CITY OF WEST COVINA
AGENDA
TRAFFIC COMMITTEE
REGULAR MEETING

City Hall (Community Room), 1444 W. Garvey Avenue South
West Covina, California 91790
December 17, 2025
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 NOVEMBER 19, 2025**

4. **NEW BUSINESS**

   a. Traffic Review of N Orange Avenue and W Eldred Avenue

   West Covina School District is requesting a review of the current traffic conditions at the intersections of N Orange Avenue and W Eldred Avenue. Staff would like to investigate if the intersection qualifies for All-Way Stop control. Additionally, due to the presence of outdated signage, the intersection of N Conlon Avenue and W Eldred Avenue will also be reviewed for possible updates in signage and pavement legends.

   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 $81,000

   *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 S Lark Ellen Avenue and E Herring Avenue

The City has received a traffic request to review the existing conditions at the intersection of S Lark Ellen Avenue and E Herring Avenue. It was reported that line of sight is impacted on the north-east and south-east corners of the intersection.

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 $6,000

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c. Traffic Review of E Vine Avenue and S Glendora Avenue

The City has received a traffic request to review the existing conditions at the intersection of S Glendora Avenue and E Vine Avenue. The City would like to investigate the feasibility of adding a right-turn only lane along the westbound direction of E Vine Avenue, at S Glendora 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 $12,000

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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 824 W Cameron Avenue

The City has received a traffic request to review the midblock crosswalk located in front of 824 W Cameron Avenue. It was reported that vehicles are not respecting the posted signage along W Cameron Avenue and not stopping at the crosswalk. The resident expressed concern for pedestrians crossing along W Cameron 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 $23,000

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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, January 21, 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.

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 or via phone at (626)939-8733

Members of the public can submit public comments via e-mail at 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.

TO:	City of West Covina – Administrative Review
FROM:	Traffic Engineering, Transtech Engineers, Inc.
DATE:	December 17, 2025
PROJECT:	N Orange Avenue and W Eldred Avenue

Project Location Description & Maps

Intersection: N Orange Avenue and W Eldred Avenue

Request: West Covina School District is requesting a review of the current traffic conditions at the intersections of N Orange Avenue and W Eldred Avenue. Staff would like to investigate if the intersection qualifies for All-Way Stop control. Additionally, due to the presence of outdated signage, the intersection of N Conlon Avenue and W Eldred Avenue will also be reviewed for possible updates in signage and pavement legends.

Traffic and Geometric Data

Traffic Data	
Posted Speed Limit (City of West Covina – 2017 Citywide Speed Survey)	**N Orange Ave** – 35 MPH (Posted) & 25 MPH (on School Zone) **W Eldred Ave** – 25 MPH (Prima Facie) **N Conlon Ave** – 25 MPH (Prima Facie)
Intersection Control Type	Stop Controlled for WB direction of W Eldred Ave at N Orange Ave.
Street Width	**N Orange Ave** – 40-ft **W Eldred Ave** – 40-ft **N Conlon Ave** – 32-ft **N Nora Ave** – 35-ft
Number of Lanes/ Lane Width for each street	**N Orange Ave** – One 20-ft lane in each direction. **W Eldred Ave** – One 20-ft lane in each direction. **N Conlon Ave** – One 16-ft lane in each direction.
Street Classification (California Road System – Functional Classification Map by CALTRANS)	**N Orange Ave** – Major Collector **W Eldred Ave** – Local Street **N Conlon Ave** – Local Road
Street Light Location(s)	**Yes,** on the SE corner of N Orange Ave and W Eldred Ave

Traffic Data	
On-Street Parking	**Allowed** on N Orange Ave and Eldred Ave, with some exceptions. On SS of W Eldred Ave 30-minute parking, 7am – 8am; 12:30pm – 2pm.
Existing Red Curb	**Yes,** on the NW, NE, & SW corners of N Orange Ave and West Eldred Ave.
Crosswalk	**Yes,** on the north leg of N Orange Ave and W Eldred Ave and on the west leg of W Eldred Ave.
Stop Sign(s) Condition	**EB:** Damaged.
Advanced Warning Sign(s); Sign Condition	**N Orange Ave** – Pavement markings along NB & SB, approaching crosswalk. **W Eldred Ave** – No advance warning sign.
Monte Vista Elementary (Grades K-6)	Approximately 440 Students enrolled

Collision Investigation: N Orange Avenue and W Eldred Avenue

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 at the intersection of N Orange Avenue and W Eldred Avenue was conducted over approximately a 3-year period between January 2022 through September 2025 (most recent available data). Based on the information provided, a summary breakdown of the number of collisions within the studied segment are listed below and shown in the following tables.

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

Collision Breakdown - Year			
Jan – Sep 2025	2024	2023	2022
0	1	0	0

Table 1: Collision History Review, Eldred Avenue and Orange Avenue

#	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	Collison Factor and Detail Descriptions
1	10/14/24	1615 W Eldred Ave (Monte Vista Elementary School)	Not Stated		13:50	MON	Daylight	Vehicle/ Pedestrian	5	Pedestrian	DRVR COLLIDED WITH PEDESTRIAN

Traffic Counts: N Orange Avenue and W Eldred Avenue

AVERAGE DAILY TRAFFIC (ADT)

As a part of this traffic review, Average Daily Traffic (ADT) counts were collected on Thursday, October 16, 2025. Counts were taken along N Orange Avenue and along W Eldred Avenue. A summary of ADT data is shown in the table below.

Table 2. Average Daily Traffic (ADT)

Location	***Vehicles per Day (vpd)*** *10/16/2025*	***Vehicles per Day (vpd)*** *10/16/2025*	***Vehicles per Day (vpd)*** *10/16/2025*
N Orange Avenue north of W Chetney Drive	***NB*** 3,144	***SB*** 3,216	***TOTAL*** 6,360
W Eldred Avenue east of N Orange Avenue	***EB*** 404	***WB*** 418	***TOTAL*** 822

SPEED SURVEY

To assess the speed at which vehicles are traveling along the intersection of N Orange Avenue and W Eldred Avenue, a 24-hour speed sample was taken on Thursday, October 16, 2025. Counts were taken along N Orange Avenue and along W Eldred Avenue. The 85th- percentile speed of vehicles traveling along N Orange Avenue was found to be 39 MPH. These results mean that 85 percent of the vehicles sampled travelled at 39 MPH or below on N Orange Avenue, which is above the 35 MPH posted speed limit. The 85th- percentile speed of vehicles traveling along W Eldred Avenue was found to be 28 MPH. These results mean that 85 percent of the vehicles sampled travelled at 28 MPH or below on W Eldred Avenue, which is above the prima facie speed limit of 25 MPH. The table below shows the speed survey results from October 16, 2025.

Table 3. Speed Survey

Location	**Dir. of Travel**	**Date/Time of Survey**	**85%ile Speed**	**Posted Limit MPH**
N Orange Avenue north of W Chetney Drive	NB/SB	10/16/2025 for 24-hour	39 MPH	35 MPH (Posted) & 25 MPH (in School Zone)
W Eldred Avenue east of N Orange Avenue	WB	10/16/2025 for 24-hour	28 MPH	25 MPH (Prima Facie)

PEDESTRIAN COUNTS

Pedestrian counts were collected, for all pedestrians who crossed the legs of the intersection of N Orange Avenue and W Eldred Avenue. Counts were taken on Thursday, October 16, 2025, during the hours of 7AM – 9AM, 1PM – 3PM, and 4PM – 6PM. The following table shows number of pedestrians crossing the intersection.

Table 4: Summary of Pedestrians Crossing at N Orange Avenue and W Eldred Avenue						
TIME	NORTH LEG (Uncontrolled Marked Crosswalk)		SOUTH LEG (No Marked Crosswalk)		EAST LEG (Stop Control W/ No Marked Crosswalk)	
	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE
7:00 – 8:00AM	17	6	0	0	6	0
8:00 – 9:00AM	0	0	0	0	2	0
1:00 – 2:00PM	5	2	1	0	2	2
2:00 – 3:00PM	1	0	0	0	2	0
4:00 – 5:00PM	3	0	0	0	0	0
5:00 – 6:00PM	7	2	0	0	0	0
TOTAL PEDS	**33**	**10**	**1**	**0**	**12**	**0**

PEAK HOUR TURNING MOVEMENT COUNTS

To determine the type of turning movements encountered at the intersection of N Orange Avenue and W Eldred Avenue during the heaviest peak hours. Traffic counts were taken at the intersection during the hours of 7AM – 9AM, 1PM – 3PM and 4PM – 6PM on Thursday, October 16, 2025. **Figures 1 – 3** depict the highest peak of 1 hour of vehicles at the intersection during each count period.

Figure 1 below exhibits the calculated peak hour volumes for the morning (AM) Peak hour of 7:15AM – 8:15AM at N Orange Avenue and W Eldred Avenue on Thursday, October 16, 2025.
Figure 2 below exhibits the calculated peak hour volume for the afternoon (AFT) Peak hours of 1:30PM – 2:30PM at N Orange Avenue and W Eldred Avenue on Thursday, October 16, 2025.
Figure 3 below exhibits the calculated peak hour volume for the evening (PM) Peak hours of 5:00 PM – 6:00 PM at N Orange Avenue and W Eldred Avenue on Thursday, October 16, 2025.

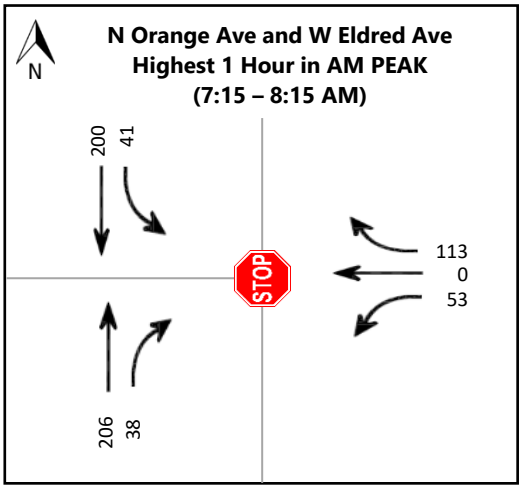


Figure 1: AM Peak Hour Count
(7:15 – 8:15 AM)

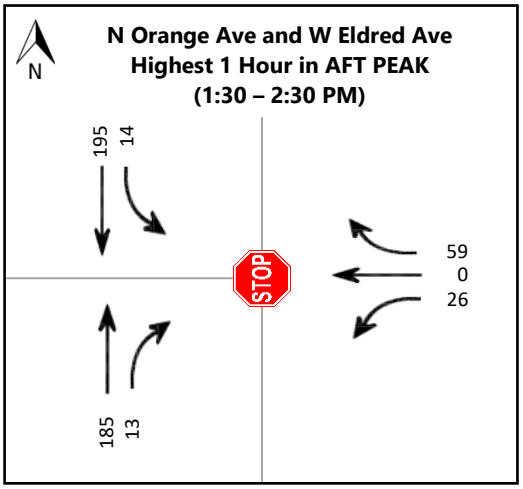


Figure 2: AFT Peak Hour Count
(1:30 – 2:30 PM)

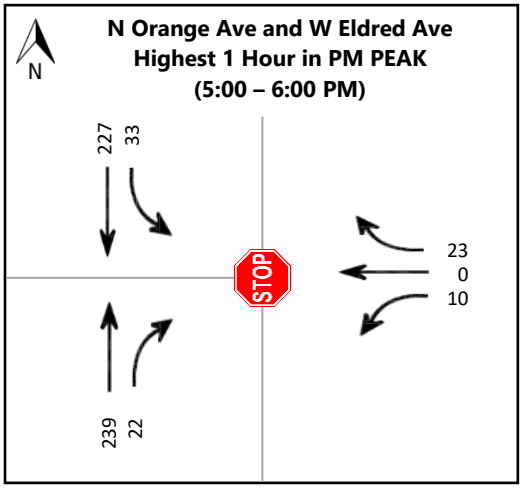


Figure 3: PM Peak Hour Count
(5:00 – 6:00 PM)

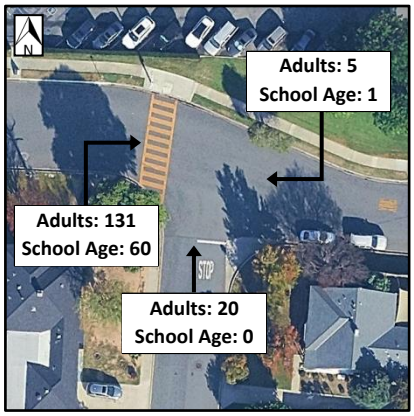
Traffic Counts: N Conlon Avenue and W Eldred Avenue

PEDESTRIAN COUNTS

Pedestrian counts were collected, for all pedestrians who crossed the legs of the intersection N Conlon Avenue and W Eldred Avenue. Counts were taken on Thursday, October 16, 2025, during the hours of 7AM – 9AM, 1PM – 3PM, and 4PM – 6PM. The following table shows number of pedestrians crossing the intersection

Table 5: Summary of Pedestrians Crossing at N Conlon Avenue and W Eldred Avenue

TIME	SOUTH LEG (Stop Control W/ No Marked Crosswalk)		EAST LEG (No Marked Crosswalk)		WEST LEG (Uncontrolled Marked Crosswalk)	
	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE
7:00 – 8:00AM	6	1	2	30	57	30
8:00 – 9:00AM	2	0	0	0	3	0
1:00 – 2:00PM	8	2	3	21	50	21
2:00 – 3:00PM	1	0	0	4	7	4
4:00 – 5:00PM	1	0	0	0	1	0
5:00 – 6:00PM	2	0	0	0	13	5
TOTAL PEDS	**20**	**0**	**5**	**1**	**131**	**60**



PEAK HOUR TURNING MOVEMENT COUNTS

To determine the type of turning movements encountered at the intersection of N Conlon Avenue and W Eldred Avenue during the heaviest peak hours. Traffic counts were taken at the intersection during the hours of 7AM – 9AM, 1PM – 3PM and 4PM – 6PM on Thursday, October 16, 2025. **Figures 4 – 6** depict the highest peak 1 hour of vehicles at the intersection during each count period.

Figure 4 below exhibits the calculated peak hour volumes for the morning (AM) Peak hour of 7:00AM – 8:00AM at N Conlon Avenue and W Eldred Avenue on Thursday, October 16, 2025.
Figure 5 below exhibits the calculated peak hour volume for the afternoon (AFT) Peak hours of 1:15PM – 2:15PM at N Conlon Avenue and W Eldred Avenue on Thursday, October 16, 2025.
Figure 6 below exhibits the calculated peak hour volume for the evening (PM) Peak hours of 5:00 PM – 6:00 PM at N Conlon Avenue and W Eldred Avenue on Thursday, October 16, 2025.

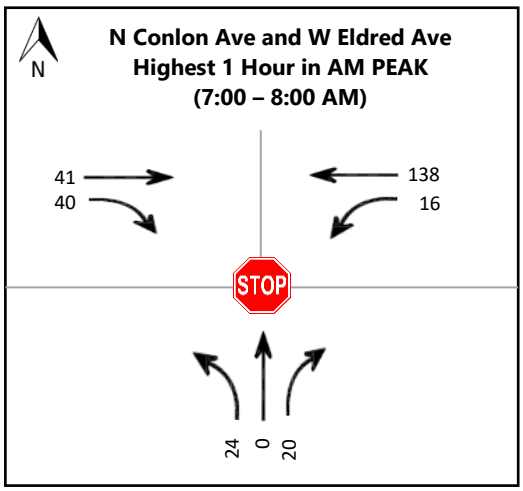


Figure 4: AM Peak Hour Count (7:00 – 8:00 AM)

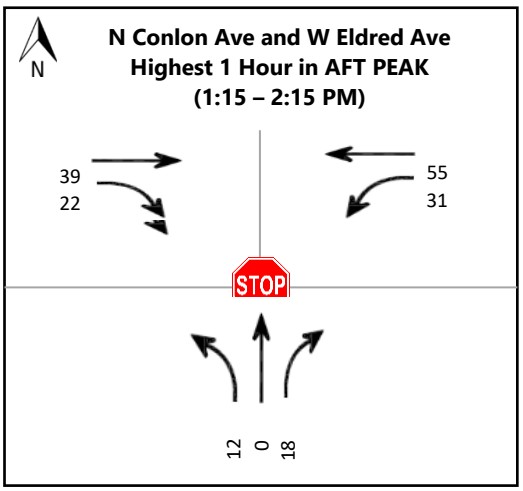


Figure 5: AFT Peak Hour Count (1:15 – 2:15 PM)

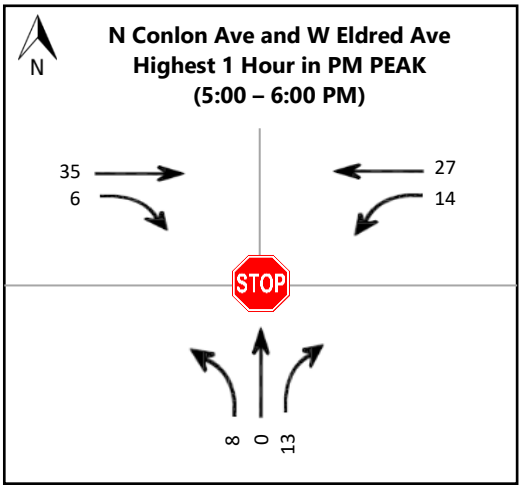


Figure 6: PM Peak Hour Count (5:00 – 6:00 PM)

Picture Summary

A field visit was conducted, and site photos were taken Thursday, December 4, 2025.

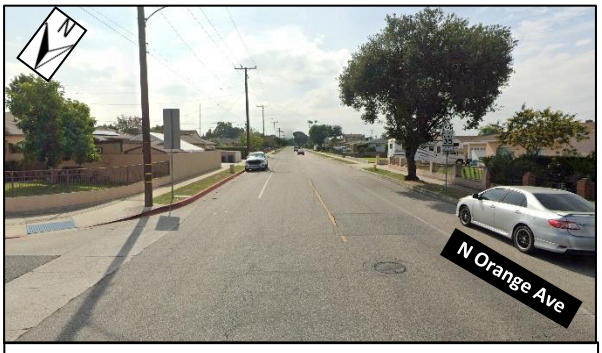
Northbound view along N Orange Avenue at the intersection with W Chetney Drive

Northbound view along N Orange Avenue at the intersection with W Eldred Avenue

Northbound view along Orange Avenue at Eldred Avenue, facing uncontrolled pedestrian crosswalk

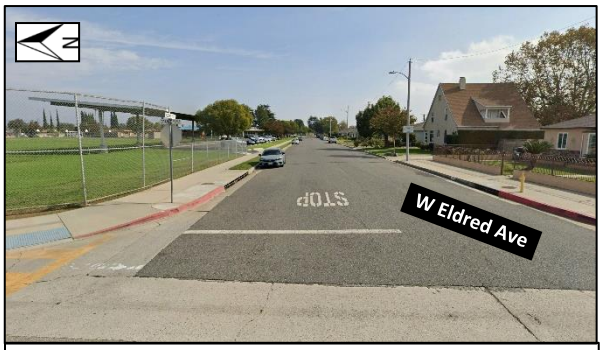
Southbound view along Orange Avenue, approaching the intersection with Eldred Avenue

Southbound view along Orange Avenue and the intersection with Eldred Avenue, facing crosswalk

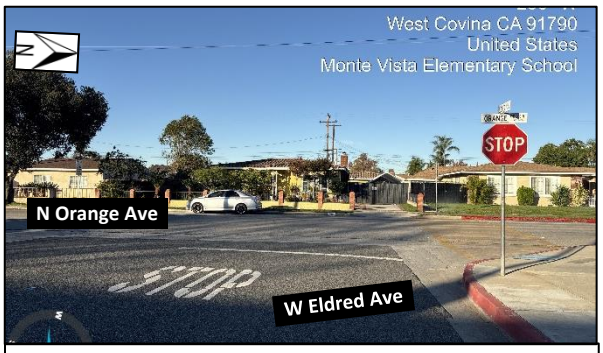


Southbound view along Orange Avenue at the intersection with Eldred Avenue, south of crosswalk

North-eastbound view at the intersection of Orange Avenue and Eldred Avenue



Eastbound view along Eldred Avenue at the intersection with Orange Avenue



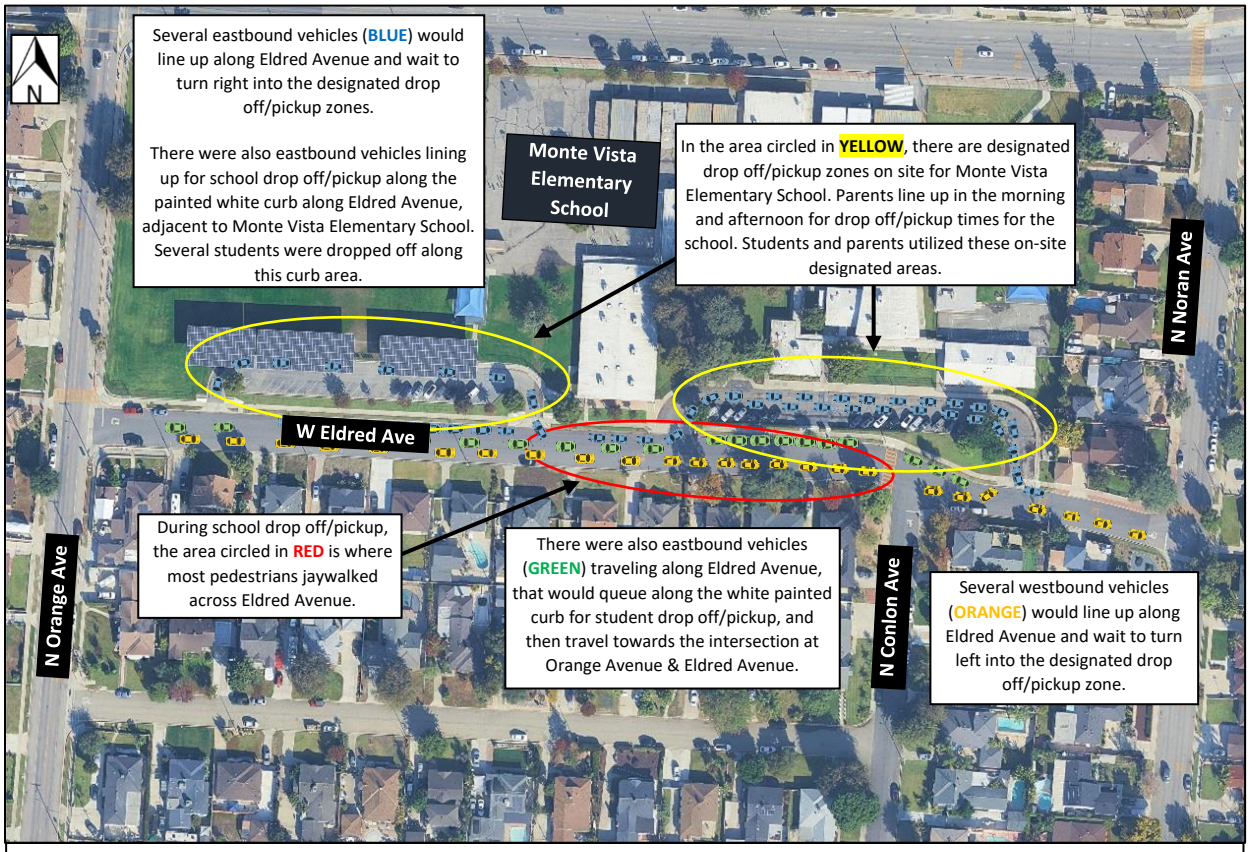
Westbound view along Eldred Avenue at the intersection with Orange Avenue

Westbound view along Eldred Avenue approaching the intersection with Orange Avenue

Southbound view at exit driveway to staff parking lot for Monte Vista Elementary, along Eldred Avenue

Westbound view along Eldred Avenue, east of the intersection with Orange Avenue

Field Review & Observations



LEGEND Monte Vista Elementary School

Eastbound view along Eldred Avenue, east of the intersection with Orange Avenue during morning drop off at Monte Vista Elementary

Eastbound view along Eldred Avenue, west of the intersection with Nora Avenue during afternoon pickup at Monte Vista Elementary

Guidelines for All-Way Stop Control

As part of this assessment the potential for installation of all-way stop was determined based on the basic "rules of the road" contained in traffic laws and ordinances. The California Manual of Uniform Traffic Devices (CAMUTCD) describes applications, warrants, and placement of STOP signs (R1-1). The STOP sign is a regulatory device that is used when traffic is required to stop. STOP signs are used to assign right-of-way at an intersection. Multi-way control is used where the volume of traffic on the intersecting roads is approximately equal. Stop signs are not used as a speed control device. Since a STOP sign causes inconvenience to motorists, it should be used only where warranted. There are several factors that an intersection needs to meet for the consideration of all-way stop control; criteria include minimum volumes on each of the street approaches, collision investigation, speed of traffic, number of pedestrians and potential sight obstructions.

Installation of All-Way Stop at locations not meeting the Warrants have been shown to:

- ✓ Increase traffic congestion.
- ✓ Increase motorist temptation to not stop or to disobey the stop signs.
- ✓ Increase the likelihood of rear-end accidents.
- ✓ Add noise and pollution for nearby residents as vehicles start and stop.

All-Way Stop Installation. Per CAMUTCD, Section 2B.07, Multi-Way Stop Applications

The following briefly outlines the Criteria from the CAMUTCD Section 2B.07: for the installation of All-Way stop warrants.

The placement of All-Way stop control is warranted when[1] minimum volume thresholds are exceeded*:*

A. Traffic control signals are justified.
B. A crash problem exists as indicated by 5 or more collisions in a 12-month period.
C. Minimum Volumes are met if:
    1. Volume entering intersection from the major approach (total of both approaches) averages 300 vehicles per hour for any 8 hours of an average day. And
    2. The combined vehicle, pedestrian and bicycle volumes entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours.
    3. If the 85th percentile approach speed of the major street exceeds 40 mph the minimum volumes are 70 percent of the above values.

Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop.

[1] California Manual of Uniform Traffic Control Devices, Section 2B.07 Multiway Stop Applications

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left turn conflicts.

B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.*

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. 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.

Table 6. Summary of Vehicular and Pedestrian Volume to Meet Minimum Thresholds for All-Way Stop Control

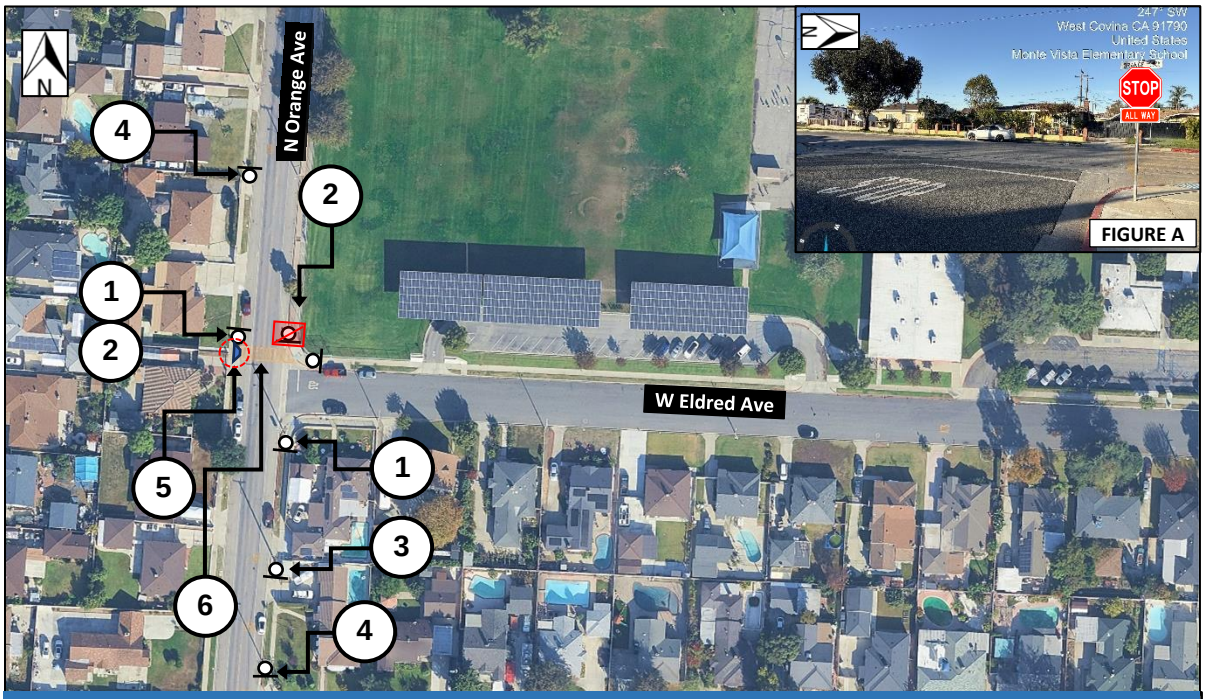
Time (highest 8 hours)	Northbound and Southbound Approach Traffic on N Orange Avenue (Non-Stopped Street Considered the Major Street)	North Leg and South Leg Pedestrians and Bicycles crossing N Orange Avenue	Met Minimum Threshold of at Least 300 Units Per Hour for the 8 Hours?	Eastbound and Westbound Approach Traffic on W Eldred Avenue (Stop Controlled Street Considered the Minor Street)	West Leg Pedestrians and Bicycles crossing	Met Minimum Threshold of 200 Veh Units Per Hour (EB + WB + Peds + Bikes) for The Same 8 Hours as N Orange Avenue?
07:00 – 08:00	485	17	Y	241	6	Y
12:00 – 13:00	339	-	Y	32	-	N
13:00 – 14:00	404	6	Y	105	2	N
14:00 – 15:00	429	1	Y	46	2	N
15:00 – 16:00	533	-	Y	40	-	N
16:00 – 17:00	500	3	Y	46	0	N
17:00 – 18:00	499	7	Y	79	0	N
18:00 – 19:00	413	-	Y	52	-	N

As seen in the table above, the intersection carries a fair amount of traffic entering the intersection from N Orange Avenue. At this time, looking at **Table 6**, this intersection does not meet typical minimum volume requirements to warrant the installation of an All-Way Stop control. However, Monte Vista Elementary School is located at the northeast corner of the intersection and serves students in grades K-6. Although vehicle volume is low on the minor street, it was determined that there were higher levels of pedestrian activity at the intersection of W Eldred Avenue and N Orange Avenue in the morning during students drop off. This was further confirmed during the field review that was completed, where it was observed that several pedestrians crossed N Orange Avenue at W Eldred Avenue. The CAMUTCD Section

2B.07 outlines options for the installation of All-Way Stop Control for areas that are considered as high pedestrian generators, and due to the proximity to Monte Vista Elementary School as well as the speed limit along N Orange Avenue, the intersection of N Orange Avenue and W Eldred Avenue meets the qualifications for the installation of All-Way Stop control.

Recommendations & Evaluation: N Orange Avenue and W Eldred Avenue

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 although the intersection of N Orange Avenue and W Eldred Avenue does not meet the traditional warrant criteria for the installation of an All-Way Stop control, this location does warrant an All-Way Stop do to special criteria as listed in the CAMUTCD Section 2B.07 and by utilizing Engineering Judgement.



RECOMMENDATIONS

1. Install new Stop Signs (R1-1) at northwest and southeast corners of the intersection at Eldred Avenue and Orange Avenue. Remove existing signage on signposts at the intersection corners and use existing posts for new stop signage. **See Detail 1.**
2. Remove existing School Crossing Signage at the northwest and northeast corners of the intersection of Orange Avenue and Eldred Avenue.
3. Move existing School Speed Limit 25 MPH Sign from the southeast corner of the intersection to 125-feet south of the intersection, for northbound traffic along Orange Avenue. Install signage on new Unistrut 2" SQ Galvanized Steel post with breakaway anchor.
4. Install new "Stop Sign Ahead" Signage (W3-1) along Orange Avenue. Install sign for NB traffic 220-ft south of Eldred Avenue, and sign for SB traffic 145-ft north of Eldred Avenue. Install new signs on Unistrut 2" SQ Galvanized Steel post with breakaway anchor. **See Detail 2.**
5. Install new ADA Ramp with Truncated Dome on the west side of Orange Avenue, on the west side of the crosswalk posted at the intersection with Eldred Avenue.
6. Refresh Yellow crosswalk at the north leg of the intersection along Orange Avenue at Eldred Avenue.

DETAIL 1

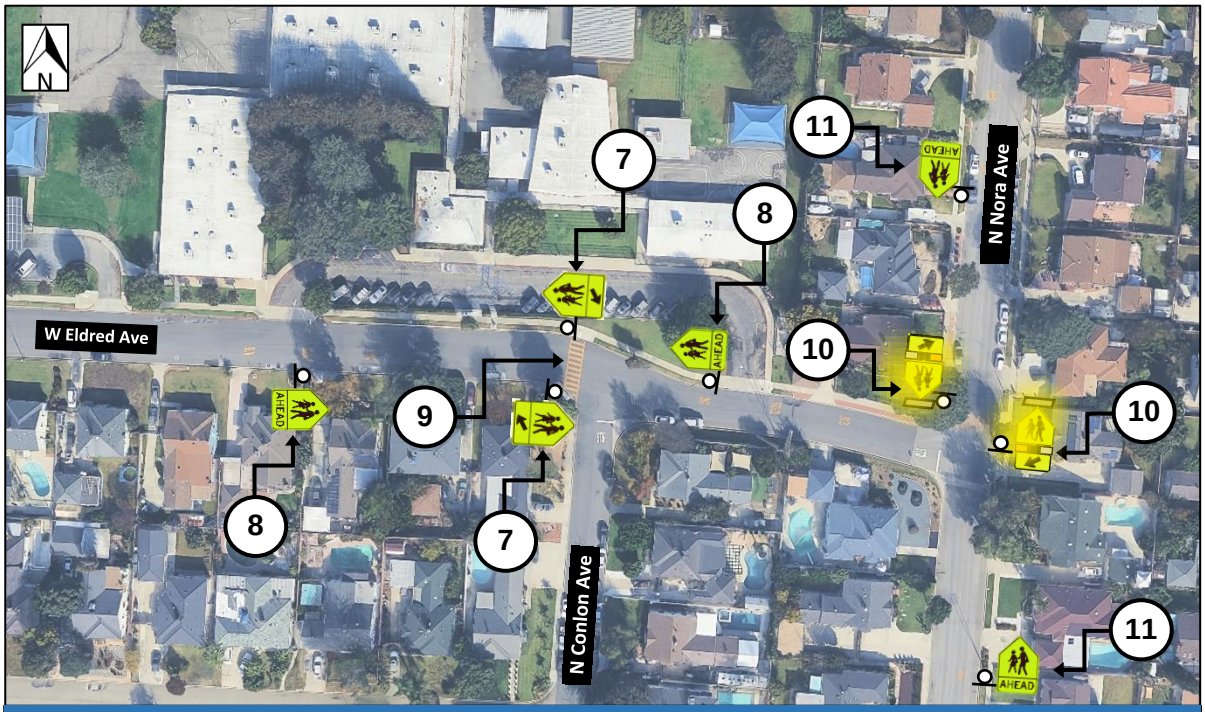
(R1 – 1) & (R1-3P)

DETAIL 2

(W3 – 1)

Recommendations & Evaluation: N Conlon Avenue and W Eldred Avenue

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 intersection of N Conlon Avenue and W Eldred Avenue qualifies for the following recommendations.



RECOMMENDATIONS

7 Remove and replace non-conforming pedestrian crossing signage with new Pedestrian Crossing Signage (SW24-2) at the intersection of Eldred Avenue and Conlon Avenue. Install signage on existing poles. **See Detail 3.**

8 Install new Pedestrian Crossing Ahead Signage (SW24-3) approaching the intersection of Eldred Avenue and Conlon Avenue. Install EB signage 200-ft west of the intersection, and WB signage 70-feet east of the intersection. Install new signs on Unistrut 2" SQ Galvanized Steel post with breakaway anchor. **See Detail 4.**

9 Refresh existing yellow crosswalk on west leg of the intersection of Eldred Avenue and Conlon Avenue.

10 Remove and replace non-conforming pedestrian crossing signage with new Flashing RRFB Pedestrian Crossing Signage (SW24-2) at the intersection of Eldred Avenue and Nora Avenue. Install signage on existing poles. **See Detail 5.**

11 Install new Pedestrian Crossing Ahead Signage (SW24-3) approaching the intersection of Eldred Avenue and Nora Avenue. Install NB signage 145-ft south of the intersection, and SB signage 155-ft north of the intersection. Install new signs on Unistrut 2" SQ Galvanized Steel post with breakaway anchor. **See Detail 4.**

DETAIL 3

(SW24-2)

DETAIL 4

(SW24-3)

DETAIL 5

(SW24-2)

Attachment 1. Average Daily Traffic

Prepared by National Data & Surveying Services

VOLUME

N Orange Ave N/O W Chetney Dr

Day: Thursday
Date: 10/16/2025

City: West Covina
Project #: CA25_020368_001

DAILY TOTALS	NB	SB	EB	WB	Total
	3,144	3,216	0	0	6,360

AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00	5	6	0	0	11		12:00	43	39	0	0	82	
0:15	9	9	0	0	18		12:15	50	42	0	0	92	
0:30	4	5	0	0	9		12:30	39	42	0	0	81	
0:45	4	22 3	23 0	0	7	45	12:45	44	176 40	163 0	0	84	339
1:00	8	5	0	0	13		13:00	55	42	0	0	97	
1:15	5	2	0	0	7		13:15	44	45	0	0	89	
1:30	1	5	0	0	6		13:30	60	59	0	0	119	
1:45	1	15 4	16 0	0	5	31	13:45	45	204 54	200 0	0	99	404
2:00	2	4	0	0	6		14:00	45	58	0	0	103	
2:15	2	6	0	0	8		14:15	49	52	0	0	101	
2:30	2	5	0	0	7		14:30	43	58	0	0	101	
2:45	5	11 4	19 0	0	9	30	14:45	57	194 67	235 0	0	124	429
3:00	7	4	0	0	11		15:00	79	69	0	0	148	
3:15	6	9	0	0	15		15:15	52	64	0	0	116	
3:30	9	6	0	0	15		15:30	71	76	0	0	147	
3:45	4	26 10	29 0	0	14	55	15:45	58	260 64	273 0	0	122	533
4:00	7	7	0	0	14		16:00	57	58	0	0	115	
4:15	5	5	0	0	10		16:15	78	58	0	0	136	
4:30	12	18	0	0	30		16:30	57	65	0	0	122	
4:45	16	40 21	51 0	0	37	91	16:45	65	257 62	243 0	0	127	500
5:00	9	19	0	0	28		17:00	67	62	0	0	129	
5:15	12	28	0	0	40		17:15	72	57	0	0	129	
5:30	8	35	0	0	43		17:30	57	62	0	0	119	
5:45	20	49 17	99 0	0	37	148	17:45	66	262 56	237 0	0	122	499
6:00	25	30	0	0	55		18:00	48	66	0	0	114	
6:15	11	29	0	0	40		18:15	52	54	0	0	106	
6:30	22	25	0	0	47		18:30	48	47	0	0	95	
6:45	31	89 30	114 0	0	61	203	18:45	41	189 57	224 0	0	98	413
7:00	41	61	0	0	102		19:00	41	44	0	0	85	
7:15	60	63	0	0	123		19:15	35	36	0	0	71	
7:30	73	78	0	0	151		19:30	34	28	0	0	62	
7:45	55	229 54	256 0	0	109	485	19:45	42	152 30	138 0	0	72	290
8:00	57	57	0	0	114		20:00	27	44	0	0	71	
8:15	50	52	0	0	102		20:15	30	35	0	0	65	
8:30	46	47	0	0	93		20:30	28	28	0	0	56	
8:45	41	194 27	183 0	0	68	377	20:45	36	121 26	133 0	0	62	254
9:00	30	33	0	0	63		21:00	27	22	0	0	49	
9:15	31	39	0	0	70		21:15	30	24	0	0	54	
9:30	34	33	0	0	67		21:30	26	17	0	0	43	
9:45	39	134 38	143 0	0	77	277	21:45	16	99 22	85 0	0	38	184
10:00	29	26	0	0	55		22:00	28	17	0	0	45	
10:15	31	24	0	0	55		22:15	22	14	0	0	36	
10:30	50	42	0	0	92		22:30	12	12	0	0	24	
10:45	34	144 30	122 0	0	64	266	22:45	14	76 12	55 0	0	26	131
11:00	33	31	0	0	64		23:00	22	8	0	0	30	
11:15	31	32	0	0	63		23:15	14	8	0	0	22	
11:30	38	34	0	0	72		23:30	6	11	0	0	17	
11:45	43	145 42	139 0	0	85	284	23:45	14	56 9	36 0	0	23	92
TOTALS	1098	1194			2292		TOTALS	2046	2022			4068	
SPLIT %	47.9%	52.1%			36.0%		SPLIT %	50.3%	49.7%			64.0%	

DAILY TOTALS	NB	SB	EB	WB	Total
	3,144	3,216	0	0	6,360

AM Peak Hour	7:15	7:00			7:15	PM Peak Hour	16:15	14:45			14:45
AM Pk Volume	245	256			497	PM Pk Volume	267	276			535
Pk Hr Factor	0.839	0.821			0.823	Pk Hr Factor	0.856	0.908			0.904
7 - 9 Volume	423	439	0	0	862	4 - 6 Volume	519	480	0	0	999
7 - 9 Peak Hour	7:15	7:00			7:15	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	245	256	0	0	497	4 - 6 Pk	267	247	0	0	514
Pk Hr Factor	0.839	0.821	0.000	0.000	0.823	Pk Hr Factor	0.856	0.950	0.000	0.000	0.945

Attachment 2. Average Daily Traffic

Prepared by National Data & Surveying Services

VOLUME

W Eldred Ave E/O N Orange Ave

Day: Thursday
Date: 10/16/2025

City: West Covina
Project #: CA25_020368_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	404	418	822

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0	0	0		12:00	0	0	5	3	8
0:15	0	0	0	1	1	12:15	0	0	6	2	8
0:30	0	0	1	0	1	12:30	0	0	4	5	9
0:45	0	0	1 2	0 1	1 3	12:45	0	0	4 19	3 13	7 32
1:00	0	0	0	0		13:00	0	0	8	1	9
1:15	0	0	0	0		13:15	0	0	8	6	14
1:30	0	0	1	0	1	13:30	0	0	14	17	31
1:45	0	0	0 1	0	1	13:45	0	0	20 50	31 55	51 105
2:00	0	0	0	0		14:00	0	0	2	10	12
2:15	0	0	0	0		14:15	0	0	3	5	8
2:30	0	0	0	0		14:30	0	0	8	5	13
2:45	0	0	0	0		14:45	0	0	7 20	6 26	13 46
3:00	0	0	0	0		15:00	0	0	11	4	15
3:15	0	0	0	0		15:15	0	0	3	2	5
3:30	0	0	0	0		15:30	0	0	5	5	10
3:45	0	0	0	0		15:45	0	0	6 25	4 15	10 40
4:00	0	0	0	0		16:00	0	0	9	3	12
4:15	0	0	0	0		16:15	0	0	8	6	14
4:30	0	0	2	0	2	16:30	0	0	10	0	10
4:45	0	0	0 2	3 3	3 5	16:45	0	0	7 34	3 12	10 46
5:00	0	0	0	0		17:00	0	0	8	3	11
5:15	0	0	1	0	1	17:15	0	0	13	0	13
5:30	0	0	1	2	3	17:30	0	0	18	14	32
5:45	0	0	2 4	3 5	5 9	17:45	0	0	14 53	9 26	23 79
6:00	0	0	2	1	3	18:00	0	0	14	9	23
6:15	0	0	0	2	2	18:15	0	0	6	5	11
6:30	0	0	0	5	5	18:30	0	0	8	5	13
6:45	0	0	5 7	9 17	14 24	18:45	0	0	3 31	2 21	5 52
7:00	0	0	14	13	27	19:00	0	0	1	4	5
7:15	0	0	33	49	82	19:15	0	0	0	2	2
7:30	0	0	42	79	121	19:30	0	0	3	9	12
7:45	0	0	3 92	8 149	11 241	19:45	0	0	3 7	3 18	6 25
8:00	0	0	4	5	9	20:00	0	0	2	1	3
8:15	0	0	0	4	4	20:15	0	0	1	0	1
8:30	0	0	2	4	6	20:30	0	0	2	3	5
8:45	0	0	2 8	1 14	3 22	20:45	0	0	2 7	1 5	3 12
9:00	0	0	2	1	3	21:00	0	0	3	0	3
9:15	0	0	2	0	2	21:15	0	0	2	0	2
9:30	0	0	4	2	6	21:30	0	0	4	0	4
9:45	0	0	0 8	6 9	6 17	21:45	0	0	1 10	1 1	2 11
10:00	0	0	1	4	5	22:00	0	0	0	0	
10:15	0	0	2	4	6	22:15	0	0	0	2	2
10:30	0	0	5	1	6	22:30	0	0	0	0	
10:45	0	0	2 10	2 11	4 21	22:45	0	0	1 1	1 3	2 4
11:00	0	0	4	2	6	23:00	0	0	0	1	1
11:15	0	0	4	4	8	23:15	0	0	0	0	
11:30	0	0	2	5	7	23:30	0	0	0	0	
11:45	0	0	3 13	2 13	5 26	23:45	0	0	0	0 1	1
TOTALS			147	222	369	TOTALS			257	196	453
SPLIT %			39.8%	60.2%	44.9%	SPLIT %			56.7%	43.3%	55.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	404	418	822

AM Peak Hour			6:45	6:45	6:45	PM Peak Hour			17:15	13:15	13:15
AM Pk Volume			94	150	244	PM Pk Volume			59	64	108
Pk Hr Factor			0.560	0.475	0.504	Pk Hr Factor			0.819	0.516	0.529
7 - 9 Volume	0	0	100	163	263	4 - 6 Volume	0	0	87	38	125
7 - 9 Peak Hour			7:00	7:00	7:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	92	149	241	4 - 6 Pk	0	0	53	26	79
Pk Hr Factor	0.000	0.000	0.548	0.472	0.498	Pk Hr Factor	0.000	0.000	0.736	0.464	0.617

Attachment 3. Speed Survey, North Orange Avenue N/O West Chetney Drive.

Prepared by National Data & Surveying Services

SPEED

N Orange Ave N/O W Chetney Dr

Day: Thursday
Date: 10/16/2025

City: West Covina
Project #: CA25_020368_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	6	17	15	4	3	0	0	0	0	0	45
1:00	0	1	1	3	6	9	10	1	0	0	0	0	0	31
2:00	0	0	1	2	12	9	4	0	1	1	0	0	0	30
3:00	0	1	1	7	12	18	11	4	1	0	0	0	0	55
4:00	0	0	2	9	25	32	15	7	1	0	0	0	0	91
5:00	2	0	2	19	42	55	22	4	1	1	0	0	0	148
6:00	0	1	2	23	61	70	36	9	0	1	0	0	0	203
7:00	0	11	36	126	170	109	30	3	0	0	0	0	0	485
8:00	1	2	9	40	151	124	43	7	0	0	0	0	0	377
9:00	1	1	7	36	101	92	28	9	2	0	0	0	0	277
10:00	0	5	9	44	101	77	20	9	1	0	0	0	0	266
11:00	0	2	9	36	118	87	26	4	2	0	0	0	0	284
12:00 PM	0	2	5	41	128	114	40	6	3	0	0	0	0	339
13:00	2	11	27	75	156	92	36	4	1	0	0	0	0	404
14:00	1	3	18	74	133	154	39	6	1	0	0	0	0	429
15:00	1	7	11	68	192	169	71	12	1	1	0	0	0	533
16:00	1	2	9	60	216	152	50	10	0	0	0	0	0	500
17:00	2	7	25	84	179	148	43	9	2	0	0	0	0	499
18:00	0	8	13	90	178	95	26	1	1	1	0	0	0	413
19:00	0	3	7	64	132	70	14	0	0	0	0	0	0	290
20:00	1	4	12	59	96	67	14	1	0	0	0	0	0	254
21:00	0	2	5	40	82	43	10	2	0	0	0	0	0	184
22:00	0	0	3	23	65	33	7	0	0	0	0	0	0	131
23:00	0	0	5	15	34	27	10	1	0	0	0	0	0	92
Totals	12	73	219	1044	2407	1861	609	112	18	5				6360
% of Totals	0%	1%	3%	16%	38%	29%	10%	2%	0%	0%				100%

AM Volumes	4	24	79	351	816	697	249	60	9	3	0	0	0	2292
% AM	0%	0%	1%	6%	13%	11%	4%	1%	0%	0%				36%
AM Peak Hour	5:00	7:00	7:00	7:00	7:00	8:00	8:00	6:00	9:00	2:00				7:00
Volume	2	11	36	126	170	124	43	9	2	1				485
PM Volumes	8	49	140	693	1591	1164	360	52	9	2	0	0	0	4068
% PM	0%	1%	2%	11%	25%	18%	6%	1%	0%	0%				64%
PM Peak Hour	13:00	13:00	13:00	18:00	16:00	15:00	15:00	15:00	12:00	15:00				15:00
Volume	2	11	27	90	216	169	71	12	3	1				533

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%
	862	⟷	14%	743	⟷	12%	999	⟷	16%	3756	⟷	59%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
	28	33	33	39	42	6360
Summary	Pace					
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH	
	29 - 38 mph	4382	68.90%	5	0.08%	

Attachment 4. Speed Survey, West Eldred Avenue E/O North Orange Avenue.

Prepared by National Data & Surveying Services

SPEED

W Eldred Ave E/O N Orange Ave

Day: Thursday
Date: 10/16/2025

City: West Covina
Project #: CA25_020368_002

Summary

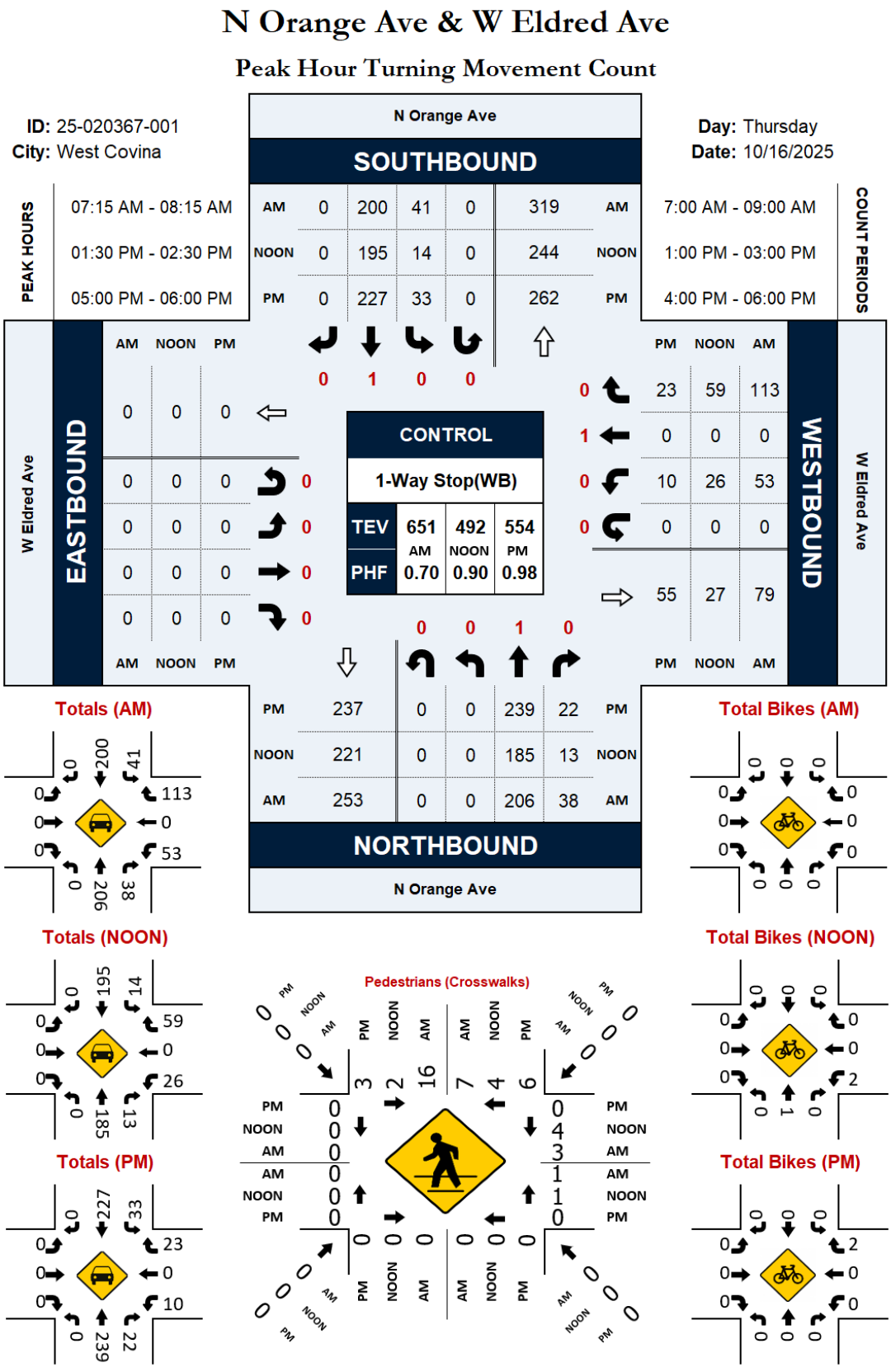
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	1	2	0	0	0	0	0	0	0	0	0	5
5:00	0	0	1	7	1	0	0	0	0	0	0	0	0	9
6:00	0	1	6	9	7	0	1	0	0	0	0	0	0	24
7:00	99	74	37	25	6	0	0	0	0	0	0	0	0	241
8:00	2	1	8	8	2	1	0	0	0	0	0	0	0	22
9:00	2	3	3	5	4	0	0	0	0	0	0	0	0	17
10:00	2	1	10	6	1	1	0	0	0	0	0	0	0	21
11:00	0	1	15	10	0	0	0	0	0	0	0	0	0	26
12:00 PM	0	5	12	7	7	1	0	0	0	0	0	0	0	32
13:00	42	33	22	6	2	0	0	0	0	0	0	0	0	105
14:00	2	6	13	17	6	2	0	0	0	0	0	0	0	46
15:00	1	8	5	18	8	0	0	0	0	0	0	0	0	40
16:00	2	13	17	10	3	1	0	0	0	0	0	0	0	46
17:00	12	17	32	14	3	1	0	0	0	0	0	0	0	79
18:00	3	10	18	15	4	1	1	0	0	0	0	0	0	52
19:00	1	4	6	10	1	3	0	0	0	0	0	0	0	25
20:00	1	2	5	2	1	1	0	0	0	0	0	0	0	12
21:00	1	0	4	5	0	1	0	0	0	0	0	0	0	11
22:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Totals	172	180	215	180	60	13	2							822
% of Totals	21%	22%	26%	22%	7%	2%	0%							100%

AM Volumes	107	82	81	74	22	2	1	0	0	0	0	0	0	369
% AM	13%	10%	10%	9%	3%	0%	0%							45%
AM Peak Hour	7:00	7:00	7:00	7:00	6:00	8:00	6:00							7:00
Volume	99	74	37	25	7	1	1							241
PM Volumes	65	98	134	106	38	11	1	0	0	0	0	0	0	453
% PM	8%	12%	16%	13%	5%	1%	0%							55%
PM Peak Hour	13:00	13:00	17:00	15:00	15:00	19:00	18:00							13:00
Volume	42	33	32	18	8	3	1							105

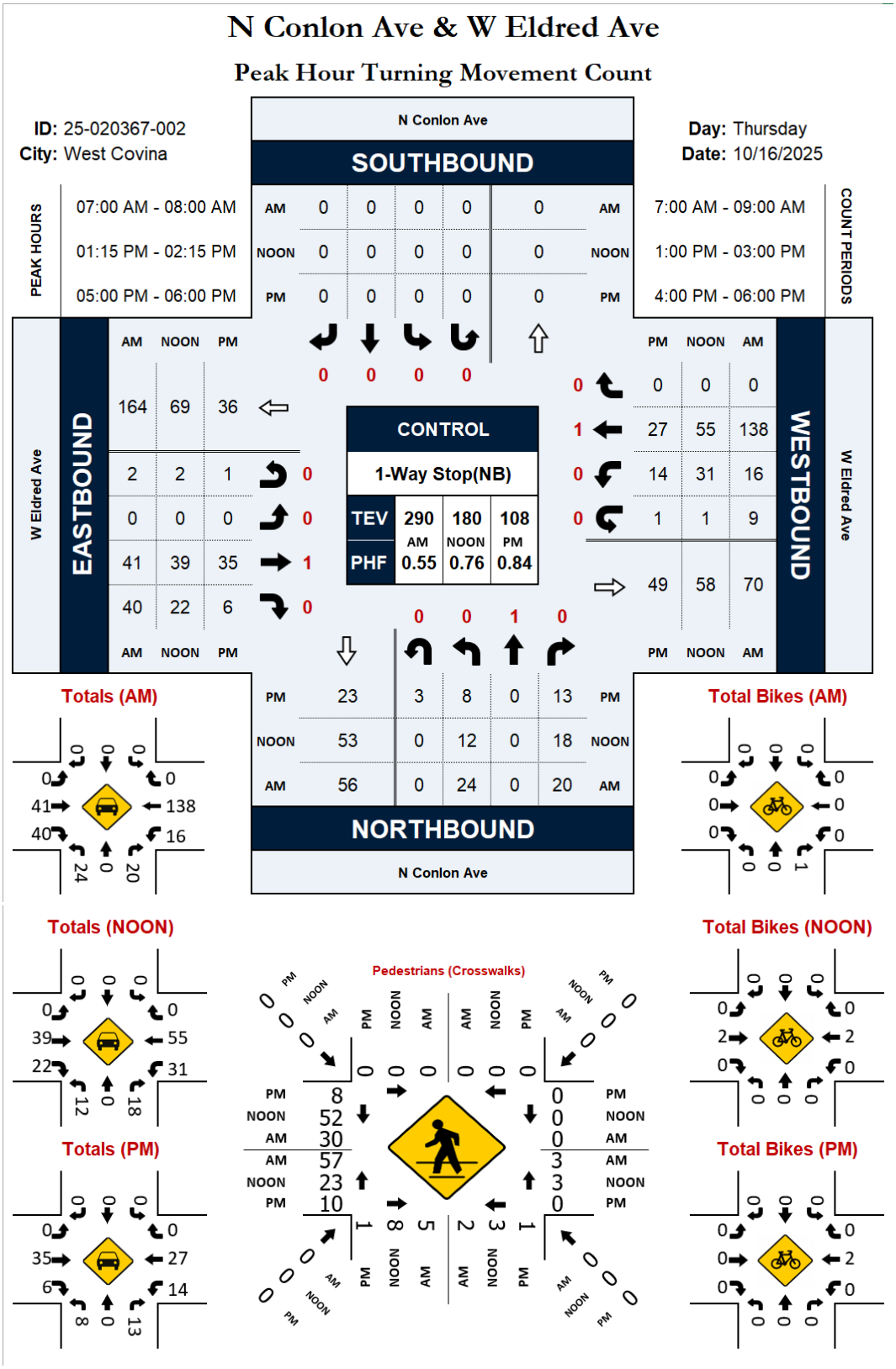
Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%
	263	⟷	32%	137	⟷	17%	125	⟷	15%	297	⟷	36%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
Summary	12	21	20	28	31	822
	Pace					
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH	
	18 - 27 mph	409	49.76%	0	0.00%	

Attachment 5. Peak Hour Turning Movement Count, North Orange Avenue and West Eldred Avenue.



Attachment 6. Peak Hour Turning Movement Count, North Conlon Avenue and West Eldred Avenue.

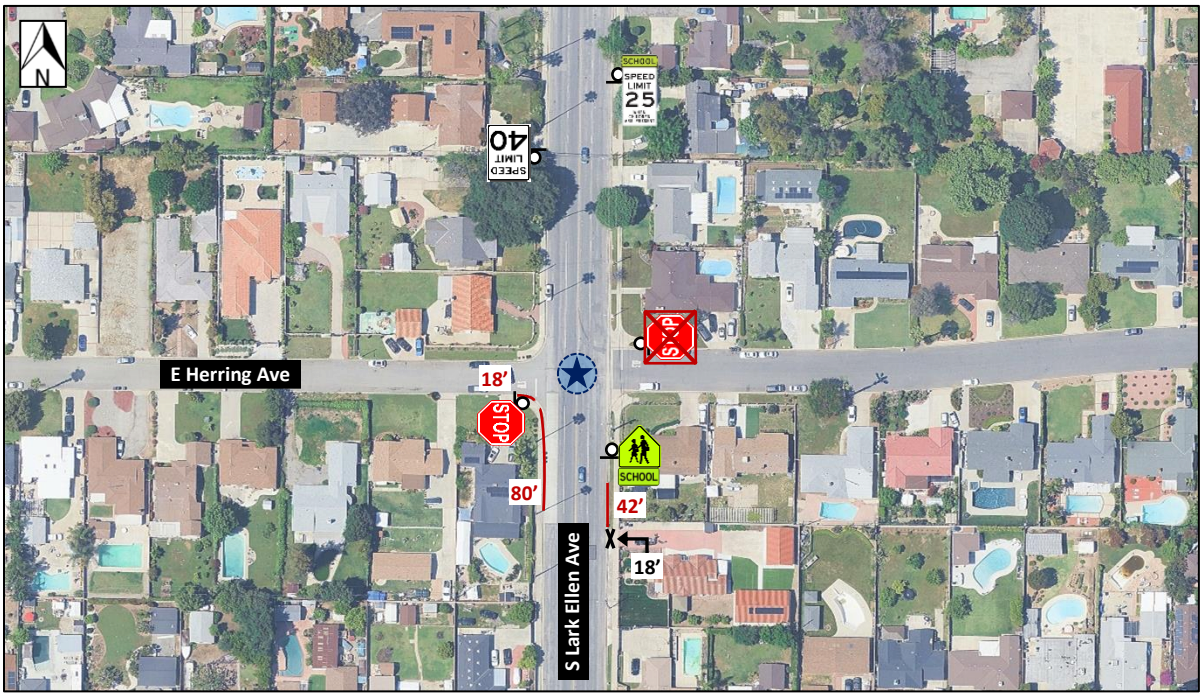


TO: City of West Covina – Administrative Review
FROM: Traffic Engineering, Transtech Engineers, Inc.
DATE: December 17, 2025
PROJECT: Traffic Review of S Lark Ellen Avenue and E Herring Avenue

Project Location Description & Maps

Intersection: S Lark Ellen Avenue and E Herring Avenue.

Request: The City has received a traffic request to review the existing conditions at the intersection of S Lark Ellen Avenue and E Herring Avenue. It was reported that line of sight is impacted on the north-east and south-east corners of the intersection.



Traffic and Geometric Data

Collision &Traffic Data	
Collision Timeframe	3.75 Years (January 2022 – November 2025)
Collisions at Int.	1
Speed Limit	**S Lark Ellen Ave** – 40 MPH (Posted) **E Herring Ave** – 25 MPH (Prima Facie)
Intersection Control Type	Stop controlled along both directions of E Herring Avenue. *WB Stop Sign is missing*
Street Classifications (California Road Systems Map)	**S Lark Ellen Ave** – Minor Arterial **E Herring Ave** – Local Road
Crosswalks/Color	No marked crosswalks
Land Use	Single-Family Residential Housing

Collision &Traffic Data	
Street Light Location(s)	On the north-east and south-east corners of the intersection.
On-Street Parking	**Allowed,** on both streets except on segments marked with red curb.
Existing Red Curb	**Yes;** 90-ft & 18-ft of red curb on the SW corner of the intersection, and 40-ft of red curb on the east side of S Lark Ellen Ave, south of E Herring Ave.
Street Width	**S Lark Ellen Ave** – 60ft **E Herring Ave** – 40ft
Lane Width	**S Lark Ellen Ave** – Two 11ft & 19ft lanes in each direction. **E Herring Ave** – One 20ft lane in each direction.

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). A review of available collisions that were reported to SWITRS at the intersection of S Lark Ellen Avenue and E Herring Avenue, 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 are 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	1

Collision Year Breakdown			
Jan – Nov 2025	2024	2023	2022
1	0	0	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	Collison Factor and Detail Descriptions
1	1/5/25	Lark Ellen Ave	Herring Ave	28' N	3:51	SUN	Dark-St Lght	Hit Object	5	Planter	DRVR HIT PLANTER

Picture Summary

Photos from site visit, taken on Monday, September 29, 2025.

View of northbound traveling traffic along S Lark Ellen Avenue, at intersection with E Herring Avenue.

View of southbound traveling traffic along S Lark Ellen Avenue, at intersection with E Herring Avenue.

Westbound view along E Herring Avenue, at intersection with S Lark Ellen Avenue.

Westbound view along E Herring Avenue, at intersection with S Lark Ellen Avenue. Stop Sign Missing.

Northbound view along S Lark Ellen Avenue, near existing red curb.

Northbound view along S Lark Ellen Avenue, near missing Signal Ahead Sign.

Southbound view along S Lark Ellen Avenue, near “40” MPH Speed Limit Sign.

Southbound view along S Lark Ellen Avenue, approaching E Herring Avenue.

Line of Sight

A Line-of-Sight analysis consists of reviewing the existing conditions a driver encounters when approaching an intersection to turn onto the other street and determining if there is limited view for the driver turning. The driver of a vehicle approaching or departing from an intersection or driveway should have an unobstructed view of the intersection, including any traffic control devices, and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential obstructions. Per the California Highway Design Manual, any object within the sight triangle that would obstruct the driver's view of an approaching vehicle should be removed or modified. Obstructions within sight triangles could be buildings, vehicles, hedges, trees, bushes, tall crops, walls, fences, or parked cars. A parked vehicle extends approximately 7-feet from the curb, for this reason, it's necessary to consider the width of a vehicle when determining the amount of red curb needed to obtain a clear line of sight. At intersections in urban areas where street parking is allowed, the common practice by motorists after stopping at the curb and watching and yielding for any potential pedestrians crossing on the sidewalk, is to pull a sufficient distance forward to the edge of the parking lane to have a better view of oncoming traffic.

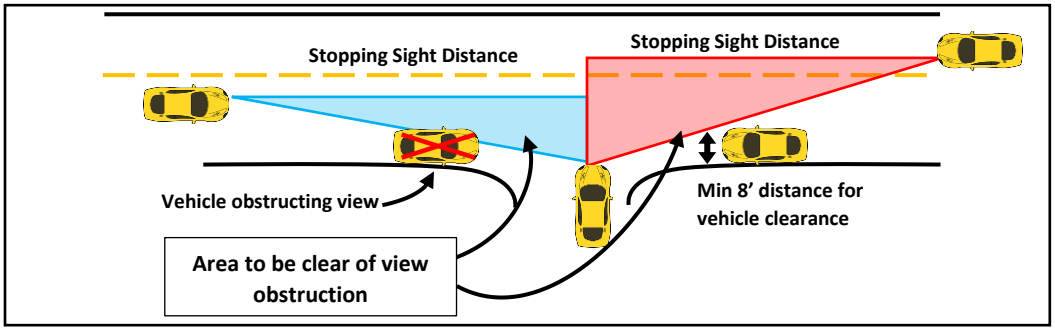


Figure 1. Line of Sight distance, for westbound traffic approaching the intersection.

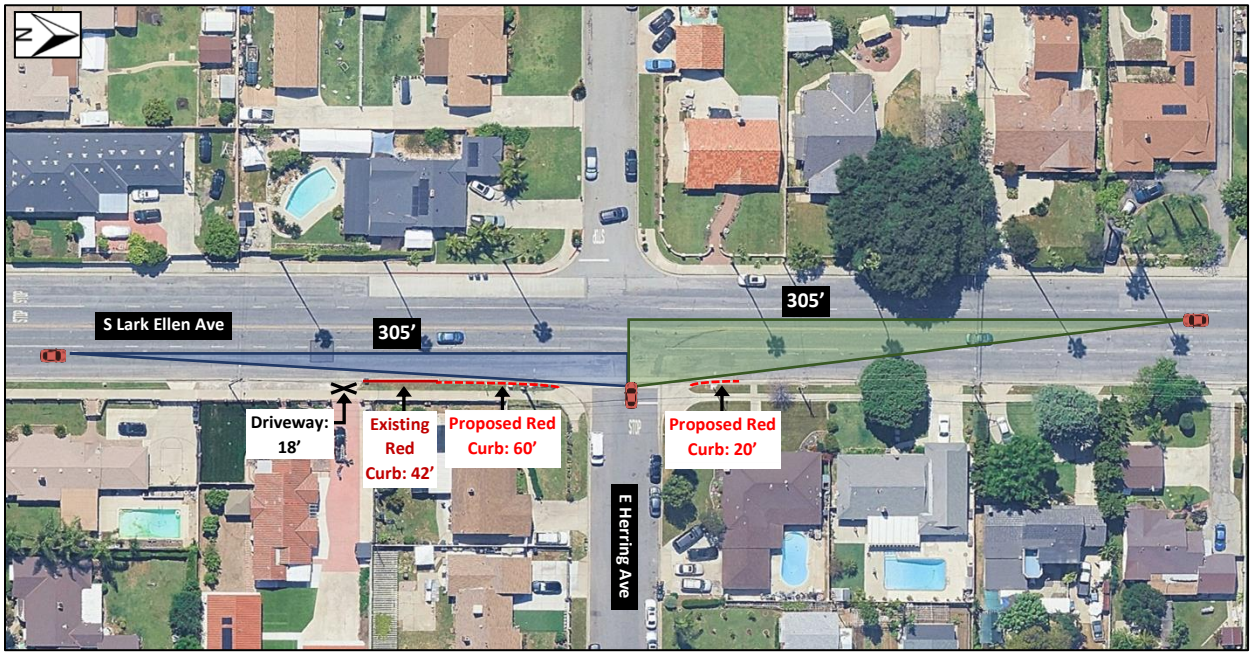
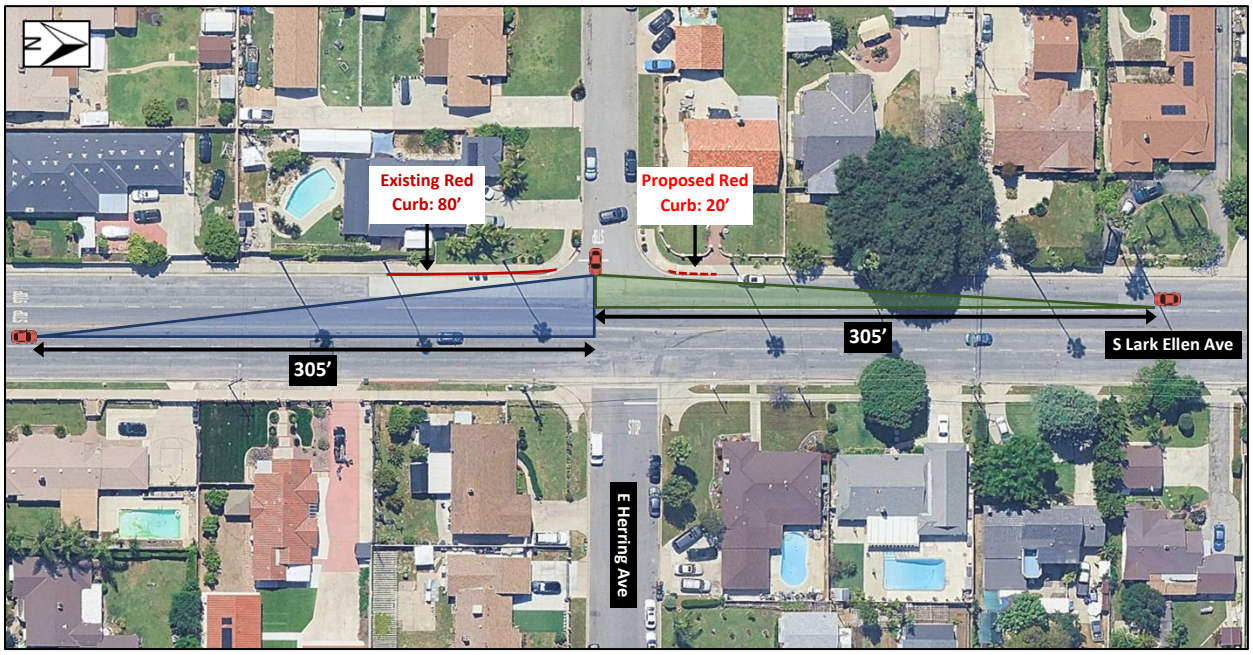


Figure 2. Line of Sight distance, for westbound traffic approaching the intersection.

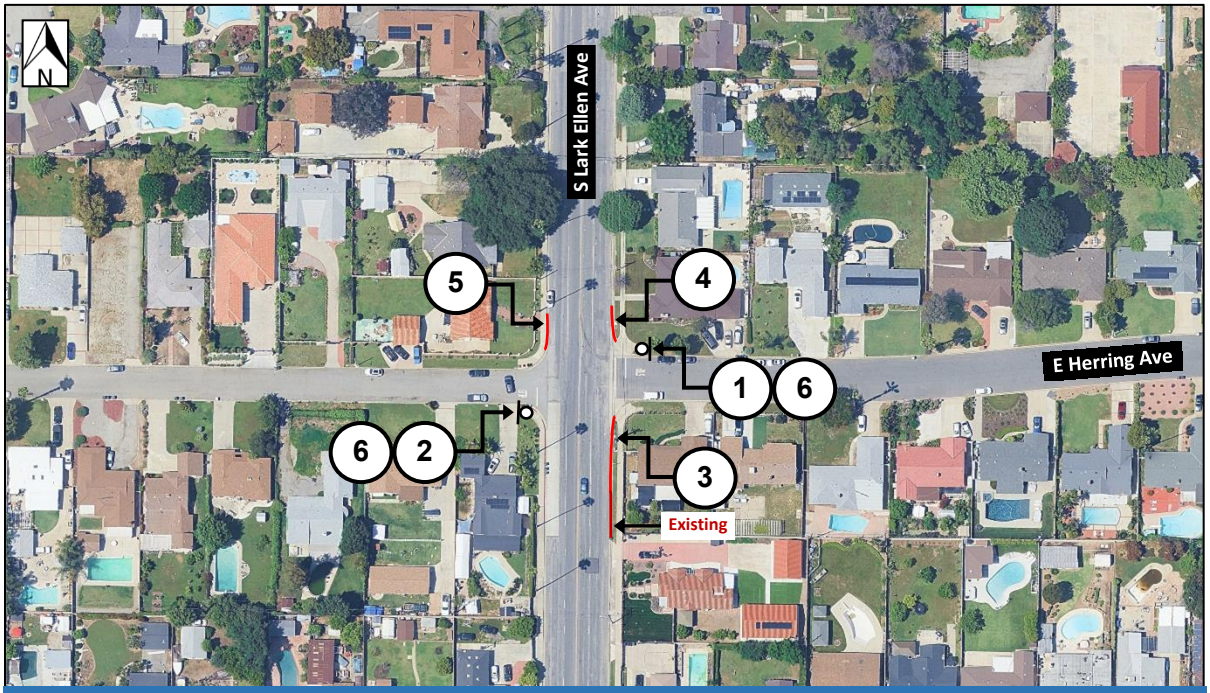


Due to the high-speed limit along S Lark Ellen Avenue, it is recommended to install additional red curb on the west and east sides of S Lark Ellen Avenue to prevent parked vehicles from obstructing the view of oncoming traffic.

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), S Lark Ellen Avenue and E Herring Avenue qualifies for the installation of additional red curb.

Recommendations Diagram:



RECOMMENDATIONS

1. Replace missing Stop Sign (R1 – 1) and Unistrut 2" SQ Galvanized Steel post (with breakaway anchor), for the westbound direction of East Herring Avenue at the intersection with South Lark Ellen Avenue. **See Detail 1.**
2. Replace faded Stop Sign (R1 – 1) on existing post for the eastbound direction of East Herring Avenue at the intersection with South Lark Ellen Avenue. **See Detail 1.**
3. Install 60-ft of red curb on the east side of South Lark Ellen Avenue, south of East Herring Avenue to improve view of incoming traffic. The additional red curb will start at the curb return and connect to the existing red curb located south of the intersection, for a total red curb of approximately 102-ft long.
4. Install 20-ft of red curb on the east side of South Lark Ellen Avenue, north of East Herring Avenue.
5. Install 20-ft of red curb on the west side of South Lark Ellen Avenue, north of East Herring Avenue.
6. Install "Cross Traffic Does Not Stop" (W4 – 4P) underneath the two Stop Signs located along Herring Avenue, at the intersection with Lark Ellen Avenue, for eastbound and westbound traffic. **See Detail 1.**

DETAIL 1

(R1 – 1) & (W4 – 4P)

TO: City of West Covina – Administrative Review
FROM: Traffic Engineering, Transtech Engineers, Inc.
DATE: December 17, 2025
PROJECT: Traffic Review of E Vine Avenue and S Glendora Avenue

Project Location Description & Maps

Segment: E Vine Avenue and S Glendora Avenue

Request: The City has requested to review the existing conditions at the intersection of S Glendora Avenue and E Vine Avenue. The City would like to investigate the feasibility of adding a right-turn only lane along the westbound direction of E Vine Avenue, at S Glendora Avenue.

Traffic and Geometric Data

Collision &Traffic Data	
Collision Timeframe	3.75 Years (January 2022 – November 2025)
Collisions at Int.	4
Speed Limit	E Vine Ave – 35 MPH S Glendora Ave – 40 MPH
Intersection Control Type	Traffic Signal
Street Classifications (California Road Systems Map)	E Vine Ave – Major Collector S Glendora Ave – Other Principal Collector
Crosswalks/Color	Crosswalks are located on all legs of the intersection, with a driveway on the west leg.
Land Use	Commercial Stores

Collision &Traffic Data	
Street Light Location(s)	Yes, on all four corners of the intersection
On-Street Parking	**Allowed,** on both streets except on segments marked with red curb
Existing Red Curb	**Yes, on all corners.** 100-ft of red curb on the SE corner of the intersection, and 75-ft & 80-ft of red curb on the NE corner of the intersection.
Advance Street Signage	**No**
Street Width	E Vine Ave – 40ft S Glendora Ave – 80ft
Lane Width	E Vine Ave – One 20ft lane S Glendora Ave – two lanes

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 related collisions that were reported at the intersection of E Vine Avenue and S Glendora Avenue, 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 are listed below and shown in the following tables.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
4	0	0

Collision Year Breakdown			
Jan – Nov 2025	2024	2023	2022
3	1	0	0

Table 1: Collision History

#	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	Collison Factor and Detail Descriptions
1	24/9/25	Vine Ave	Glendora Ave	0	12:00	WED	Daylight	NOT STATED	5	MV ON OTHER RD	DRVR HIT DRVR
1	9/4/25	Glendora Ave	Vine Ave	0	23:07	THU	Dark-St	Broadside	INJURY	Other MV	DRVE HIT DRVR BROADSIDE
2	6/1/25	Glendora Ave	Vine Ave	0	11:08	SUN	Daylight	Broadside	5	Other MV	DRVR HIT DRVR BROADSIDE
3	5/16/25	Glendora Ave	Vine Ave	0	23:53	FRI	Dark-St	Rear End	5	Other MV	DRVR REAR ENDED DRVR
4	11/7/24	Vine Ave	Glendora Ave	0	10:39	THU	Daylight	Sideswipe	5	Other MV	WB DRVR MADE IMPROP TURN & SIDESWIPED WB DRVR MAKING RGT TRN

Picture Summary

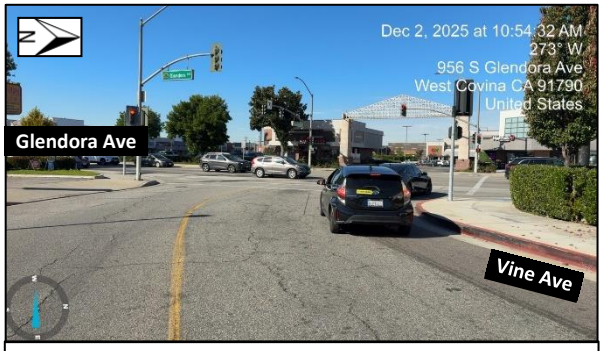
Photos from site visit, taken on Tuesday, December 2, 2025.

View along westbound E Vine Avenue, at the intersection with S Glendora Avenue.

View of the west leg at intersection of E Vine Avenue and Glendora Avenue.

View along southbound S Glendora Avenue, at the intersection with E Vine Avenue.

View along northbound S Glendora Avenue, at the intersection with E Vine Avenue.



View along westbound E Vine Avenue, at the intersection with S Glendora Avenue.

View of westbound (right-turn and thru) traveling traffic, waiting at the east leg of the intersection.

Westbound traveling vehicles double queueing on Vine Avenue to make a left turn and to proceed straight.

Westbound traveling vehicles double queueing on Vine Avenue to make a left turn and to proceed straight.

Traffic Counts

PEAK HOUR TURNING MOVEMENT COUNTS

To determine the type of movements encountered at the intersection of E Vine Avenue and S Glendora Avenue during the heaviest peak hours. Traffic counts were taken at the intersection during the hours of 7AM – 9AM and 4PM – 6PM on Thursday, December 4, 2025. **Figures 1 and 2** depict the highest peak of 1 hour of vehicles at the intersection during each count period.

Figure 1 below exhibits the calculated peak hour volumes for the morning (AM) Peak hour of 8:00AM – 9:00AM at E Vine Avenue and S Glendora Avenue on Thursday, December 4, 2025.
Figure 2 below exhibits the calculated peak hour volume for the evening (PM) Peak hours of 4:30 PM – 5:30 PM at E Vine Avenue and S Glendora Avenue on Thursday, December 4, 2025.

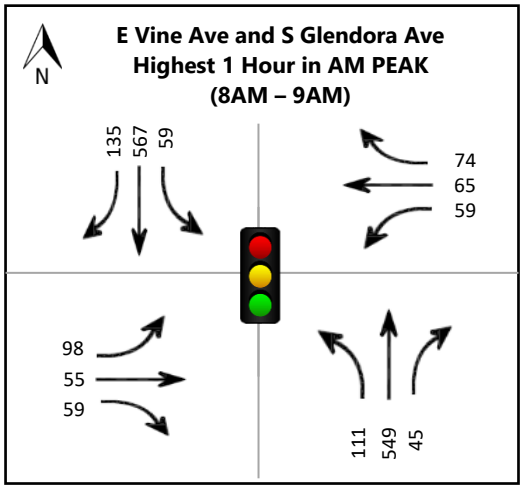


Figure 1: AM Peak Hour Count (8AM – 9AM)

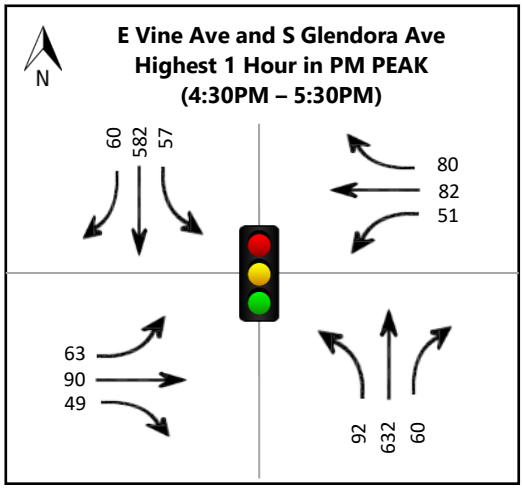


Figure 2: PM Peak Hour Count (4:30PM – 5:30PM)

Pedestrian Counts

Pedestrian counts were collected, for all pedestrians who crossed the legs of the intersection of E Vine Avenue and S Glendora Avenue. Counts were taken on Thursday, December 4, 2025, during the hours of 7AM – 9AM, and 4PM – 6PM. The following table shows number of pedestrians crossing the intersection.

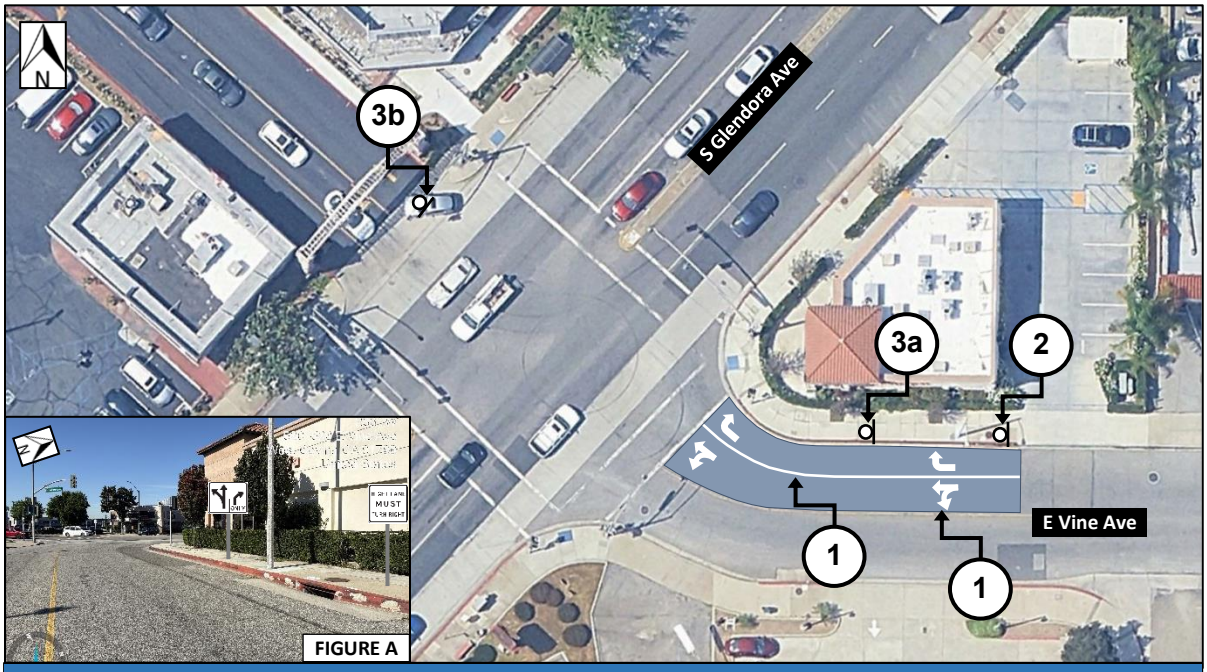
Table 2: Summary of Pedestrians Crossing at E Vine Avenue and S Glendora Avenue

TIME	NORTH LEG (Marked Crosswalk)		SOUTH LEG (Marked Crosswalk)		EAST LEG (Marked Crosswalk)		WEST LEG (Driveway/Marked Crosswalk)	
	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE	ADULTS	SCHOOL AGE
7:00 – 8:00AM	5	2	3	0	6	2	2	0
8:00 – 9:00AM	9	0	4	0	5	0	4	0
4:00 – 5:00PM	8	4	9	5	6	4	2	4
5:00 – 6:00PM	13	6	7	5	3	1	7	4
TOTAL PEDS	35	12	23	10	20	7	15	8

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 location at E Vine Avenue and S Glendora Avenue would benefit from the installation of a right turn lane along the westbound direction of Vine Avenue. This addition would allow vehicles to queue on the east leg more efficiently, prevent conflict between vehicles turning right and driving through, and improve traffic flow. The intersection qualifies for the following improvements:

Recommendations Diagram:



RECOMMENDATIONS

1. Install right lane along the westbound direction of Vine Avenue. Restripe the westbound direction of Vine Avenue to include a right-turn-only lane and a left turn/thru lane along WB Vine Avenue approaching the intersection. Install pavement marking symbol for both lanes.

2. Install "Right Lane Must Turn Right" (R3 – 7) Sign and Unistrut 2" SQ Galvanized Steel post with breakaway anchor, on the north side of E Vine Avenue, approximately 110-ft east of S Glendora Avenue, for the westbound direction. See Detail 1.

3. Install directional signage (R61 – 7 (CA)) for vehicles traveling westbound along E Vine Avenue, at the following locations:
   a) Install sign on a new Unistrut 2" SQ Galvanized Steel post with breakaway anchor, on the north side of E Vine Avenue, approximately 80-ft east of S Glendora Avenue, for the westbound direction. See Detail 2.
   b) Install sign on the mast arm of the traffic signal located at the west leg of the intersection. See Detail 2.

DETAIL 1

(R3 – 7)

DETAIL 2

(R61 – 7(CA))

Attachment 1. Turning Movement Counts, at E Vine Avenue and S Glendora Avenue.

TURNING MOVEMENT COUNT

PROJECT NAME: City of West Covina
PROJECT NO:
DATE: 12-4-2025

TIME	N-S STREET: Glendora Avenue							E-W STREET: Vine Avenue							PED COUNT							
	NORTH BOUND			SOUTH BOUND			N-S	EAST BOUND			WEST BOUND			E-W	North Leg		South Leg		East Leg		West Leg	
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	TOTAL	Adult	Kids	Adult	Kids	Adult	Kids	Adult	Kids
07:00-07:15	12	97	7	14	82	18	230	3	3	8	8	6	11	39	1	1	2		1		1	
07:15-07:30	18	114	9	16	99	23	279	6	9	7	10	12	16	60			1		2			
07:30-07:45	26	127	8	15	121	31	328	5	11	9	13	10	14	62	2	1			2	2	1	
07:45-08:00	36	133	11	22	143	25	370	14	7	10	11	9	18	69	2				1			
08:00-08:15	25	128	15	13	148	41	370	19	12	13	15	15	13	87			2				1	
08:15-08:30	33	144	10	15	137	35	374	25	15	11	11	18	20	100	3				3		1	
08:30-08:45	29	135	9	17	149	27	366	23	12	19	17	13	17	101	1		1		1			
08:45-09:00	24	142	11	14	133	32	356	31	16	16	16	19	24	122	5		1		1		2	
13:30-13:45							0							0								
13:45-14:00							0							0								
14:00-14:15							0							0								
14:15-14:30							0							0								
14:30-14:45							0							0								
14:45-15:00							0							0								
15:00-15:15							0							0								
15:15-15:30							0							0								
16:00-16:15	18	138	9	8	127	20	320	10	18	12	7	21	21	89	1	3	1		3			3
16:15-16:30	23	144	13	11	133	21	345	13	22	11	11	24	19	100	3		4	2		2		1
16:30-16:45	21	142	15	15	148	17	358	12	27	8	9	18	27	101	2	1	2	2	1		2	
16:45-17:00	25	151	14	12	137	13	352	15	23	14	14	22	23	111	2		2	1	2	2		
17:00-17:15	19	174	12	16	154	18	393	21	19	11	12	25	14	102	6	3	3	5	2	1	2	1
17:15-17:30	27	165	19	14	143	12	380	15	21	16	16	17	16	101	2	2	1				1	
17:30-17:45	16	138	15	11	141	16	337	15	16	13	13	20	15	92	1		1				4	3
17:45-18:00	22	129	12	17	133	19	332	12	18	10	17	13	13	83	4	1	2		1			

Attachment 2. Peak-Hour Volume Analysis, at E Vine Avenue and S Glendora Avenue.

PEAK-HOUR VOLUME ANALYSIS

CALCULATED PEAK HOUR VOLUMES-AM

		135	567	59		
		SR	ST	SL		
98	EL				WR	74
55	ET		08:00-09:00		WT	65
59	ER				WL	59
		NL	NT	NR		
		111	549	45		

ADJUSTED PEAK HOUR VOLUMES-AM

		____	____	____		
		SR	ST	SL		
____	EL				WR	____
____	ET		____		WT	____
____	ER				WL	____
		NL	NT	NR		
		____	____	____		

CALCULATED PEAK HOUR VOLUMES-NOON

		0	0	0		
		SR	ST	SL		
0	EL				WR	0
0	ET		13:30-14:30		WT	0
0	ER				WL	0
		NL	NT	NR		
		0	0	0		

ADJUSTED PEAK HOUR VOLUMES-NOON

		____	____	____		
		SR	ST	SL		
____	EL				WR	____
____	ET		____		WT	____
____	ER				WL	____
		NL	NT	NR		
		____	____	____		

CALCULATED PEAK HOUR VOLUMES-PM

		60	582	57		
		SR	ST	SL		
63	EL				WR	80
90	ET		16:30-17:30		WT	82
49	ER				WL	51
		NL	NT	NR		
		92	632	60		

ADJUSTED PEAK HOUR VOLUMES-PM

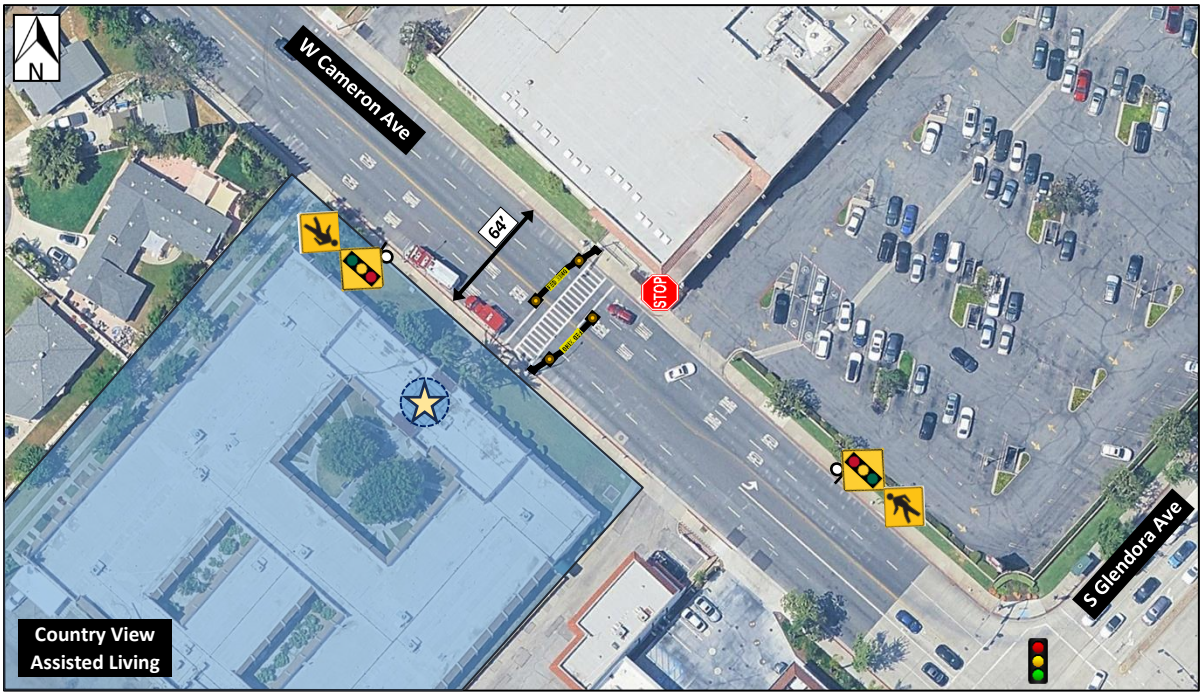
		____	____	____		
		SR	ST	SL		
____	EL				WR	____
____	ET		____		WT	____
____	ER				WL	____
		NL	NT	NR		
		____	____	____		

TO: City of West Covina – Administrative Review
FROM: Traffic Engineering, Transtech Engineers, Inc.
DATE: December 17, 2025.
PROJECT: Traffic Review of Midblock Crosswalk at 824 W Cameron Avenue

Project Location Description & Maps

Segment: 824 W Cameron Avenue

Request: A resident is requesting a traffic review of the midblock crosswalk located in front of 824 W Cameron Avenue. It was reported that vehicles are not respecting the posted signage along W Cameron Avenue and not stopping at the crosswalk. The resident expressed concern for pedestrians crossing along W Cameron Avenue.



Traffic and Geometric Data

Collision &Traffic Data	
Collision Timeframe	3 Years (January 2022 – November 2025)
Collisions at Int.	2
Posted Speed Limit	W Cameron Ave – 40 MPH
Intersection Control Type	High Intensity Activated Crosswalk (Hawk) Signal Traffic Signal located at W Cameron Ave and S Glendora Ave (approx. 300ft south-east of Hawk)
Crosswalks/Color	Midblock Crosswalk
Crosswalk Width	64-ft

Collision &Traffic Data	
Street Light Location(s)	On both sides of the street.
On-Street Parking	**Allowed,** on both sides of the street, except during street sweeping and on segments marked with red curb. Street sweeping is on Monday, from 7AM to 3PM.
Street Classifications (California Road Systems Map)	W Cameron Ave – Minor Arterial
Land Use	Country View Assisted Living and commercial business.

Collision History Data

Collision data was obtained from the computerized collision records system maintained by the State of California called the California Crash Report System and Statewide Integrated Traffic Records Systems (SWITRS). The data available was reviewed to identify related collisions that occurred near the midblock crosswalk, located at 824 W Cameron Avenue. This review was conducted over a period of approximately 3.75-years, 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 are listed below and shown in the following tables.

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

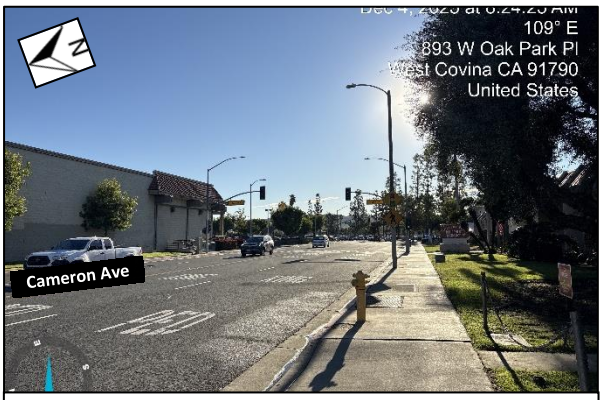
Jan – Sep 2025	2024	2023	2022
1	0	1	0

Table 1. Collision History

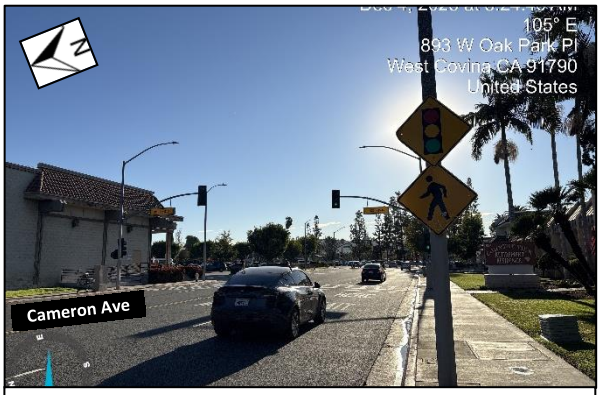
#	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collison Factor and Detail Descriptions	Primary Collision Factor	# Inj
1	03/05/25	Cameron Ave	Glendora Ave	230' W	19:10	WED	Dark-Street Lights	Broadside	Injured	Other MV	DRVR HIT DRVR BROADSIDE	Not Stated	1
2	01/04/23	Cameron Ave	Glendora Ave	60' W	5:30	WED	Dark-Street Lights	Auto/Ped	2	PED	WB DRVR HIT SB PED	PED VIOL	1

Picture Summary

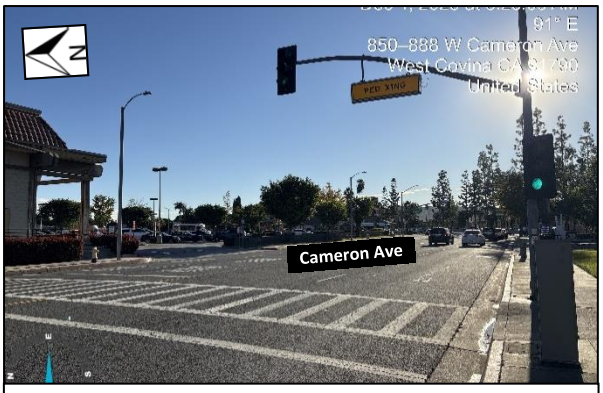
Photos from site visit, taken on Thursday, December 4, 2025. When the push button is pressed the two signal heads turn from green to red, and the walking symbol appears on the countdown signal. The walking symbol stays on for approximately 8-9 seconds, then the Stop hand flashes for around 20 more seconds. The signal head lights stay green during the entire period. The total period, from the signal head light turning from green to red is approximately 30 seconds. The signal turned red when the pushed buttons on either side were pressed. The countdown heads display the pedestrian/hand symbol, but not a numerical countdown. During the site visit an elderly pedestrian was observed crossing W Cameron Avenue at the crosswalk, the pedestrian was able to reach the other side before the signal light turned red.



View along south-east direction on W Cameron Avenue, approaching midblock crosswalk.



View along south-east direction on W Cameron Avenue, approaching midblock crosswalk.



View of midblock crosswalk along W Cameron Avenue, during a green light standing west of crosswalk.

View of midblock crosswalk along W Cameron Avenue, during a red light standing west of crosswalk.

View of midblock crosswalk along W Cameron Avenue, during a green light standing east of crosswalk.

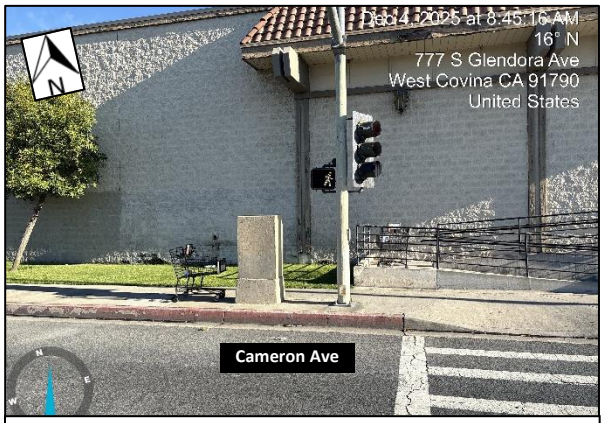
View of midblock crosswalk along W Cameron Avenue, during a red light standing east of crosswalk.

View along north-west direction on W Cameron Avenue, approaching midblock crosswalk.

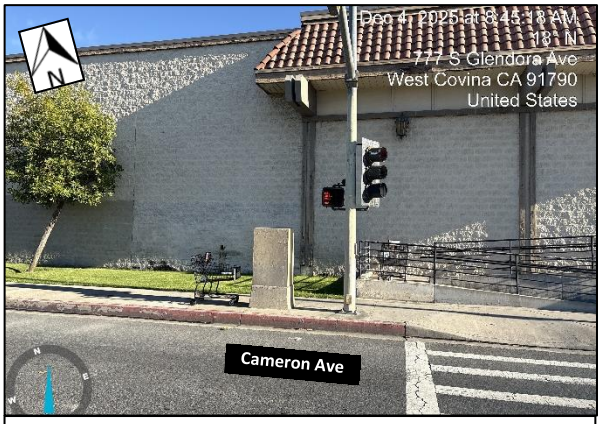
View along north-west direction on W Cameron Avenue, approaching midblock crosswalk.

Crosswalk pavement marking conditions

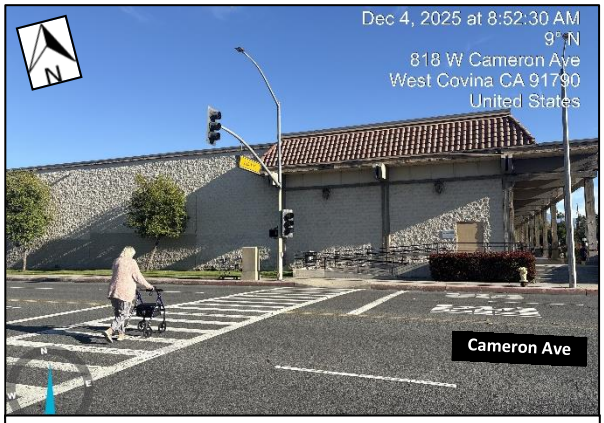
Signage conditions on HAWK Signal on signal mast arm.



Pedestrian Countdown Heads on north side of crosswalk.



Pedestrian Countdown Heads on north side of crosswalk.



Elderly Pedestrian crossing at midblock crosswalk.

Vehicles stopped while pedestrian crosses street.

Traffic Counts

AVERAGE DAILY TRAFFIC (ADT)

As a part of this traffic review, Average Daily Traffic (ADT) counts were collected on Tuesday, October 21, 2025. Counts were taken along W Cameron Avenue, west of Country View Assisted Living (824 W Cameron Avenue) Crosswalk. A summary of ADT data is shown in the table below.

Table 2. Average Daily Traffic (ADT)

Location	***Vehicles per Day (vpd)*** *10/21/2025*	***Vehicles per Day (vpd)*** *10/21/2025*	***Vehicles per Day (vpd)*** *10/21/2025*
W Cameron Ave, west of Country View Assisted Living Crosswalk.	***EB*** 7,984	***WB*** 7,921	***TOTAL*** 15,905

SPEED SURVEY

To assess the speed at which vehicles are traveling along W Cameron Avenue, a 24-hour speed sample was taken on Tuesday, October 21, 2025. Counts were taken along W Cameron Avenue, west of the Country View Assisted Living. The 85th- percentile speed of vehicles traveling along W Cameron Avenue was found to be 40 MPH. These results mean that 85 percent of the vehicles sampled travel at 40 MPH or below along W Cameron Avenue, which is at the posted speed limit. The table below shows the October 21, 2025, speed survey results.

Table 3. Speed Survey taken along W Cameron Avenue

Location	Dir. of Travel	Date/Time of Survey	85%ile Speed	Posted Limit MPH
W Cameron Ave, west of Country View Assisted Living Crosswalk.	EB/WB	10/21/2025 24-hour	40 MPH	40 MPH

Midblock Crosswalk Review & Pedestrian Safety

PEDESTRIAN SAFETY

Pedestrian activity through the segment is taken into account when considering the installation of a midblock crosswalk. Collisions between vehicles and pedestrians represent an important safety issue for every country in the world. According to the National Safety Council, close to 20 percent of fatalities in road accidents in the United States are pedestrian fatalities. Pedestrian collisions occur more often in urban areas since pedestrian activity is much higher there.

Gap Formula to determine the minimum amount of time needed for a pedestrian to cross Cameron Avenue:

$$G = \frac{W}{S} + (N-1)H + R$$

Where:

G = Safe gap in traffic, seconds
W = Width of roadway
H = Time between rows of peds
S =Walking Speed, feet per second
N = Group size
R = Pedestrian start up time

Assumed Values:

S = 3.5 feet per second, avg. ped
S= 2.8 feet per second, elderly ped
W = 64 feet Cameron Avenue

H = 2 seconds
R = 3 seconds

For an Average Pedestrian:

$$G = \frac{64}{3.5} + (1-1)2 + 3 = 21.28\ sec$$

Table 4: Acceptable Gap for the Average Pedestrian to Cross			
	Cameron Avenue, Street Width (North to South)	**Average Pedestrian walking speed (per foot)**	**Total Time Spent on Crosswalk**
W Cameron Avenue	64’	3.5 feet/second	1 pedestrian = 21.28 seconds in street

To cross the street, the average pedestrian will be in the travel way for approximately 22 seconds on W Cameron Avenue. This is the amount of time a pedestrian will be unprotected within the street.

For an Elderly Pedestrian:

$$G = \frac{64}{2.8} + (1-1)2 + 3 = 25.86\ sec$$

Table 5: Acceptable Gap for Elderly Pedestrians to Cross			
	Cameron Avenue Street Width (North to South)	**Elderly & Student Age Pedestrians walking speed (per foot)**	**Total Time Spent on Crosswalk**
W Cameron Avenue	64’	2.8 feet/second	1 pedestrian = 25.86 seconds in street

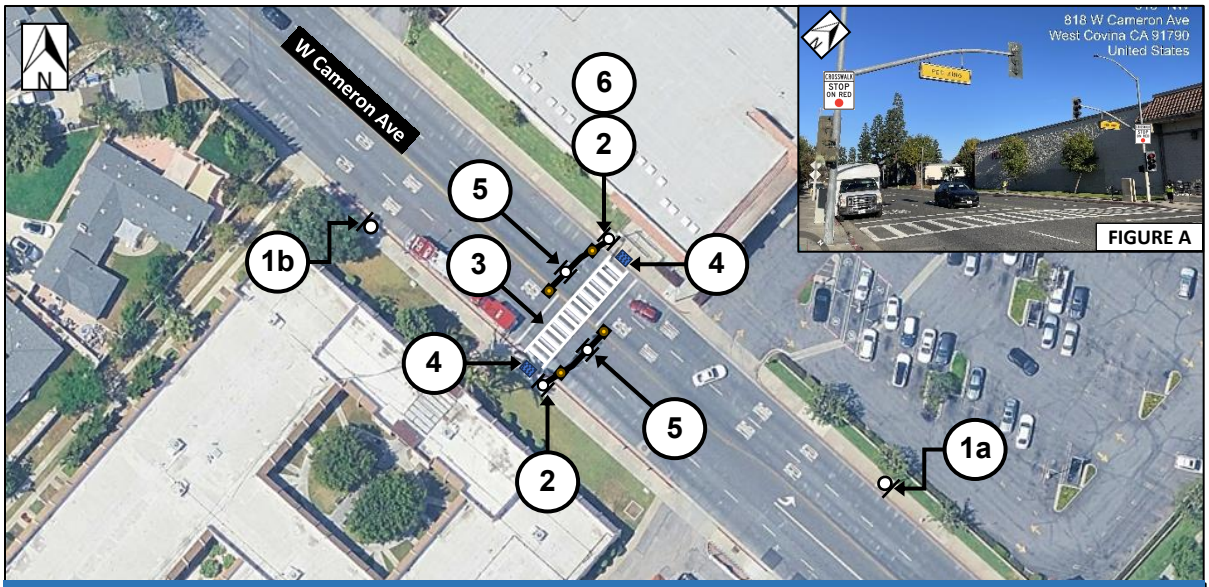
To cross the street, an elderly pedestrian will be in the travel way for approximately 26 seconds on W Cameron Avenue. This is the amount of time a pedestrian will be unprotected within the street. [1]

[1] Where older or disabled pedestrians routinely use the crosswalk, a walking speed of 2.8 feet per second should be considered in determining the pedestrian clearance time. CAMUTCD 4E.06, 10a

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 location at 824 W Cameron Avenue would qualify for updates in signage. These improvements are aimed to increase the visibility of the crosswalk, for driver along W Cameron Avenue. At this time, the intersection qualifies for the following improvements:

Recommendations Diagram:



RECOMMENDATIONS

1. Remove and replace Pedestrian Warning sign (W11 – 2) and Signal Ahead Warning Sign on the south and north sides of West Cameron Avenue, at the following locations:
   a) On the north side of W Cameron Avenue, approximately 135-ft west of South Glendora Avenue, on existing street light pole. **See Detail 1 & 2.**
   b) On the south side of W Cameron Avenue, approximately 400-ft west of South Glendora Avenue, on existing street light pole. **See Detail 1 & 2.**

2. Install double-sided "Crosswalk; Stop on Red" (R10 – 23) on HAWK signal Pole located on the north and south sides of W Cameron Avenue. Install signs on each side of the mast arm facing westbound and eastbound directions. **See Detail 3.**

3. Refresh the existing midblock crosswalk markings on W Cameron Avenue.

4. Install truncated domes on both ADA-ramps that are located on each side of the midblock crosswalk.

5. Remove and replace faded double-sided "PED XING" sign that is located on top of the overhear signal that is located on top of the overhear signal at the midblock crosswalk along W Cameron Avenue. Replace signage on both mast arms. **See Detail 4.**

6. Remove and replace the damaged Pedestrian Signal Head that is mounted on the signal pole, located on the north side of the crosswalk.

DETAIL 4

(PED XING)

DETAIL 3

(W10 – 23)

DETAIL 2

(W3 – 3)

DETAIL 1

(W11 – 2)

Attachment 1. Average Daily Traffic, along W Cameron Avenue, west 824 Country View Assisted Living Crosswalk.

Prepared by National Data & Surveying Services

VOLUME

W Cameron Ave W/O 824 Country View Assisted Living Crosswalk (34.062759,-117.933383)

Day: Tuesday
Date: 10/21/2025

City: West Covina
Project #: CA25_020391_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,984	7,921	15,905

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	7		9		16		12:00	0	0	125		95		220	
0:15	0	0	4		9		13		12:15	0	0	117		127		244	
0:30	0	0	7		3		10		12:30	0	0	120		103		223	
0:45	0	0	6	24	7	28	13	52	12:45	0	0	104	466	126	451	230	917
1:00	0	0	8		4		12		13:00	0	0	100		102		202	
1:15	0	0	7		7		14		13:15	0	0	98		123		221	
1:30	0	0	6		4		10		13:30	0	0	114		102		216	
1:45	0	0	1	22	3	18	4	40	13:45	0	0	114	426	133	460	247	886
2:00	0	0	4		6		10		14:00	0	0	167		106		273	
2:15	0	0	3		1		4		14:15	0	0	191		129		320	
2:30	0	0	0		4		4		14:30	0	0	134		137		271	
2:45	0	0	4	11	5	16	9	27	14:45	0	0	138	630	138	510	276	1140
3:00	0	0	5		9		14		15:00	0	0	173		157		330	
3:15	0	0	2		3		5		15:15	0	0	184		123		307	
3:30	0	0	7		6		13		15:30	0	0	205		166		371	
3:45	0	0	4	18	2	20	6	38	15:45	0	0	184	746	165	611	349	1357
4:00	0	0	3		8		11		16:00	0	0	186		134		320	
4:15	0	0	6		7		13		16:15	0	0	168		159		327	
4:30	0	0	8		8		16		16:30	0	0	202		120		322	
4:45	0	0	7	24	8	31	15	55	16:45	0	0	199	755	114	527	313	1282
5:00	0	0	15		15		30		17:00	0	0	187		120		307	
5:15	0	0	18		14		32		17:15	0	0	193		118		311	
5:30	0	0	23		28		51		17:30	0	0	208		146		354	
5:45	0	0	19	75	43	100	62	175	17:45	0	0	206	794	134	518	340	1312
6:00	0	0	23		50		73		18:00	0	0	168		121		289	
6:15	0	0	24		80		104		18:15	0	0	160		123		283	
6:30	0	0	33		112		145		18:30	0	0	159		133		292	
6:45	0	0	40	120	153	395	193	515	18:45	0	0	130	617	94	471	224	1088
7:00	0	0	67		142		209		19:00	0	0	115		116		231	
7:15	0	0	99		204		303		19:15	0	0	95		92		187	
7:30	0	0	150		244		394		19:30	0	0	120		59		179	
7:45	0	0	179	495	220	810	399	1305	19:45	0	0	95	425	77	344	172	769
8:00	0	0	185		207		392		20:00	0	0	79		91		170	
8:15	0	0	159		195		354		20:15	0	0	77		69		146	
8:30	0	0	101		209		310		20:30	0	0	70		65		135	
8:45	0	0	113	558	137	748	250	1306	20:45	0	0	55	281	52	277	107	558
9:00	0	0	85		101		186		21:00	0	0	59		63		122	
9:15	0	0	118		116		234		21:15	0	0	41		59		100	
9:30	0	0	97		107		204		21:30	0	0	31		45		76	
9:45	0	0	86	386	116	440	202	826	21:45	0	0	44	175	38	205	82	380
10:00	0	0	81		106		187		22:00	0	0	34		27		61	
10:15	0	0	93		94		187		22:15	0	0	22		35		57	
10:30	0	0	90		91		181		22:30	0	0	35		25		60	
10:45	0	0	102	366	96	387	198	753	22:45	0	0	24	115	31	118	55	233
11:00	0	0	104		91		195		23:00	0	0	14		15		29	
11:15	0	0	114		90		204		23:15	0	0	8		19		27	
11:30	0	0	88		95		183		23:30	0	0	13		10		23	
11:45	0	0	108	414	106	382	214	796	23:45	0	0	6	41	10	54	16	95
TOTALS			2513		3375		5888		TOTALS			5471		4546		10017	
SPLIT %			42.7%		57.3%		37.0%		SPLIT %			54.6%		45.4%		63.0%	

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,984	7,921	15,905

AM Peak Hour			7:30	7:15	7:30	PM Peak Hour			17:00	15:30	15:30
AM Pk Volume			673	875	1539	PM Pk Volume			794	624	1367
Pk Hr Factor			0.909	0.897	0.964	Pk Hr Factor			0.954	0.940	0.921
7 - 9 Volume	0	0	1053	1558	2611	4 - 6 Volume	0	0	1549	1045	2594
7 - 9 Peak Hour			7:30	7:15	7:30	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	673	875	1539	4 - 6 Pk Volume	0	0	794	527	1312
Pk Hr Factor	0.000	0.000	0.909	0.897	0.964	Pk Hr Factor	0.000	0.000	0.954	0.829	0.927

Attachment 2. Speed Survey, along W Cameron Avenue, west 824 Country View Assisted Living Crosswalk.

Prepared by National Data & Surveying Services

SPEED

W Cameron Ave W/O 824 Country View Assisted Living Crosswalk (34.062759,-117.933383)

Day: Tuesday
Date: 10/21/2025

City: West Covina
Project #: CA25_020391_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	2	1	2	8	16	16	7	0	0	0	0	0	52
1:00	1	0	0	4	5	18	9	3	0	0	0	0	0	40
2:00	0	1	0	1	4	12	8	0	1	0	0	0	0	27
3:00	0	1	3	4	12	9	6	3	0	0	0	0	0	38
4:00	0	0	1	9	17	11	13	1	3	0	0	0	0	55
5:00	0	1	1	7	35	53	51	19	6	2	0	0	0	175
6:00	2	3	3	33	102	178	135	52	7	0	0	0	0	515
7:00	3	1	34	196	469	384	155	52	8	3	0	0	0	1305
8:00	5	12	33	246	473	334	154	39	6	4	0	0	0	1306
9:00	3	4	6	118	286	252	123	28	5	1	0	0	0	826
10:00	1	6	5	95	249	234	122	28	12	1	0	0	0	753
11:00	6	1	20	105	269	250	119	18	6	2	0	0	0	796
12:00 PM	3	4	23	111	309	284	142	32	6	3	0	0	0	917
13:00	4	1	20	117	306	262	140	30	5	1	0	0	0	886
14:00	4	3	16	147	415	349	168	33	4	1	0	0	0	1140
15:00	7	9	44	225	563	347	135	23	3	1	0	0	0	1357
16:00	4	4	33	238	498	336	136	31	1	1	0	0	0	1282
17:00	4	4	31	230	573	342	110	14	3	1	0	0	0	1312
18:00	1	3	42	192	462	277	89	17	4	1	0	0	0	1088
19:00	3	6	24	109	299	225	83	18	2	0	0	0	0	769
20:00	3	5	11	87	215	157	66	12	0	2	0	0	0	558
21:00	6	4	18	52	95	133	51	19	1	1	0	0	0	380
22:00	5	1	3	24	72	78	32	15	3	0	0	0	0	233
23:00	0	1	1	5	16	40	22	7	2	1	0	0	0	95
Totals	65	77	373	2357	5752	4581	2085	501	88	26				15905
% of Totals	0%	0%	2%	15%	36%	29%	13%	3%	1%	0%				100%
AM Volumes	21	32	107	820	1929	1751	911	250	54	13	0	0	0	5888
% AM	0%	0%	1%	5%	12%	11%	6%	2%	0%	0%				37%
AM Peak Hour	11:00	8:00	7:00	8:00	8:00	7:00	7:00	6:00	10:00	8:00				8:00
Volume	6	12	34	246	473	384	155	52	12	4				1306
PM Volumes	44	45	266	1537	3823	2830	1174	251	34	13	0	0	0	10017
% PM	0%	0%	2%	10%	24%	18%	7%	2%	0%	0%				63%
PM Peak Hour	15:00	15:00	15:00	16:00	17:00	14:00	14:00	14:00	12:00	12:00				15:00
Volume	7	9	44	238	573	349	168	33	6	3				1357

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	2611	16%	1803	11%	2594	16%	8897	56%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
Summary	29	34	34	40	44	15905
	Pace					
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH	
	29 - 38 mph	10390	65.33%	26	0.16%	