



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

City Hall (Community Room), 1444 W. Garvey Avenue South  
West Covina, California 91790

April 15, 2026  
6:00 PM

**1. PLEDGE OF ALLEGIANCE**

**2. ROLL CALL:**

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

**3. APPROVAL OF THE MINUTES OF MARCH 18, 2026**

**4. NEW BUSINESS**

**a. Traffic Review of Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street**

The City has received a traffic request to review the existing conditions along Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street. It was reported that vehicles tend to speed along the segment, and do not adhere to the posted speed limit of 25 MPH. The resident is requesting the installation of Speed Feedback Signs along this segment to raise awareness of the posted speed limit.

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 Traffic Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

Fiscal Impact

Approximately \$2,900

\*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. Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue**

The City has received a traffic request to review the current parking conditions along W Garvey Avenue N, between Vincent Avenue and Sunset Avenue (650-ft east of Sunset Avenue). The resident is requesting the removal of the current parking restriction along this segment of W Garvey Avenue N.

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 Traffic Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

Fiscal Impact

Approximately \$16,000

\*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.

**c. Traffic Review of E Garvey Ave S between Hollenbeck Ave and Azusa Ave**

The City has received a request to review the existing conditions along E Garvey Avenue S between Hollenbeck Ave and Azusa Ave. The resident stated that cars are speeding along this section of E Garvey Avenue S and has requested for a Traffic Review to be completed for the installation of Speed Humps along this segment.

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 Traffic Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

Fiscal Impact

Approximately \$0

\*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 W Greendale Street and N Hartley Street**

The City has received a request to review the existing conditions at W Greendale Street and N Hartley Street. The resident has requested the installation of a stop sign on W Greendale Street at the intersection of N Hartley Street. The resident expressed concern with visibility existing W Greendale Street due to the parked vehicles blocking the available line of sight along N Hartley 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 Traffic Committee review the report with the City Traffic Engineer, listen to public comment and provide direction.

Fiscal Impact

Approximately \$4000

\*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, May 20, 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.

**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** April 15, 2026  
**PROJECT:** 251039; Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street.

## Project Location Description & Maps

**Segment:** Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street.

**Request:** A resident is requesting a traffic review of the existing conditions along Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street. It was reported that vehicles tend to speed along the segment, and do not adhere to the posted speed limit of 25 MPH. The resident is requesting the installation of Speed Feedback Signs along this segment to raise awareness of the posted speed limit.



## Traffic and Geometric Data

Collision & Traffic Data		Traffic Data	
<b>Collision Timeframe</b>	3 Years (Jan 2023 – Dec 2025)	<b>Traffic Signal Location(s)</b>	Stop control at the intersection of Jennifer Pl and Pass and Covina Rd
<b>Total Midblock Collisions</b>	0		No Stop Control at the intersection of Lynda Ln and Dore St
<b>Posted Speed Limit</b>	25 MPH (Posted) & 15 MPH (Advisable Speed)	<b>Additional Signage</b>	Curve Warning Signs
<b>85% Speed (10/21/25)</b>	27 MPH	<b>On-Street Parking Conditions/Driveways</b>	Allowed, except for the segments marked with red curb and during street sweeping times on Thursday 10AM – 2PM for both sides of the street.
<b>ADT (10/21/25)</b>	272 vehicles		
<b>Street Classification</b> <small>(California Road System – Functional Classification by Caltrans)</small>	Local Road		
<b>Adjacent Land Use</b>	Single Family Residential		
<b>Segment Length</b>	2,400-ft		
<b>Street Width</b>	36-ft		
<b>Number of Lanes</b>	One 18-ft-wide lane of travel in each direction, and no marked centerline.		



**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 Records System (CCRS). A review of available collisions reported to SWITRS and CCRS, was conducted along for the segment of Jennifer Place/Eclipse Way/Lynda Lane, between Pass and Covina Road and Dore Street. This review covered approximately 3-years between January 2023 to December 2025 (most recent data available at the time of traffic review). Based on the information available, there were no collisions recorded along this segment during this period.

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

Collision Breakdown – Year		
2025	2024	2023
0	0	0

**Average Daily Traffic (ADT)**

Average Daily Traffic (ADT) data was obtained from counts taken on Tuesday, October 21, 2025. Counts were taken along Eclipse Way/Jennifer Place/Lynda Lane, Between Pass and Covina Road and Dore Street East.

Average Daily Traffic (ADT) Summary			
Location	Vehicles per Day (vpd) 10/21/2025	Vehicles per Day (vpd) 10/21/2025	Vehicles per Day (vpd) 10/21/2025
Eclipse Way/Jennifer Place/Lynda Lane, Between Pass and Covina Road and Dore Street East.	<b>NB</b> 131	<b>SB</b> 141	<b>TOTAL</b> 272

**Speed Survey**

To assess the speed at which vehicles are traveling along the segment, a 24-hour speed survey was taken along Jennifer Place/Eclipse Way/Lynda Lane, Between Pass and Covina Road and Dore Street East. The survey was conducted on Tuesday, October 21, 2025. The 85<sup>th</sup> percentile speed of vehicles traveling along Jennifer Place/Eclipse Way /Lynda Lane was found to be 27 MPH. This means that 85 percent of the vehicles sampled were traveling at 27 MPH or below, which is 2 MPH above the posted speed limit of 25 MPH.

Speed Survey				
Location	Dir. of Travel	Date/Time of Survey	85 <sup>th</sup> ile Speed	Limit MPH
Jennifer Place/Eclipse Way/Lynda Lane, Between Pass and Covina Road and Dore Street East.	NB/SB	10/21/2025 (for 24 hours)	27 MPH	25 MPH (Posted) (15 MPH Advisable Speed)



### Picture Summary

A field visit was conducted, and site photos were taken on Friday, March 27, 2026.



Stop Sign conditions along north-eastbound Jennifer Place at the intersections with Pass & Covina Road.



Curve Warning Sign conditions along south-westbound along Jennifer Place at Pass & Covina Road.



Curve Warning Sign & "15" MPH Advisory Speed along southbound Jennifer Place, approaching Eclipse Way.



Curve Warning Sign along westbound Eclipse Way, west of Jennifer Place.



Curve Warning Sign & "15" MPH Advisory Speed along westbound Eclipse Way, approaching Lynda Lane.



Southbound view along Eclipse Way, approaching Lynda Lane.



Traffic Review of Jennifer Place/Eclipse Way/Lynda Lane between Pass and Covina Road and Dore Street



Southbound view along Lynda Lane, at the intersection with Dore Street.



"25" MPH Speed Limit Sign along northbound Lynda Lane.



Curve Warning Sign & "15" MPH Advisory Speed along northbound Lynda Lane, approaching Eclipse Way.



Curve Warning Sign & "15" MPH Advisory Speed along eastbound Eclipse Way, approaching Jennifer Place.



Curve Warning Sign along northbound Jennifer Place.



North-eastbound along Jennifer Place, approaching Pass & Covina Road.



**Previous Improvements**

In May 2022, engineering staff performed a traffic review of Jennifer Place and Eclipse Way, between Pass & Covina Road and Valinda Avenue. It had been reported that motorists were using Jennifer Place and Eclipse Way as a thoroughfare between Pass and Covina Road and Valinda Avenue. The review analyzed existing conditions, reviewed collision data, collected ADT, Speed Survey data, and recommended additional calming traffic measures. These recommendations included the installation of new “25” MPH Speed Limit Signage with “25” pavement markings, and Curve Warning Signage with “15” MPH Advisory Speed Limit signs approaching the curves, at Eclipse Way and Lynda Lane and Jennifer Place and Eclipse Way in both directions. The review was taken to traffic commission in May 2022, and improvements were completed by September 2023. At the time of the review, the data collected in February 2022 showed the Critical Speed (85<sup>th</sup> percentile speed) to be 31 MPH along Jennifer Place and 30 MPH along Eclipse Way. The most recent data collected for this review, in October 2025, showed the Critical Speed to be 27 MPH along Jennifer Place/Eclipse Way. This decrease in the Critical Speed along the segment reflects an improvement in driving tendencies. The diagram below shows the recommendations from May 2022:

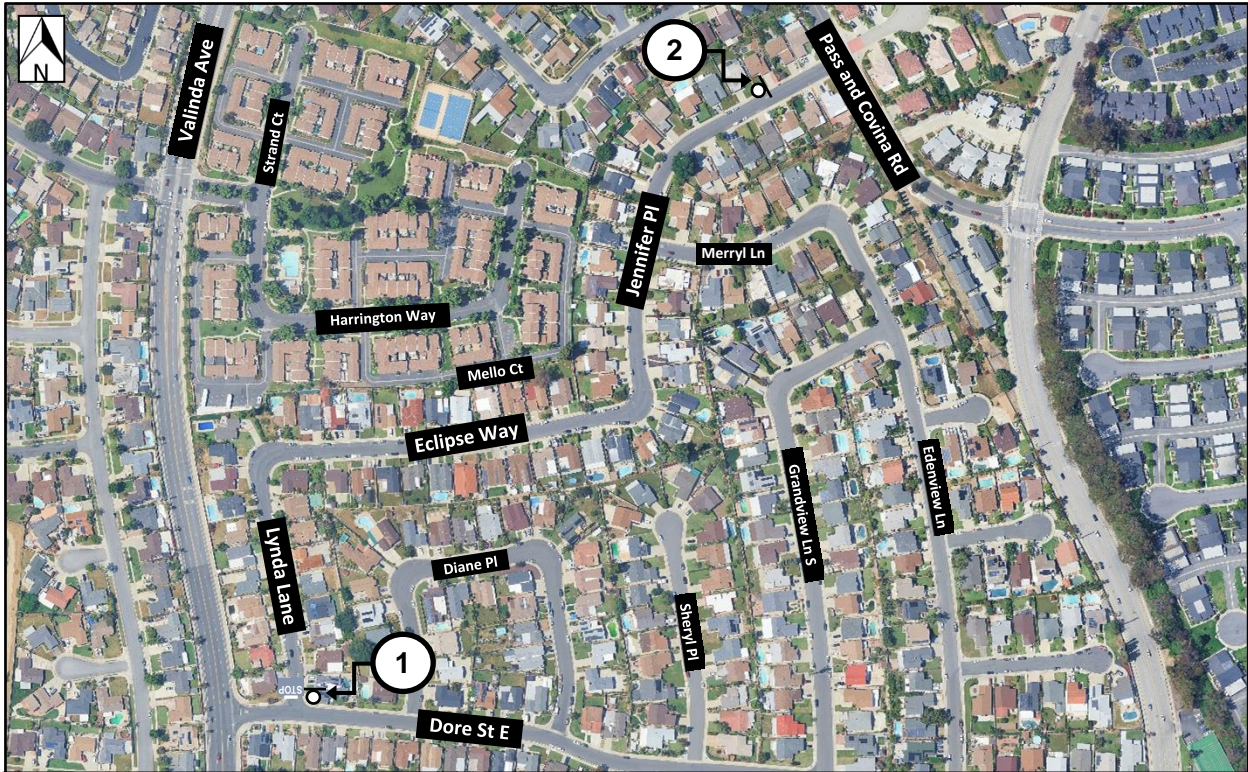


### Recommendations & Evaluation

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 segment of Jennifer Place/Eclipse Way/Lynda Lane, between Pass and Covina Road and Dore Street East does not qualify for the installation of Speed Feedback Signs along the segment at this time. The installation of Speed feedback signs has an approximate cost of \$25,000 (\$50,000 for two directions). For this reason, Speed Feedback signs are reserved for location with significant speeding issues, high pedestrian generators, schools with student age pedestrians, etc. In the case of Jennifer Place/Eclipse Way/Lynda Lane, the data collected along the segment showed the Critical Speed (85<sup>th</sup> Percentile Speed) to be 27 MPH. These results indicate that 85% of vehicles recorded where driving at a speed of 27 MPH or below, only 2 MPH above the speed limit of 25 MPH, and do not reflect a significant speeding issue. The segment also showed to have a low Average Daily Traffic (ADT) with only 272 vehicles recorded over 24 hours. It is important to note that this location was previously reviewed for Traffic Calming Measures in May 2022, with the improvements completed by September 2023. This previous review recommended appropriate signage improvements, such as new speed limit signs with pavement markings and warning signs with advisable speed signs along the segment. Taking into account the results of the October 2025 speed survey and the improvements recommended in 2022, it is concluded that this location does not qualify for the installation of Speed Feedback Sign at this moment. To address the resident's concerns of vehicles driving above the speed limit this location will be forwarded to West Covina Police Department for increased enforcement and recommended for temporary placement of speed trailer. At the intersection of Lynda Lane and Dore Street, there is currently no Stop control in any direction. Lynda Lane is the last segment that continues off of Jennifer Place and Eclipse Way. Due to the length of this segment and its proximity to Valinda Avenue there is concern that vehicles might not stop at Dore Street and might roll thru the intersection. It is believed it would be beneficial for Lynda Lane to have a Stop Control in the southbound direction. The intersection already has ADA-ramps installed on the north-east and north-west corners of the intersection, which facilitate path of travel for pedestrians crossing at the north leg. At this time, this location qualifies for the following improvements:



**Recommendation Exhibit:**



- 1 Install Stop (R1-1) Sign on new Unistrut 2" SQ Galvanized Steel post with breakaway anchor, "STOP" and Stop Bar pavement markings, along the southbound direction of Lynda Lane, approaching the intersection with Dore Street.
- 2 Remove and replace vandalized "25" MPH Speed Limit Sign (R2 – 1) located along the north side of Jennifer Place, approximately 160-ft west of Pass and Covina Road.



**Attachment 1. Average Daily Traffic, Eclipse Way/Jennifer Place/Lynda Lane, Between Pass and Covina Road and Dore Street East.**

Prepared by National Data & Surveying Services

**VOLUME**

Eclipse Way/Jennifer Pl/Lynda Ln Bet Pass and Covina Rd & Dore St E

Day: Tuesday  
Date: 10/21/2025

City: West Covina  
Project #: CA25\_020389\_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						131	141	0	0	272	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	0	0	0	1	12:00	2	2	0	0	4
0:15	0	0	0	0	0	12:15	0	0	0	0	0
0:30	0	0	0	0	0	12:30	3	1	0	0	4
0:45	0	1	0	0	1	12:45	0	5	2	5	12
1:00	0	0	0	0	0	13:00	3	2	0	0	5
1:15	0	0	0	0	0	13:15	2	6	0	0	8
1:30	1	1	0	0	2	13:30	4	2	0	0	6
1:45	1	2	0	1	3	13:45	3	12	2	12	27
2:00	0	0	0	0	0	14:00	2	5	0	0	7
2:15	0	1	0	0	1	14:15	5	5	0	0	10
2:30	1	0	0	0	1	14:30	4	1	0	0	5
2:45	0	1	0	1	2	14:45	3	14	1	12	26
3:00	0	0	0	0	0	15:00	2	3	0	0	5
3:15	0	0	0	0	0	15:15	3	1	0	0	4
3:30	1	0	0	0	1	15:30	2	0	0	0	2
3:45	0	1	1	1	2	15:45	0	7	1	5	12
4:00	0	0	0	0	0	16:00	4	3	0	0	7
4:15	0	1	0	0	1	16:15	3	5	0	0	8
4:30	0	0	0	0	0	16:30	3	1	0	0	4
4:45	1	1	1	2	3	16:45	5	15	3	12	27
5:00	0	1	0	0	1	17:00	4	0	0	0	4
5:15	1	2	0	0	3	17:15	1	4	0	0	5
5:30	0	4	0	0	4	17:30	2	5	0	0	7
5:45	0	1	2	9	10	17:45	4	11	3	12	23
6:00	1	2	0	0	3	18:00	2	1	0	0	3
6:15	0	0	0	0	0	18:15	4	2	0	0	6
6:30	0	0	0	0	0	18:30	3	4	0	0	7
6:45	1	2	2	4	6	18:45	4	13	1	8	21
7:00	0	0	0	0	0	19:00	3	1	0	0	4
7:15	0	2	0	0	2	19:15	4	1	0	0	5
7:30	0	3	0	0	3	19:30	2	4	0	0	6
7:45	2	2	4	9	11	19:45	1	10	3	9	19
8:00	5	2	0	0	7	20:00	0	0	0	0	0
8:15	1	1	0	0	2	20:15	2	2	0	0	4
8:30	1	3	0	0	4	20:30	1	4	0	0	5
8:45	3	10	1	7	17	20:45	2	5	0	6	11
9:00	2	3	0	0	5	21:00	1	0	0	0	1
9:15	0	3	0	0	3	21:15	1	1	0	0	2
9:30	1	0	0	0	1	21:30	0	0	0	0	0
9:45	0	3	2	8	11	21:45	1	3	1	2	5
10:00	2	5	0	0	7	22:00	0	0	0	0	0
10:15	1	2	0	0	3	22:15	1	1	0	0	2
10:30	0	0	0	0	0	22:30	0	0	0	0	0
10:45	0	3	1	8	11	22:45	0	1	1	2	3
11:00	0	2	0	0	2	23:00	0	0	0	0	0
11:15	1	1	0	0	2	23:15	0	0	0	0	0
11:30	2	1	0	0	3	23:30	0	1	0	0	1
11:45	4	7	0	4	11	23:45	1	1	1	2	3
<b>TOTALS</b>	<b>34</b>	<b>54</b>			<b>88</b>	<b>TOTALS</b>	<b>97</b>	<b>87</b>			<b>184</b>
<b>SPLIT %</b>	<b>38.6%</b>	<b>61.4%</b>			<b>32.4%</b>	<b>SPLIT %</b>	<b>52.7%</b>	<b>47.3%</b>			<b>67.6%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						131	141	0	0	272
AM Peak Hour	8:00	7:15			7:45	PM Peak Hour	16:00	13:15		13:30
AM Pk Volume	10	11			19	PM Pk Volume	15	15		28
Pk Hr Factor	0.500	0.688			0.679	Pk Hr Factor	0.750	0.625		0.700
7 - 9 Volume	12	16	0	0	28	4 - 6 Volume	26	24	0	50
7 - 9 Peak Hour	8:00	7:15			7:45	4 - 6 Peak Hour	16:00	16:00		16:00
7 - 9 Pk Volume	10	11	0	0	19	4 - 6 Pk	15	12	0	27
7 - 9 Pk Hr Factor	0.500	0.688	0.000	0.000	0.679	Pk Hr Factor	0.750	0.600	0.000	0.844



**Attachment 2. Speed Survey, Eclipse Way/Jennifer Place/Lynda Lane, Between Pass and Covina Road and Dore Street East.**

Prepared by National Data & Surveying Services

**SPEED**

Eclipse Way/Jennifer Pl/Lynda Ln Bet Pass and Covina Rd & Dore St E

Day: Tuesday  
Date: 10/21/2025

City: West Covina  
Project #: CA25\_020389\_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	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
5:00	3	0	2	2	3	0	0	0	0	0	0	0	0	10
6:00	0	1	3	2	0	0	0	0	0	0	0	0	0	6
7:00	0	2	5	4	0	0	0	0	0	0	0	0	0	11
8:00	5	2	5	5	0	0	0	0	0	0	0	0	0	17
9:00	3	1	4	3	0	0	0	0	0	0	0	0	0	11
10:00	2	1	5	1	2	0	0	0	0	0	0	0	0	11
11:00	2	1	5	3	0	0	0	0	0	0	0	0	0	11
12:00 PM	0	1	4	5	0	0	0	0	0	0	0	0	0	10
13:00	4	1	7	10	2	0	0	0	0	0	0	0	0	24
14:00	4	4	10	7	1	0	0	0	0	0	0	0	0	26
15:00	1	1	8	0	2	0	0	0	0	0	0	0	0	12
16:00	4	5	10	8	0	0	0	0	0	0	0	0	0	27
17:00	4	4	12	3	0	0	0	0	0	0	0	0	0	23
18:00	6	5	9	1	0	0	0	0	0	0	0	0	0	21
19:00	4	4	8	3	0	0	0	0	0	0	0	0	0	19
20:00	1	2	5	2	1	0	0	0	0	0	0	0	0	11
21:00	1	1	1	2	0	0	0	0	0	0	0	0	0	5
22:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>46</b>	<b>40</b>	<b>110</b>	<b>65</b>	<b>11</b>									<b>272</b>
% of Totals	17%	15%	40%	24%	4%									100%

AM Volumes	16	11	33	23	5	0	0	0	0	0	0	0	0	88		
% AM	6%	4%	12%	8%	2%									32%		
AM Peak Hour	8:00	7:00	7:00	8:00	5:00									8:00		
Volume	5	2	5	5	3									17		
PM Volumes	30	29	77	42	6	0	0	0	0	0	0	0	0	184		
% PM	11%	11%	28%	15%	2%									68%		
PM Peak Hour	18:00	16:00	17:00	13:00	13:00									16:00		
Volume	6	5	12	10	2									27		
<b>Directional Peak Periods</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>					
<b>All Speeds</b>	Volume		%		Volume		%		Volume		%		Volume		%	
	28	↔	10%	34	↔	13%	50	↔	18%	160	↔	59%				

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
Summary	13	22	21	27	29	272
	Pace					
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH	
	19 - 28 mph	176	64.71%	0	0.00%	



**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** April 15, 2026  
**PROJECT:** Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue.

**Project Location Description & Maps**

**Location:** W Garvey Avenue N between Vincent Avenue and Sunset Avenue.

**Request:** Resident is requesting a traffic review of the current parking conditions along W Garvey Avenue N, between Vincent Avenue and Sunset Avenue (650-ft east of Sunset Avenue). The resident is requesting the removal of the current parking restriction along this segment of W Garvey Avenue N.



**Traffic and Geometric Data**

Traffic Data	
<b>Posted Speed Limit</b>	<b>W Garvey Ave N: 40 MPH</b>
<b>Street Classification</b> <small>(Caltrans California Road System Map)</small>	<b>W Garvey Ave N: Local Road</b>
<b>Street Widths</b>	<b>W Garvey Ave N: 32-ft double yellow centerline.</b>
<b>Number of Lanes &amp; Lane Widths</b>	<b>W Garvey Ave N: One lane in each direction measuring approximately 20-ft (WB) &amp; 12-ft (EB).</b>
<b>On-Street Parking</b>	No parking allowed on either side of the street.
<b>Existing Sidewalk</b>	Yes

Traffic Data	
<b>Collision Timeframe</b>	3 Years (Jan 2023 – Dec 2025)
<b>Total Collisions</b>	7
<b>Existing Red Curb</b>	Yes, on W Garvey Ave N, near Vincent Ave, Poxon Pl, and Sunset Ave.
<b>Length of Available On-Street Parking</b>	Approximately 600-ft east of Vincent Ave.
<b>Adjacent Land Use</b>	Residential Single Family, Multi-unit Residential, and Commercial Area (near Sunset Ave).



Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue

**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, within the segment of W Garvey Avenue N between Vincent Avenue and Sunset Avenue was conducted over a period of approximately 3 years, between January 2023 through December 2025 (available data at the time of traffic review). Based on the information no collisions were found within the segment studied.

Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
4	0	3

Collision Breakdown - Year		
2025	2024	2023
5	1	1

#	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	10/28/25	Garvey Ave N	Vincent Ave	286 W'	7:52	TUE	Daylight	Hit Object	5	Fixed Object	DRVR HIT OBJECT
2	10/3/25	Garvey Ave N	Vincent Ave	13' W	1:00	FRI	Daylight	Sideswipe	5	Other MV	DRVR SIDESWIPE DRVR
3	6/15/25	Garvey Ave N	Poxon Pl	30' E	0:32	SUN	Dark-St	Hit Object	5	Fire Hydrant	DRVR HIT FIXED OBJECT
4	4/16/25	W Garvey Ave N	Vincent Ave	120' W	2:24	WED	Dark-St	Sideswipe	5	Parked MV	DRVR SIDESWIPE PARKED MV
5	3/12/25	Garvey Ave N	Sunset Ave	30' E	9:00	WED	Daylight	Rear End	5	Other MV	DRVR SIDESWIPE DRVR
6	12/19/24	Garvey Ave N	Sunset Ave	15' E	12:37	THU	Daylight	Sideswipe	5	Other MV	DRVR SIDESWIPE DRVR
7	5/12/23	Garvey Ave N	Vincent Ave	45' W	10:21	MON	Daylight	Sideswipe	4	Other MV	DRVR SIDESWIPE DRVR



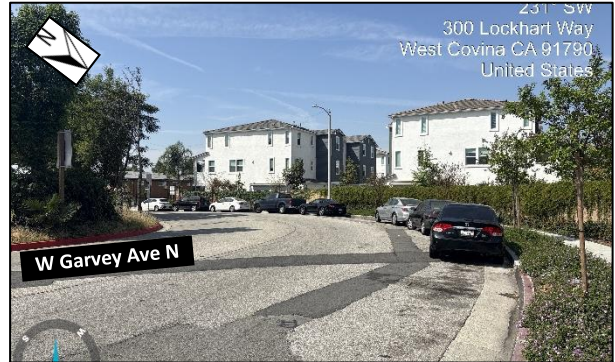
Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue

Picture Summary

A field visit was conducted on Friday, March 27, 2026.



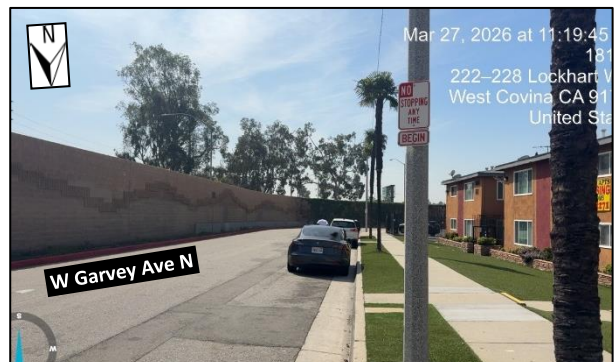
Eastbound view along W Garvey Avenue N, at the intersection with Vincent Avenue.



Westbound view along W Garvey Avenue N, at the intersection with Vincent Avenue.



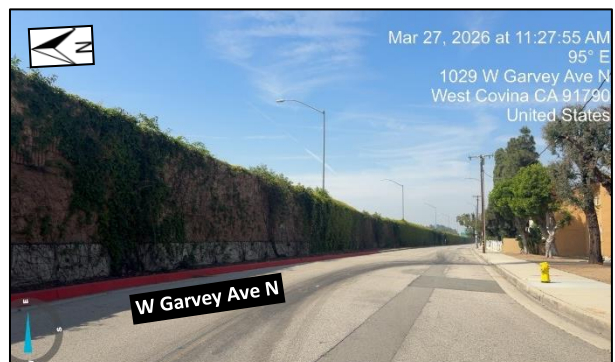
Red curb conditions along the north side of W Garvey Avenue N, west of Vincent Avenue.



Beginning of parking restriction "No Stopping Any Time" along W Garvey Avenue N.



"No Stopping Any Time" parking restriction along W Garvey Avenue N.



Red curb along the south side of W Garvey Avenue N, approaching Poxon Place.



Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue



“No Stopping Any Time” parking restriction along W Garvey Avenue N, at Poxon Place.



“No Parking Anytime” along the south side of W Garvey Avenue N, approaching Morada Avenue.



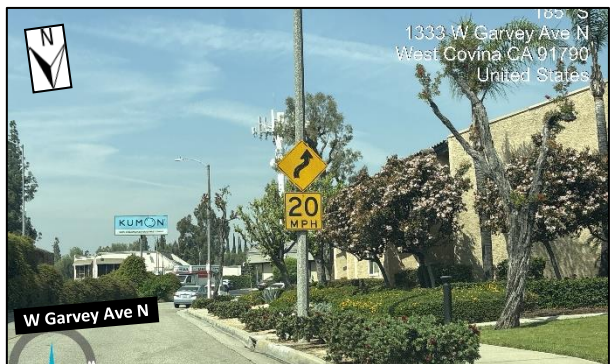
“No Parking Anytime” along the south side of W Garvey Avenue North, at Hartley Street.



Westbound view along W Garvey Avenue N, approaching Sunset Avenue.



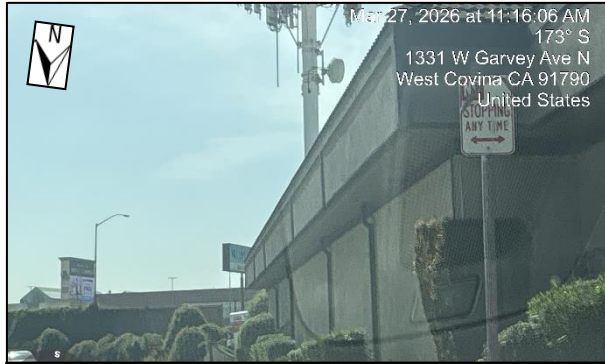
Red curb along the south side of W Garvey Avenue N, approaching Poxon Place.



Westbound view along W Garvey Avenue N, approaching Sunset Avenue.



Parking Review of W Garvey Avenue N between Vincent Avenue and Sunset Avenue



"No Stopping Any Time" parking restriction on the south side of W Garvey Avenue N, east of Sunset Avenue.



End of "No Stopping at Any Time" parking restriction on the south side of W Garvey Avenue N.



Westbound view along W Garvey Avenue N, approaching Sunset Avenue.



Westbound view along W Garvey Avenue N, approaching Sunset Avenue.

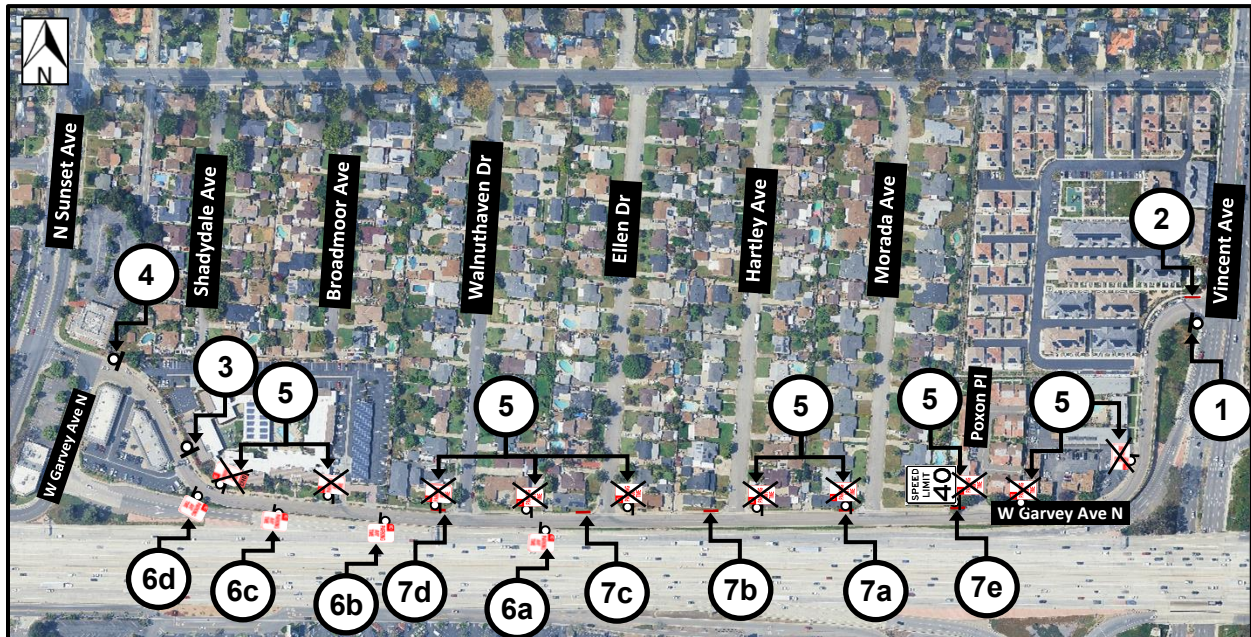


### Recommendations & Evaluation

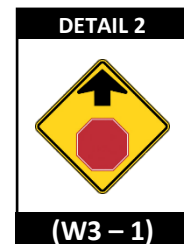
Based on Engineering Judgement, The City of West Covina Traffic Request Guidelines, guidelines found in the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), it was concluded that W Garvey Avenue N, between Vincent Avenue and Sunset Avenue, qualifies for additional measures for parking regulation. Due to the presence of high-density housing along W Garvey Avenue N near Vincent Avenue and Sunset Avenue it is recommended to relocate the existing “No Parking Anytime” restrictions that is currently in place along the north side of W Garvey Avenue N, between Vincent Avenue and Sunset Avenue to the south side of the street. The location qualifies for the following improvements:



Recommendations Diagram



- 1 Install missing Stop Sign (R1 – 1) on new Unistrut 2” SQ Galvanized Steel post with breakaway anchor along W Garvey Avenue N, at the intersection with Vincent Avenue. **See Detail 1.**
- 2 Refresh the existing 49-ft of red curb located on the north side of W Garvey Avenue N, west of Vincent Avenue.
- 3 Remove and replace faded “Stop Ahead Warning” Sign (W3 – 1) located on the north side of the street W Garvey Avenue N, approximately 330-ft south of Sunset Avenue. **See Detail 2.**
- 4 Remove and replace faded Stop Sign (R1 – 1) located on the north side of the street W Garvey Avenue N, approximately 330-ft south of Sunset Avenue. **See Detail 1.**
- 5 Remove the existing parking restriction: “No Parking Anytime,” along the north side of W Garvey Avenue N, between Vincent Avenue and Sunset Avenue.
- 6 Install “No Parking Anytime” Signs (R26 (CA)) on new Unistrut 2” SQ Galvanized Steel post with breakaway anchor along the south side of W Garvey Avenue N, at the following locations: **See Detail 3.**
  - (a) On the south side of W Garvey Avenue N, 180-ft east of Walnutheaven Drive.
  - (b) On the north side of W Garvey Avenue N, 180-ft west of Walnutheaven Drive.
  - (c) On the north side of W Garvey Avenue N, 480-ft west of Walnutheaven Drive.
  - (d) On the north side of W Garvey Avenue N, 630-ft west of Walnutheaven Drive.
- 7 Install 20-ft of red curb on the north side of W Garvey Avenue N, at the following locations:
  - (a) On the north side of W Garvey Avenue N, west of Morada Avenue.
  - (b) On the north side of W Garvey Avenue N, west of Hartley Avenue.
  - (c) On the north side of W Garvey Avenue N, west of Ellen Drive.
  - (d) On the north side of W Garvey Avenue N, west of Walnutheaven Drive.
  - (e) On the north side of W Garvey Avenue N, west of Poxon Place.



**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** April 15, 2026  
**PROJECT:** Traffic Review of E Garvey Ave S between Hollenbeck Ave and Azusa Ave

**Project Location Description & Maps**

**Location:** East Garvey Avenue South Between Hollenbeck Avenue and South Azusa Avenue

**Request:** The resident is requesting a review of existing conditions along E Garvey Avenue S between Hollenbeck Ave and Azusa Ave. The resident stated that cars are speeding along this section of E Garvey Avenue S and has requested for a Traffic Review to be completed for the installation of Speed Humps along this segment.



**Traffic and Geometric Data**

Collision & Traffic Data	
<b>Collision Timeframe</b>	Over 3 Years (Jan 2023 – Dec 2025)
<b>Collisions at Int.</b>	0
<b>Posted Speed Limit</b>	East Garvey Avenue South – 35 MPH
<b>Intersection Control Type</b>	Traffic Signal Controlled for at E Garvey Ave S and S Azusa Ave & E Garvey Ave S and Hollenbeck Ave
<b>Street Classifications</b> (California Road Systems Map)	East Garvey Avenue South – Major Collector
<b>Crosswalks/Color</b>	N/A

Collision & Traffic Data	
<b>Street Light Location(s)</b>	Streetlight along multiple locations along segment
<b>On-Street Parking</b>	East Garvey Avenue South – Parking is allowed except for red curb areas and Commercial Vehicles
<b>Existing Red Curb</b>	Yes
<b>Street Width</b>	East Garvey Avenue South – 40-ft width along segment
<b>Number of Lanes</b>	East Garvey Avenue South – 1 lane each way EB and WB, 20-ft lane width
<b>Land Use</b>	Single-Family Residential Housing, Commercial Buildings/Car Dealerships



**Collision History Data**

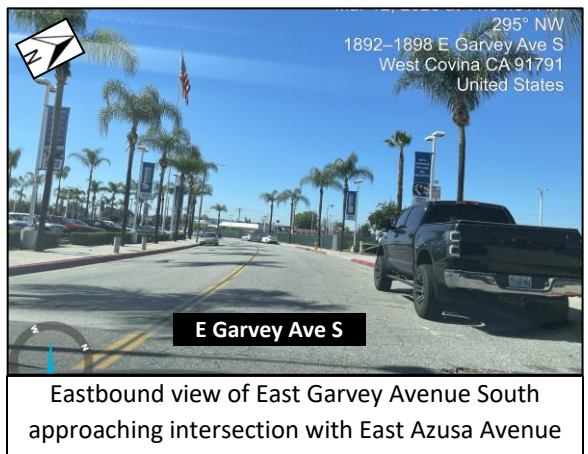
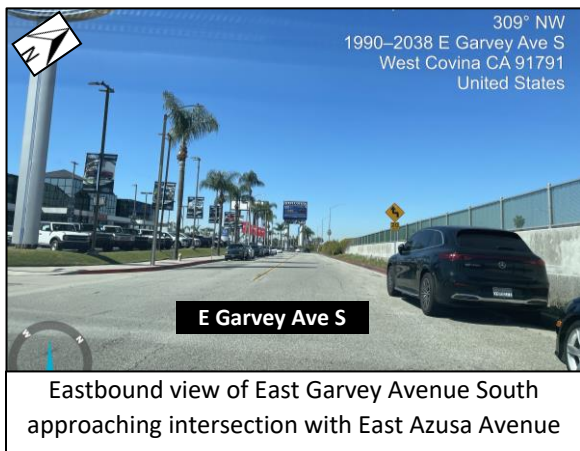
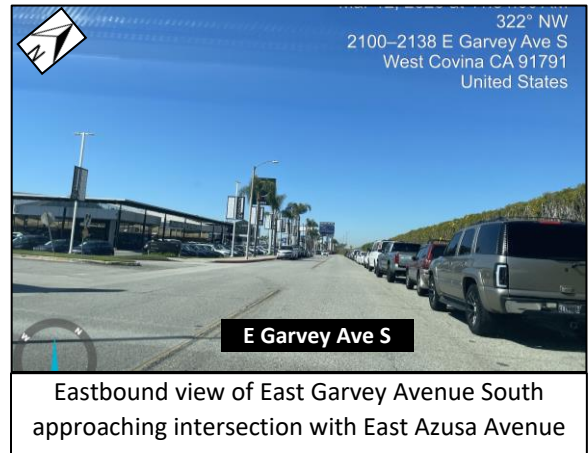
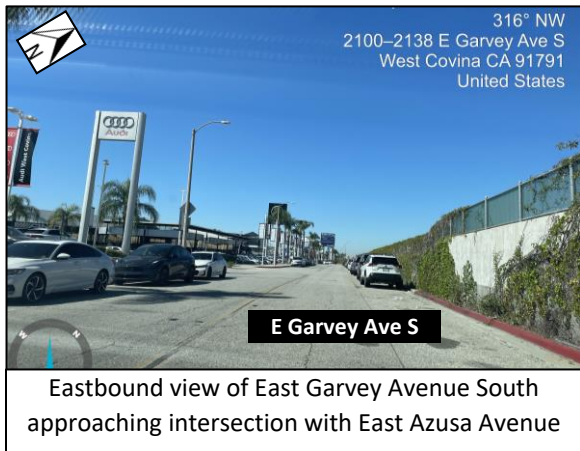
Collision data was obtained from the computerized collision records system maintained by the State of California called the California Crash Reporting System (CCRS). A review of available collisions that were reported to CCRS near the intersection of Garvey Avenue S Between Hollenbeck Avenue and Azusa Avenue was conducted over approximately a 3-year period between January 2023 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 the studied intersection is listed below and shown in the following tables. It was determined that there were no reported collisions in the last 3-year period.

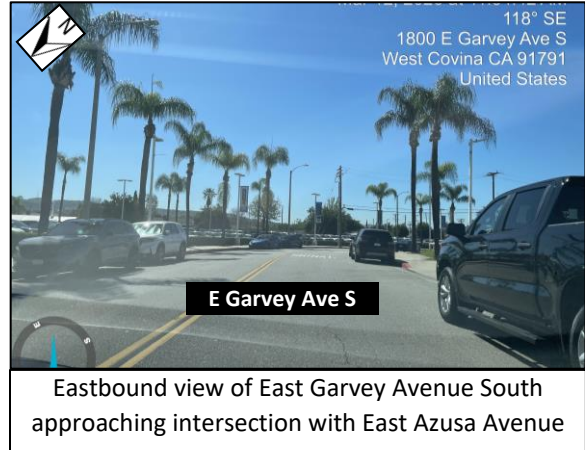
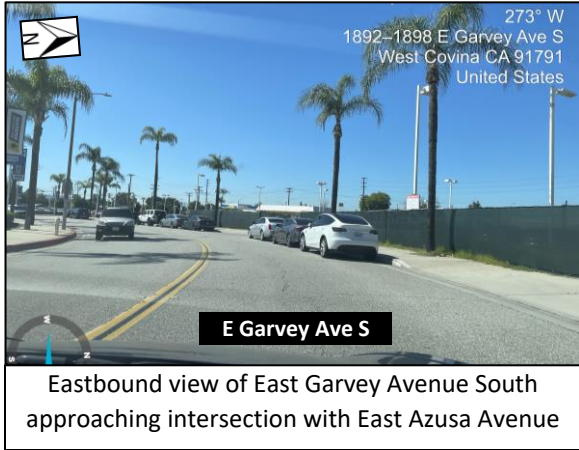
Collision Breakdown - Type		
Veh vs. Veh	Veh vs. Ped/Bike	Veh vs. Obj/Pkd Veh
0	0	0

Collision Year Breakdown		
2025	2024	2023
0	0	0

**Picture Summary & Line of Sight Analysis**

Photos from site visits, taken on Thursday, March 12th, 2026.





### Speed Hump Policy

The City of West Covina has defined specific criteria for the installation of speed humps or speed cushions within the City, listed in the Speed Hump Policy. The Speed Hump Policy includes the following criteria to determine street eligibility for speed humps in the City:

- Street must be a public street maintained by the City.
- Majority of abutting development is residential Street must be classified as a local or residential street by the City.
- Street must have a maximum posted speed limit of 25mph or prima facie speed of 25 mph.
- Street is not more than 40 feet in width and a maximum grade of 8% Street carries only one through lane in each direction.
- Street must have a raised or standard curb.
- Street must have street lighting Minimum and maximum daily traffic is 500 vehicles to 3,000 vehicles per day, respectively.

### Recommendations & Evaluation

Based on Engineering Judgement and following the City of West Covina Speed Hump Criteria, the CAMUTCD (California Manual on Uniform Traffic Control Devices) and CVC (California Vehicle Code), this segment of E Garvey Avenue S between Hollenbeck Avenue and Azusa Avenue does not meet the criteria for the installation of speed humps. According to West Covina Speed Hump policy, qualifying streets must have a street classification as a local or residential street, and a maximum speed limit of 25 MPH. This segment of E Garvey Avenue S between is classified as a major arterial road and has a posted speed limit of 35 MPH. Based on the criteria required for speed humps to be considered, this segment of E Garvey Avenue S between Hollenbeck Avenue and Azusa Avenue is not eligible for the installation of speed humps.

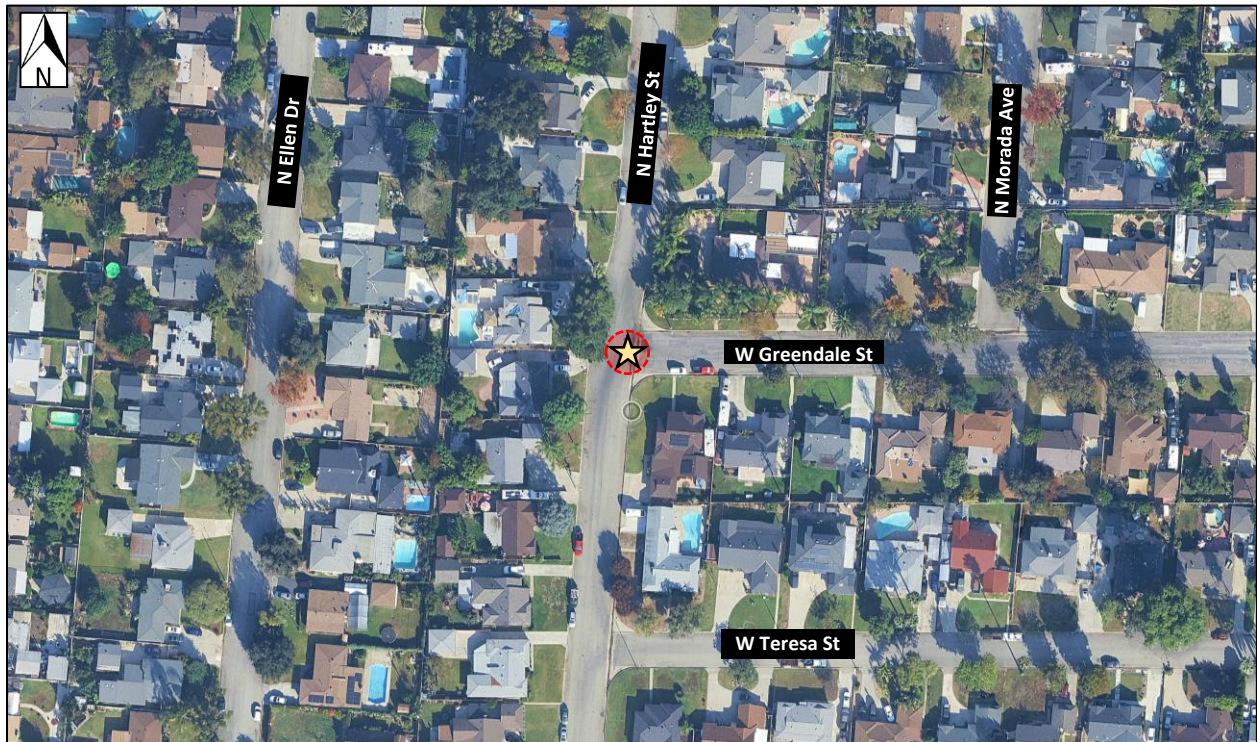


**TO:** City of West Covina – Administrative Review  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** April 15, 2026  
**PROJECT:** Traffic Review of W Greendale Street and N Hartley Street

**Project Location Description & Maps**

**Location:** W Greendale Street and N Hartley Street

**Request:** The resident is requesting a review of existing conditions at W Greendale Street and N Hartley Street. The resident has requested the installation of a stop sign on W Greendale Street at the intersection of N Hartley Street. The resident expressed concern with visibility existing W Greendale Street due to the parked vehicles blocking the available line of sight along N Hartley Street.



**Traffic and Geometric Data**

Collision & Traffic Data	
<b>Collision Timeframe</b>	Over 3 Years (Jan 2023 – Dec 2025)
<b>Collisions at Int.</b>	0
<b>Posted Speed Limit</b>	<b>W Greendale Street</b> – 25 MPH (Prima Facie) <b>N Hartley Street</b> – 25 MPH (Prima Facie)
<b>Intersection Control Type</b>	None
<b>Street Classifications</b> (California Road Systems Map)	<b>W Greendale Street</b> – Local Street <b>N Hartley Street</b> – Local Street
<b>Crosswalks/Color</b>	N/A
<b>Land Use</b>	Single-Family Residential Housing

Collision & Traffic Data	
<b>Street Light Location(s)</b>	Streetlight along multiple locations along segment
<b>On-Street Parking</b>	<b>W Greendale Street</b> – Parking is allowed except for red curb areas and Commercial Vehicles <b>N Hartley Street</b> – Parking is allowed except for red curb areas and Commercial Vehicles
<b>Existing Red Curb</b>	Yes
<b>Street Width</b>	<b>W Greendale Street</b> – 40 FT <b>North Hartley Street</b> – 40 FT
<b>Number of Lanes</b>	<b>W Greendale Street</b> – 1 lane each direction EB and WB, each lane 20-ft width <b>N Hartley Street</b> – 1 lane each direction NB and SB, each lane 20-ft width



**Collision History Data**

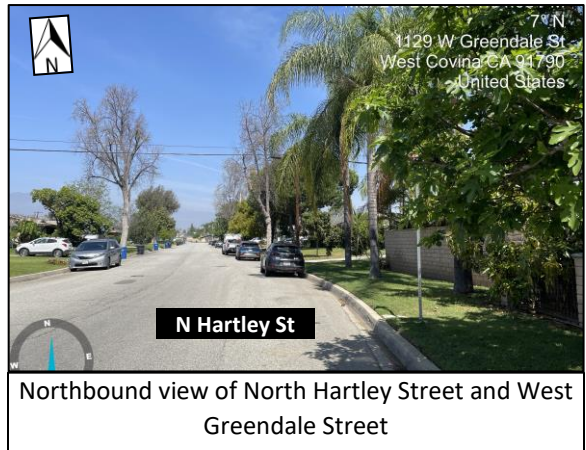
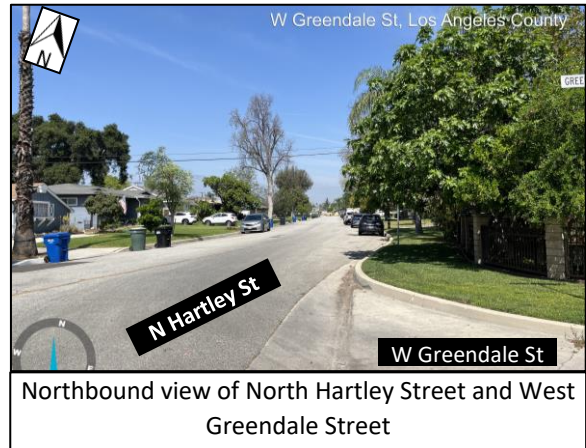
Collision data was obtained from the computerized collision records system maintained by the State of California called the California Crash Reporting System (CCRS). A review of available collisions that were reported to CCRS near the intersection W Greendale Street and N Hartley Street was conducted over approximately a 3-year period between January 2023 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 the studied intersection is listed below and shown in the following tables. It was determined that there were no reported collisions in the last 3-year period at W Greendale Street and N Hartley Street.

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

Collision Year Breakdown		
2025	2024	2023
0	0	0

**Picture Summary & Line of Sight Analysis**

Photos from site visits, taken on Tuesday, March 23rd, 2026.





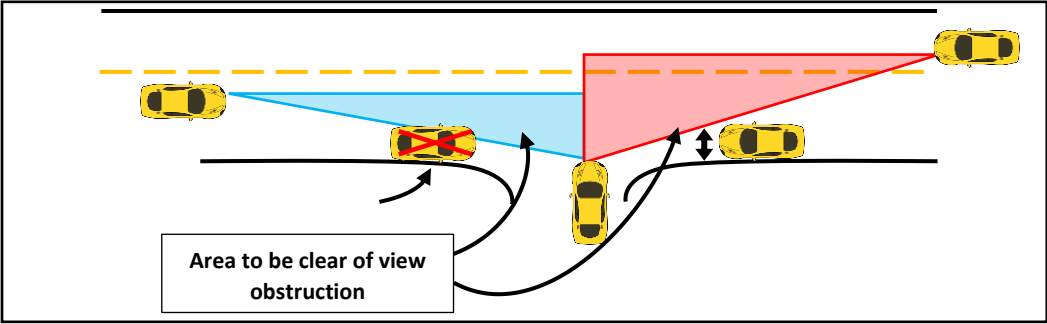
Southbound view of North Hartley Street and West Greendale Street



Southbound view of North Hartley Street and West Greendale Street

**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.



**Line of Sight Analysis for Oncoming Southbound & Northbound Vehicles at West Greendale Street and North Hartley Street**



Southbound view of North Hartley Street and West Greendale Street



Northbound view of North Hartley Street and West Greendale Street

It was observed that the overall line of sight at the intersection of W Greendale Street and N Hartley Street could be limited due to the available parking on North Hartley Street. Especially looking southbound along N Hartley Street. Drivers may need to creep further onto North Hartley Street from West Greendale Street, in order to gain clear line of sight of Southbound Traffic along N Hartley Street. Because of this line-of-sight limitation, it is recommended that 20-feet of red curb be installed along the north and south curb of the intersection of W Greendale Street and N Hartley Street to increase line of sight visibility.

### Stop Sign Guideline

#### **Section 2B.11 Minor Road Stop Control Guidance:**

*Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:*

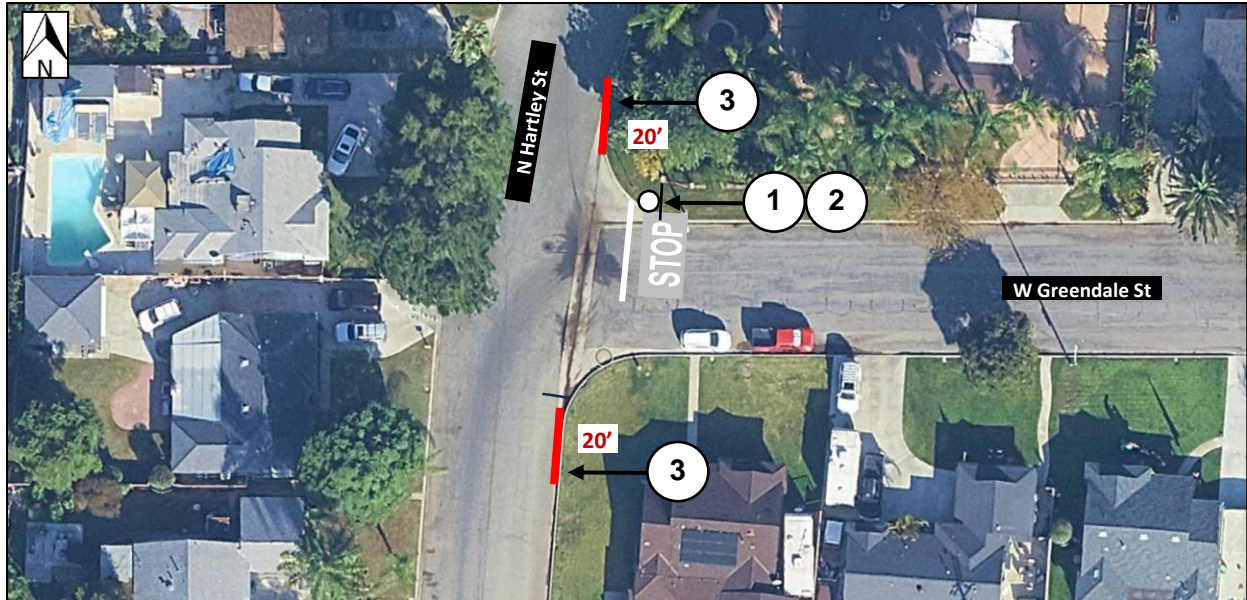
- A. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.*
- B. *Crash records indicate that:*
  - 1. *For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
  - 2. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
- C. *The intersection is of a lower functional classification road with a higher functional classification road.*
- D. *Conditions that previously supported the installation of all-way stop control no longer exist. 02 On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

In the case of West Greendale Street and North Hartley Street, currently the intersection does not have any traffic control device to assign right of way for vehicles coming from both streets. Since both streets are classified as local streets and fall under a 25 MPH (Prima Facie) speed limit, it was determined that the intersection does meet the necessary requirements for the installation of a minor street Stop Sign.



### 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), it was concluded that the intersection at W Greendale Street and N Hartley Street would benefit from the installation of a minor street stop sign to assign right-of-way at the intersection. Additionally, it was found that the installation of red curb would be beneficial in aiding in line-of-sight. The recommended improvements can be seen below:



- 1 Install Stop Sign (R1 – 1) on new Unistrut 2” SQ Galvanized Steel post with breakaway anchor, along the northeast corner at the intersection of West Greendale Street and North Hartley Street. **See Detail 1.**
- 2 Install “STOP” and stop bar pavement markings on the eastbound leg of West Greendale Street, at the intersection with North Hartley Street.
- 3 Install 20-feet of red curb on both sides of West Greendale Street along North Hartley Street.

