaway anchor on the south side of Amar Road, approximately 210-ft west of Paseo Merida. **See Detail 2.**
- 3
 Remove, replace, and relocate existing faded Signal Ahead Sign (W3 – 3) that is currently located on the south side of Amar Rd, approximately 300-ft west of Nogales Street. Install new sign with new Unistrut 2” SQ Galvanized Steel post with breakaway anchor and place it on the south side of Amar Rd, approximately 470-ft west of Nogales St. **See Detail 3.**
- 4
 Install new Signal Ahead Sign (W3 – 3) with new Unistrut 2” SQ Galvanized Steel post with breakaway anchor for eastbound traffic along Amar Rd, on the raised median, approximately 430-ft of Nogales Street. **See Detail 3.**
- 5
 Maintain a regular trimming schedule along Amar Road, specially along the center median to prevent vehicles from obstructing the view of incoming traffic.

