



**CITY OF WEST COVINA**

**CITY COUNCIL/SUCCESSOR AGENCY**

**APRIL 16, 2024, 7:00 PM  
REGULAR MEETING**

**CITY HALL COUNCIL CHAMBERS  
1444 W. GARVEY AVENUE SOUTH  
WEST COVINA, CALIFORNIA 91790**

**Mayor Brian Calderón Tabatabai  
Mayor Pro Tem Tony Wu  
Councilwoman Letty Lopez-Viado  
Councilman Ollie Cantos  
Councilwoman Rosario Diaz**

*Please turn off all cell phones and other electronic devices prior to entering the Council Chambers*

***AMERICANS WITH DISABILITIES ACT***

The City complies with the Americans with Disabilities Act (ADA). If you will need special assistance at Council meetings, please call (626) 939-8433 (voice) or (626) 960-4422 (TTY) from 8 to 5 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. For sign language interpreter services at Council meetings, please request no less than four working days prior to the meeting.

***AGENDA MATERIAL***

Agenda material is available for review at the 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). Any writings or documents regarding any item on this agenda, not exempt from public disclosure, provided to a majority of the City Council that is distributed less than 72 hours before the meeting, will be made available for public inspection in the City Clerk's Office, Room 317 of City Hall located at 1444 W. Garvey Avenue South, West Covina, during normal business hours.

***NOTICE***

The City Council will regularly convene on the first and third Tuesday of the month. The West Covina Community Development Commission, West Covina Public Financing Authority and the West Covina Community Services Foundation are agencies on which the City Council serves as members. Agendas may contain items for these boards, as necessary.

**PUBLIC COMMENTS  
ADDRESSING THE CITY COUNCIL  
(Per WCMC 2-48, Ordinance No. 2150)**

**Any person wishing to address the City Council on any matter listed on the agenda or on any other matter within their jurisdiction should complete a speaker card that is provided at the entrance to the Council Chambers and submit the card to the City Clerk.**

***Please identify on the speaker card whether you are speaking on an agenda item or non-agenda. Requests to speak on agenda items will be heard prior to requests to speak on non-agenda items. All comments are limited to five (5) minutes per speaker.***

**Oral Communications may be limited to thirty (30) minutes, unless speakers addressing agenda items have not concluded.**

**Any testimony or comments regarding a matter set for a Public Hearing will be heard during the hearing.**

***RULES OF DECORUM***

Excerpts from the West Covina Municipal Code and Penal Code pertaining to the Rules of Decorum will be found at the end of agenda.

# **AGENDA**

## **CITY OF WEST COVINA CITY COUNCIL/SUCCESSOR AGENCY**

**TUESDAY APRIL 16, 2024, 7:00 PM  
REGULAR MEETING**

### **INVOCATION**

Moment of Silent Prayer/Meditation

### **PLEDGE OF ALLEGIANCE**

Led by Councilman Cantos

### **ROLL CALL**

### **REPORTING OUT FROM CLOSED SESSION**

### **PRESENTATIONS**

Proclamation Acknowledging April as Autism Awareness Month  
Proclamation Observing Arbor Day  
Proclamation Honoring West Covina Small Business Week April 29 - May 2, 2024  
Certificate Commemorating National Crime Victims' Right Week  
Certificate Celebrating West Covina Police Department Baker to Vegas Win

### **CITY MANAGER'S REPORT**

*City Manager's report on current City projects.*

### **ORAL COMMUNICATIONS - Five (5) minutes per speaker**

*Please step forward to the podium and state your name and city of residence for the record when recognized by the Mayor.*

### **CONSENT CALENDAR**

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

### **APPROVAL OF MEETING MINUTES**

- 1) **CONSIDERATION OF APPROVAL OF THE APRIL 2, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR SESSION MEETING MINUTES AND THE APRIL 2, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR CLOSED SESSION MEETING MINUTES.**  
That the Council approve the April 2, 2024, City Council/Successor Agency Regular Session Meeting Minutes and the April 2, 2024, City Council/Successor Agency Regular Closed Session Meeting Minutes.

**ORDINANCES FOR ADOPTION - Procedural Waiver.** *Waive full reading of each ordinance on the agenda and authorize the approval of each ordinance by title only.*

- 2) **CONSIDERATION OF ADOPTION OF ORDINANCE NO. 2520 PERTAINING TO ZONE CHANGE NO. 23-02, REZONING PROPERTIES IN THE PLANNED INDUSTRIAL (I-P), PUBLIC BUILDING (P-B), MEDIUM COMMERCIAL (C-2) AND HEAVY COMMERCIAL (C-3) ZONES AND REZONING THE REGIONAL COMMERCIAL, OFFICE PROFESSIONAL, NEIGHBORHOOD COMMERCIAL, AND SERVICE COMMERCIAL ZONES WITH MIXED USE OVERLAY IN ASSOCIATION WITH THE DEVELOPMENT CODE UPDATE AND REZONING CERTAIN PROPERTIES FOR LAND USE CONSISTENCY, AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)**

It is recommended that the City Council adopt the following ordinance:

**ORDINANCE NO. 2520 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA ADOPTING ZONE CHANGE NO. 23-02, REZONING PROPERTIES IN THE PLANNED INDUSTRIAL (I-P), PUBLIC BUILDING (P-B), MEDIUM COMMERCIAL (C-2) AND HEAVY COMMERCIAL (C-3) ZONES AND REZONING THE REGIONAL COMMERCIAL, OFFICE PROFESSIONAL, NEIGHBORHOOD COMMERCIAL, AND SERVICE COMMERCIAL ZONES WITH MIXED USE OVERLAY IN ASSOCIATION WITH THE DEVELOPMENT CODE UPDATE AND REZONING CERTAIN PROPERTIES FOR LAND USE CONSISTENCY, AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)**

#### **FINANCE DEPARTMENT**

- 3) **CONSIDERATION OF PURCHASING REPORT AND REJECTION OF BIDS AND REQUESTS FOR PROPOSALS**

It is recommended that the City Council take the following actions:

1. Receive and file the Purchasing Report for April 1, 2023 to March 31, 2024.
2. Reject the unawarded bids and requests for proposals detailed within the staff report.

#### **FIRE DEPARTMENT**

- 4) **CONSIDERATION OF AMENDING SECTION 5608.2 OF SECTION 10-24 OF THE WEST COVINA MUNICIPAL CODE RELATING TO PUBLIC FIREWORKS DISPLAY REQUIREMENTS**

It is recommended that the City Council introduce the following ordinance:

**ORDINANCE NO. 2522 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 5608.2 (PERMIT REQUIRED) OF SECTION 5608 (FIREWORKS DISPLAY) OF CHAPTER 56 (EXPLOSIVES AND FIREWORKS) OF THE 2022 CALIFORNIA FIRE CODE AS SET FORTH IN ARTICLE II (FIRE CODE) OF CHAPTER 10 (FIRE PREVENTION AND PROTECTION) OF THE WEST COVINA MUNICIPAL CODE**

#### **END OF CONSENT CALENDAR**

#### **DEPARTMENTAL REGULAR MATTERS**

- 5) **CONSIDERATION OF CITRUS STREET AT CAMERON AVENUE IMPROVEMENT OPTIONS**

It is recommended that the City Council provide direction based on the three options for improvements at the intersection of Citrus Street and Cameron Avenue:

1. No Signalized Intersection – with Road Diet Option;
2. Signal Installation – with Road Diet Option; or
3. Signal Installation – no Road Diet.

### **MAYOR/COUNCILMEMBERS REPORTS**

AB 1234 Conference and Meeting Report (verbal, if any)

*(In accordance with AB 1234, Councilmembers shall make a brief report or file a written report on any meeting/event/conference attended at City expense.)*

### **CITY COUNCIL REQUESTS FOR REPORTS, STUDIES OR INVESTIGATION**

*(Per City of West Covina Standing Rules 4.f - Requests for reports, studies, or investigations that are not readily available must be placed on the City Council/Successor Agency agenda as items of business and must be approved by a majority of the City Council/Successor Agency Board.)*

### **CITY COUNCIL COMMENTS**

### **ADJOURNMENT**

Next Tentative City Council Meeting

Regular Meeting

April 16, 2024

7:00 PM

### **RULES OF DECORUM**

*The following are excerpts from the West Covina Municipal Code:*

Sec. 2-48. Manner of addressing council; time limit; persons addressing may be sworn.

- a. Each person addressing the council shall step up to the rostrum, shall give his or her name and city of residence in an audible tone of voice for the record and unless further time is granted by the council, shall limit his or her address to five (5) minutes.
- b. The city council may establish a limit on the duration of oral communications.
- c. All remarks shall be addressed to the council as a body and not to any member thereof. No person, other than the council and the person having the floor, shall be permitted to enter into any discussion, either directly or through a member of the council, without the permission of the presiding officer. No question shall be asked of a councilmember except through the presiding officer.
- d. The presiding officer may require any person to be sworn as a witness before addressing the council on any subject. Any such person who, having taken an oath that he or she will testify truthfully, willfully and contrary to such oath states as true any material matter which he knows to be false may be held to answer criminally and subject to the penalty prescribed for perjury by the provisions of the Penal Code of the state.

Sec. 2-50. Decorum--Required.

- a. While the council is in session, the members shall preserve order and decorum, and a member shall neither, by conversation or otherwise, delay or disrupt the proceedings or the peace of the council nor interrupt any member while speaking or refuse to obey the orders of the council or its presiding officer, except as otherwise herein provided.
- b. Members of the public shall not willfully disrupt the meeting or act in a manner that actually impairs the orderly conduct of the meeting. For the purposes of this code, "willfully disrupt" includes, but is not limited to, continuing to do any of the following after being warned by the Mayor that continuing to do so will be a violation of the law:
  - a. Addressing the Mayor and City Council without first being recognized.
  - b. Persisting in addressing a subject or subjects, other than that before the Mayor and City Council.
  - c. Repetitiously addressing the same subject.
  - d. Failing to relinquish the podium when directed to do so.
  - e. From the audience, interrupting or attempting to interrupt, a speaker, the Mayor, a council member, or a staff member or shouting or attempting to shout over a speaker, the Mayor, a council member or a staff member.
  - f. As a speaker, interrupting or attempting to interrupt the Mayor, a council member, or a staff member, or shouting over or attempting to shout over the Mayor, a council member, or a staff member. Nothing in this section or any rules of the council shall be construed to prohibit public criticism of the policies, procedures, programs, or services of the City or of the acts or omissions of the City Council. It shall be unlawful to violate the provisions of this Section.



If any subsection, sentence, clause, or phrase or word of this Section 2-50 is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Section. The City Council hereby declares that it would have passed this section and each subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more subsections, sentences, clauses, phrases or words had been declared invalid or unconstitutional.

**Sec. 2-52. Persons authorized to be within council area.**

No person, except city officials, their representatives and members of the news media shall be permitted within the rail in front of the council chamber without the express consent of the council.

***The following are excerpts from the Penal Code***

148(a) (1) Every Person who willfully resists, delays, or obstructs any public officer, peace officer, or an emergency medical technician, as defined in Division 2.5 (commencing with Section 1797) of the Health and Safety code, in the discharge or attempt to discharge any duty of his or her office or employment, when no other punishment is prescribed, shall be punished by a fine not exceeding one thousand dollars (\$1,000), or by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment.

403 Every person who, without authority of law, willfully disturbs or breaks up any assembly or meeting that is not unlawful in its character, other than an assembly or meeting referred to in Section 303 of the Penal Code or Section 18340 of the Elections Code, is guilty of a misdemeanor.



## AGENDA STAFF REPORT

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City of West Covina | Office of the City Manager

**DATE:** April 16, 2024

**TO:** Mayor and City Council

**FROM:** Paulina Morales  
Acting City Manager

**SUBJECT:** CONSIDERATION OF APPROVAL OF THE APRIL 2, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR SESSION MEETING MINUTES AND THE APRIL 2, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR CLOSED SESSION MEETING MINUTES.

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**RECOMMENDATION:**

That the Council approve the April 2, 2024, City Council/Successor Agency Regular Session Meeting Minutes and the April 2, 2024, City Council/Successor Agency Regular Closed Session Meeting Minutes.

**DISCUSSION:**

That the City Council adopt the attached minutes.

**Prepared by:** Lisa Sherrick, Assistant City Clerk

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**Attachments**

Attachment No. 1 - 4/2/2024 Closed Session Minutes Draft  
Attachment No. 2 - 4.2.2024 Regular Session Minutes Draft

**CITY COUNCIL GOALS & OBJECTIVES:** Enhance City Image and Effectiveness



## **CITY OF WEST COVINA**

### **CITY COUNCIL/SUCCESSOR AGENCY**

**APRIL 2, 2024, 6:00 PM  
REGULAR MEETING - CLOSED SESSION**

**MANAGEMENT RESOURCE CENTER 3RD FLOOR  
1444 W. GARVEY AVENUE SOUTH  
WEST COVINA, CALIFORNIA 91790**

**Mayor Brian Calderón Tabatabai  
Mayor Pro Tem Tony Wu  
Councilwoman Letty Lopez-Viado  
Councilman Ollie Cantos  
Councilwoman Rosario Diaz**

## **MINUTES**

### **CALL TO ORDER**

A Regular Session Meeting was called to order by Mayor Calderón Tabatabai on Tuesday, April 2, 2024, at 6:00 p.m., in the Management Resource Center, 1444 West Garvey Avenue South, West Covina, California.

### **ROLL CALL**

**Council Members**

**Present:** Council Members Rosario Diaz, Ollie Cantos, Letty Lopez-Viado, Mayor Pro Tem Wu, Mayor Brian Calderón Tabatabai

**Absent:** None

City Staff: Paulina Morales, Acting City Manager, Thomas Duarte, City Attorney, Stephanie Sikkema, Finance Director and Interim Human Resources and Risk Management Director.

**PUBLIC COMMENTS ON ITEMS ON THE AGENDA**

None

**CLOSED SESSION**

1. PUBLIC EMPLOYEE APPOINTMENT - Pursuant to Government Code §54957(b)(1)

Title: City Manager

2. CONFERENCE WITH LABOR NEGOTIATORS

Pursuant to Government Code § 54957.6

City Negotiators: Morales, Duarte  
Employee Organizations

- Confidential Employees
- Maintenance & Crafts Employees
- Non-Sworn
- W.C. Police Officers' Association
- W.C. Firefighters' Management Assoc.
- W.C. Firefighters' Association, I.A.F.F., Local 3226
- General Employees
- Mid-Management Employees
- W.C. Police Management Association

Unrepresented Employee Group

- Department Heads

**REPORTING OUT**

City Attorney Thomas Duarte reported that no action was taken during the Closed Session Meeting.

**ADJOURNMENT**

A motion to adjourn the Regular Closed Meeting was made by Mayor Calderón Tabatabai, and the meeting was adjourned at 7:00 p.m. The next regularly scheduled Regular Closed City Council Meeting will be held on Tuesday, April 16, 2024, at 7:00 p.m. in the Management Resource Center 3<sup>rd</sup> Floor, 1444 West Garvey Avenue South, West Covina, California.

Submitted By:

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Lisa Sherrick  
Assistant City Clerk

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Brian Calderón Tabatabai  
Mayor

DRAFT



## **CITY OF WEST COVINA**

### **CITY COUNCIL/SUCCESSOR AGENCY**

**APRIL 2, 2024, 7:00 PM  
REGULAR MEETING**

**CITY HALL COUNCIL CHAMBERS  
1444 W. GARVEY AVENUE SOUTH  
WEST COVINA, CALIFORNIA 91790**

**Mayor Brian Calderón Tabatabai  
Mayor Pro Tem Tony Wu  
Councilwoman Letty Lopez-Viado  
Councilman Ollie Cantos  
Councilwoman Rosario Diaz**

## **MINUTES**

### **CALL TO ORDER**

A Regular Session Meeting was called to order by Mayor Brian Calderón Tabatabai on Tuesday, March 19, 2024, at 7:09 p.m., in the Council Chambers, 1444 West Garvey Avenue South, West Covina, California

### **INVOCATION**

Led by Chaplin Kelly Dupee West Covina Police Department

### **PLEDGE OF ALLEGIANCE**

Led by Calderón Tabatabai

**ROLL CALL**

Present: Council Members Cantos, Diaz, Lopez-Viado Mayor Pro Tem Wu, Mayor Calderón Tabatabai

Absent: None

**REPORTING OUT FROM CLOSED SESSION**

City Attorney Thomas Duarte reported that no action was taken during the Closed Session Meeting.

**PRESENTATIONS**

- Proclamation Declaring April OneLegacy Donate Life Month
- Proclamation Honoring National Public Safety Telecommunicators Week, April 14-20, 2024
- Presentation by the Police Department regarding Body Worn Cameras

**CITY MANAGER'S REPORT**

City Manager's report on current City projects

**ORAL COMMUNICATIONS - Five (5) minutes per speaker**

John Shewmaker  
Matt Smith  
Doug Fore  
R. Robinson  
Jose Amador  
Rafael Castellon  
Bill Elliot  
Gleen Kennedy  
Ray Vargas  
JD

**CONSENT CALENDAR**

***ACTION: Motion by Mayor Pro Tem Wu and Second by Councilwoman Diaz, 5-0 to: Approve Consent Calendar Items 1-4.***

**APPROVAL OF MEETING MINUTES**

**1) CONSIDERATION OF APPROVAL OF THE MARCH 19, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR SESSION MEETING MINUTES AND THE MARCH 19, 2024, CITY COUNCIL/SUCCESSOR AGENCY REGULAR CLOSED SESSION MEETING MINUTES.**

**Carried 5-0 to:** approve the March 19, 2024, City Council/Successor Agency Regular Session Meeting Minutes and the March 19, 2024, City Council/Successor Agency Regular Closed Session Meeting Minutes.

## **COMMUNITY DEVELOPMENT**

### **2) CONSIDERATION OF THE GENERAL PLAN ANNUAL PROGRESS REPORT FOR 2023**

**Carried 5-0 to:** receive and file this staff report.

## **HUMAN RESOURCES/RISK MANAGEMENT**

### **3) CONSIDERATION OF APPOINTMENTS TO THE CALIFORNIA JOINT POWERS AUTHORITY BOARD OF DIRECTORS**

**Carried 5-0 to:** appoint Mayor Brian Calderón Tabatabai as Director and Mayor Pro Tem Tony Wu and Finance Director Stephanie Sikkema as alternates to represent the City on the California Joint Powers Insurance Authority (CJPIA) Board of Directors and direct staff to submit the Certification of Director and Alternate(s) to CJPIA.

## **PUBLIC SERVICES**

### **4) CONSIDERATION OF AMENDMENT TO AGREEMENT WITH JOE GHOUGASSIAN DBA J & L AUTO BODY REPAIR FOR BODY AND PAINT WORK AND BUDGET AMENDMENT FOR FLEET VEHICLE REPAIRS & MAINTENANCE**

**Carried 5-0 to:**

1. Authorize the Acting City Manager to execute Amendment No. 3 to the agreement with Joe Ghougassian dba J & L Auto Body Repair, increasing the maximum compensation for the final year of the agreement to \$250,000.
2. Approve the following resolution:

**RESOLUTION NO. 2024-23 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, ADOPTING A BUDGET AMENDMENT FOR THE FISCAL YEAR COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024 (FLEET REPAIRS)**

## **END OF CONSENT CALENDAR**

## **MAYOR/COUNCILMEMBERS REPORTS**

- None



**CITY COUNCIL REQUESTS FOR REPORTS, STUDIES OR INVESTIGATION**

- None

**CITY COUNCIL COMMENTS**

- May Pro Tem Wu thanked City staff for not cancelling the egg hunt and thanked staff for being ready for the storm over the weekend.
- Mayor Calderón Tabatabai stated that City staff did a wonderful job serving the community regarding the egg hunt. This Saturday, Hike with the Mayor April 6<sup>th</sup> at 10:00 AM Cameron Park.

**ADJOURNMENT**

A motion to adjourn the Regular Meeting was made by Councilwoman Lopez-Viado, and the meeting was adjourned at 8:19 p.m. The next regularly scheduled Regular City Council Meeting will be held on Tuesday, April 16, 2024, at 7:00 p.m. in the Council Chambers, 1444 West Garvey Avenue South, West Covina, California.

Submitted by:

\_\_\_\_\_  
Lisa Sherrick  
Assistant City Clerk

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Brian Calderón Tabatabai  
Mayor



## AGENDA STAFF REPORT

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City of West Covina | Office of the City Manager

**DATE:** April 16, 2024

**TO:** Mayor and City Council

**FROM:** Paulina Morales  
Acting City Manager

**SUBJECT: CONSIDERATION OF ADOPTION OF ORDINANCE NO. 2520 PERTAINING TO ZONE CHANGE NO. 23-02, REZONING PROPERTIES IN THE PLANNED INDUSTRIAL (I-P), PUBLIC BUILDING (P-B), MEDIUM COMMERCIAL (C-2) AND HEAVY COMMERCIAL (C-3) ZONES AND REZONING THE REGIONAL COMMERCIAL, OFFICE PROFESSIONAL, NEIGHBORHOOD COMMERCIAL, AND SERVICE COMMERCIAL ZONES WITH MIXED USE OVERLAY IN ASSOCIATION WITH THE DEVELOPMENT CODE UPDATE AND REZONING CERTAIN PROPERTIES FOR LAND USE CONSISTENCY AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)**

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### RECOMMENDATION:

It is recommended that the City Council adopt the following ordinance:

**ORDINANCE NO. 2520 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA ADOPTING ZONE CHANGE NO. 23-02, REZONING PROPERTIES IN THE PLANNED INDUSTRIAL (I-P), PUBLIC BUILDING (P-B), MEDIUM COMMERCIAL (C-2) AND HEAVY COMMERCIAL (C-3) ZONES AND REZONING THE REGIONAL COMMERCIAL, OFFICE PROFESSIONAL, NEIGHBORHOOD COMMERCIAL, AND SERVICE COMMERCIAL ZONES WITH MIXED USE OVERLAY IN ASSOCIATION WITH THE DEVELOPMENT CODE UPDATE AND REZONING CERTAIN PROPERTIES FOR LAND USE CONSISTENCY, AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)**

### BACKGROUND:

The proposed zone change is needed to maintain consistency with the Development Code Update and was initially part of this process. The Planning Commission initially reviewed and recommended City Council adoption of the Development Code Update with the zone change on November 1, 2023. On February 20, 2024, the City Council adopted the Development Code Update. During the City Council meeting, the City Council was informed that the updates to the Zoning Map would be brought back to the Planning Commission and presented to the City Council at a later date. The proposed Zone Change was reintroduced to the Planning Commission in order to provide a more detailed resolution. On February 13, 2024, the Planning Commission voted to recommend City Council approval and adoption of the proposed zone change.

**DISCUSSION:**

The City Council held a public hearing and introduced Ordinance No. 2520 at the March 19, 2024 City Council meeting. The City Council introduced the Ordinance as presented.

If adopted, the Ordinance will take effect on the 31st day following adoption, which is on or about May 17, 2024.

Staff recommends that the City Council adopt Ordinance No. 2520.

**LEGAL REVIEW:**

The City Attorney's Office has reviewed the ordinance and approved it as to form.

**OPTIONS:**

The City Council has the following options:

1. Adopt Ordinance No. 2520; or
2. Provide alternative direction.

**ENVIRONMENTAL REVIEW:**

The rezoning of the parcels is exempt from CEQA under the common sense exemption of CEQA Guidelines Section 15061(b)(3) as it can be seen with certainty that the changes will not have any environmental effects. The change in zones does not authorize any actual development. Additionally, the zone changes do not create the potential for additional development as the properties have been rezoned to a zone that allows for similar uses as what currently exists. Combining the mixed-use overlay with the underlying commercial zones is also exempt under CEQA Guidelines section 15061(b)(3) as these changes simply provide in one zone what was previously allowed in the base zone and the overlay zone. There is no possibility that the changes will have a significant effect on the environment.

**Prepared by:** Jo-Anne Burns, Planning Manager

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**Fiscal Impact****FISCAL IMPACT:**

This is strictly an administrative item, therefore; there is no fiscal impact associated with this action.

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**Attachments**

Attachment No. 1 - Ordinance No. 2520

**CITY COUNCIL GOALS & OBJECTIVES:** A Well-Planned Community  
Maintain Good Intergovernmental Relations  
Enhance City Image and Effectiveness

**ORDINANCE NO. 2520**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA ADOPTING ZONE CHANGE NO. 23-02, REZONING PROPERTIES IN THE PLANNED INDUSTRIAL (I-P), PUBLIC BUILDING (P-B), MEDIUM COMMERCIAL (C-2) AND HEAVY COMMERCIAL (C-3) ZONES AND REZONING THE REGIONAL COMMERCIAL, OFFICE PROFESSIONAL, NEIGHBORHOOD COMMERCIAL, AND SERVICE COMMERCIAL ZONES WITH MIXED USE OVERLAY IN ASSOCIATION WITH THE DEVELOPMENT CODE UPDATE AND REZONING CERTAIN PROPERTIES FOR LAND USE CONSISTENCY, AND MAKING A DETERMINATION THAT THE PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) (COMMON SENSE EXEMPTION)**

**WHEREAS**, the City's Subdivision Ordinance and Zoning Ordinance have not been comprehensively updated in more than 46 years and require revisions to ensure that they align with current aspirations and values of the community, and comply with current state law and regulations; and

**WHEREAS**, the City initiated Code Amendment No. 23-01, known as "Development Code Update," which proposes to amend the City of West Covina Municipal Code including the combination of the Subdivision Code (Chapter 20) and the Zoning Code (Chapter 26) into one Development Code (Chapter 26); and

**WHEREAS**, in connection with the Development Code Update, the City also initiated Zone Change 23-02; and

**WHEREAS**, on December 6, 2022, the City Council approved Ordinance No. 2507 placing a mixed-use overlay zone over all of the Neighborhood Commercial zone and the Service Commercial zone; and

**WHEREAS**, on February 20, 2024, the City Council adopted Ordinance No. 2519 approving the Development Code Update and amendments to Chapters 7, 15, 17, 19, and 24 of the West Covina Municipal Code and to the Downtown Plan and Code; and

**WHEREAS**, the Zone Change involves the elimination of the Planned Industrial (I-P), Public Building (P-B), Medium Commercial (C-2), and Heavy Commercial (C-3) zones and rezoning of the parcels currently with these zoning designations to either Neighborhood Mixed-Use (NMU), Open Space (O-S), or Service Mixed-Use (SMU); and

**WHEREAS**, the Zone Change also involves the elimination of the mixed-use overlay zone and redesignating all commercial zones as Office-Professional Mixed-Use (OPMU), Neighborhood Mixed-Use (NMU), Service Mixed-Use (SMU), and Regional Mixed-Use (RMU), which allows the same uses within the existing base zoning in addition to residential uses allowed within all commercial areas designated in the City's General Plan; and

**WHEREAS**, the Zone Change also involves rezoning certain City-owned properties that are reserved as open space, conservation, or slopes from Single-Family Residential (R-1) to Open Space (O-S); and

**WHEREAS**, the Zone Change also involves rezoning properties that are not consistent with the underlying use as follows:

- a. APN 845-702-9014 (1015 W. Garvey Avenue North) – from Neighborhood Commercial (N-C) and Multi-Family – 20 (MF-20) zones to MF-20 zone as the property serves as a parking lot for a multi-family complex. The new zone would be consistent with the entire complex.
- b. APN 844-300-2010 (820 N. Phillips Avenue) – from Office-Professional (O-P) and MF-20 zones to MF-20 zone as the entire property includes a hospice care use and to be consistent with the Residential General Plan designation of the entire site. The new zone would be consistent with the hospice care facility.
- c. APN 847-602-4012 (527 S. Valinda Avenue) – from O-P and MF-20 zones to Office Professional Mixed-Use (OPMU) zone as the site consists of skilled nursing facilities and offices on the same site. The new zone would be consistent with the business and nursing facilities.
- d. APN 847-800-7028 (1840 E. Garvey Avenue South) – From N-C and Service Commercial (S-C) zones (split-zoned parcel) to Service Mixed Use (SMU) as the site consists of one automotive dealership (Honda) business. The new zone would be consistent with the surrounding dealerships. The zone change will not impact the Auto Plaza Overlay zone.

**WHEREAS**, the Development Code Update, adopted through the adoption of Ordinance No. 2519 on February 20, 2024, eliminated the zones discussed above; and

**WHEREAS**, on February 13, 2024, the Planning Commission conducted a duly noticed public hearing as prescribed by law to consider the rezoning of properties pursuant to Zone Change No. 23-02, gave all persons interested therein an opportunity to be heard, and voted to recommend the City Council's approval of Zone Change No. 23-02, changing the zoning designations for the properties listed in Exhibit A in addition to changing the zoning for all commercial zones to Office-Professional Mixed-Use (OPMU), Neighborhood

Mixed-Use (NMU), Service Mixed-Use (SMU), and Regional Mixed-Use, and amending the Zoning Map of the City of West Covina to depict those changes as shown in Exhibit B; and

**WHEREAS**, on March 19, 2024, the City Council conducted a duly noticed public hearing as prescribed by law regarding Zone Change 23-02 to rezone the properties affected properties in accordance with the changes set forth in the new Development Code; and

**WHEREAS**, all properties being rezoned remain consistent with the General Plan land use designation; and

**WHEREAS**, the City Council has duly considered all information presented to it, including written staff reports and any testimony provided at the public hearing, with all testimony received being made a part of the public record.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:**

**SECTION 1. Recitals.** The above recitals are true and correct and are incorporated herein as findings.

**SECTION 2. General Plan Consistency.** Based on evidence presented, Zone Change No. 23-02 is hereby found to be consistent with the City General Plan and implementation thereof and the zone changes are necessary to create consistency between the Development Code and the zoning map for the City.

**SECTION 3. Approval of Zone Change.** The City Council approves Zone Change No. 23-02, changing the zoning designations for the properties listed in Exhibit A in addition to changing the zoning for all commercial zones to Office-Professional Mixed-Use (OPMU), Neighborhood Mixed-Use (NMU), Service Mixed-Use (SMU), and Regional Mixed-Use, and amending the Zoning Map of the City of West Covina to depict those changes as shown in Exhibit B.

**SECTION 4. Approval of Changes to Zoning Designations.** The City Council additionally approves the change in zoning designations to eliminate the mixed-use overlay so that all properties currently zoned Regional Commercial, Neighborhood Commercial, and Service Commercial with a Mixed-Use Overlay will be zoned Regional Commercial Mixed Use (RCMU), Neighborhood Commercial Mixed-Use (NMU) and Service Commercial Mixed-Use (SMU) as shown on Exhibit B.

**SECTION 5. Environmental Compliance.** The rezoning of the parcels listed in Exhibit A is exempt from CEQA under the common sense exemption of CEQA Guidelines Section 15061(b)(3) as it can be seen with certainty that the changes will not have any environmental effects. The change in zones does not authorize any actual development. Additionally, the zone changes do not create the potential for additional

development as the properties have been rezoned to a zone that allows for similar uses as what currently exists. Combining the mixed-use overlay with the underlying commercial zones is also exempt under CEQA Guidelines section 15061(b)(3) as these changes simply provide in one zone what was previously allowed in the base zone and the overlay zone. There is no possibility that the changes will have a significant effect on the environment. Therefore, the City Council finds that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption) and staff is directed to file a Notice of Exemption with the County Clerk's office and post the Notice of Exemption on the City's website.

**SECTION 6. Certification.** The City Clerk shall certify passage of this ordinance and shall cause the same to be published as required by law.

**SECTION 7. Effective Date.** This ordinance shall take effect on the 31st day after passage.

**PASSED, APPROVED AND ADOPTED** this 16th day of April, 2024 by the following vote.

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Brian Calderón Tabatabai  
Mayor

**APPROVED AS TO FORM**

**ATTEST**

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Thomas P. Duarte  
City Attorney

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Lisa Sherrick  
Assistant City Clerk

**EXHIBIT A**

**PROPERTIES CHANGING ZONING DESIGNATION**



Category 1 (Elimination of C-2 and C-3 zones):

<b><u>APN</u></b>	<b><u>Address</u></b>	<b><u>Existing Zone</u></b>	<b><u>Proposed Zone</u></b>	<b><u>Reason for Rezone</u></b>
846-001-9052	W GARVEY AVE N	C-2 & SC	SMU	Removing C-2 Zone
845-101-5054	123 GRAND AVE	C-2	SMU	Removing C-2 Zone
845-301-5030	2505 GARVEY AVE N	C-2	SMU	Removing C-2 Zone
845-301-5006	235 CITRUS STREET	C-2	SMU	Removing C-2 Zone
845-3015-034	245 CITRUS STREET	C-2	SMU	Removing C-2 Zone
845-301-5020	2539 GARVEY AVE N	C-2	SMU	Removing C-2 Zone
845-101-5046	201 GRAND AVE	C-2	SMU	Removing C-2 Zone
845-701-9003	1319 GARVEY AVE N	C-2	SMU	Removing C-2 Zone
845-900-1901	W BADILLO ST	C-2	NMU	Removing C-2 Zone
848-902-9024	551 FRANCISQUITO AVE	C-2	NMU	Removing C-2 Zone
846-302-6019	2201 FRANCISQUITO AVE	C-2	NMU	Removing C-2 Zone
848-000-1024	E GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-001-6001	150 CITRUS ST	C-2	SMU	Removing C-2 Zone
848-001-6032	E GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-001-6002	200 CITRUS ST	C-2	SMU	Removing C-2 Zone
848-000-1022	2804 GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-000-1030	2824 GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-000-1029	2934 GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-000-1017	2820 GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-001-6023	2748 GARVEY AVE S	C-2	SMU	Removing C-2 Zone
848-001-6021	2700 GARVEY AVE S	C-2	SMU	Removing C-2 Zone

West Covina  
**Development Code Update**

873-000-4026	2500 S AZUSA AVE	C-3	SMU	Removing C-3 Zone
873-000-4023	1520 E AMAR RD	C-3	SMU	Removing C-3 Zone
873-000-4029	2532 S AZUSA AVE	C-3	SMU	Removing C-3 Zone
873-000-4024	E AMAR RD	C-3	SMU	Removing C-3 Zone
873-000-4028	2548 S AZUSA AVE	C-3	SMU	Removing C-3 Zone
846-301-4027	14550 GARVEY AVE	C-3	NMU	Removing C-3 Zone
872-501-7013	2880 E VALLEY BLVD	C-3	NMU	Removing C-3 Zone
872-501-7015	2889 E VALLEY BLVD	C-3	NMU	Removing C-3 Zone
872-501-7026	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7024	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7023	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7022	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7025	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7033	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7039	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7031	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7029	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7044	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7046	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7032	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7050	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7036	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7053	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone

872-501-7028	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7045	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7037	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7038	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7052	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7040	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7042	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7035	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7034	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7041	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7048	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7064	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7049	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7058	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7057	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7065	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7059	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7055	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7047	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7051	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7056	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7030	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7054	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone

West Covina  
**Development Code Update**

872-501-7062	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7066	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7043	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7060	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7027	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7061	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone
872-501-7063	2707 E VALLEY BLVD	C-3	SMU	Removing C-3 Zone

Category 2 (Elimination of P-B and I-P zones):

<b>APN</b>	<b>Address</b>	<b>Existing Zone</b>	<b>Proposed Zone</b>	<b>Reason for Rezone</b>
845-902-5020	2017 W GARVEY AVE N WEST	I-P	NMU	Removing I-P Zone
845-902-5019	2021 W GARVEY AVE N WEST	I-P	NMU	Removing I-P Zone
845-902-5024	2029 W GARVEY AVE N WEST	I-P	NMU	Removing I-P Zone
845-800-3900	1433 PUENTE AVE	P-B	O-S	Removing P-B Zone
872-401-3901	VALLEY AND MORGANFIELD AVE	P-B	O-S	Removing P-B Zone
872-401-3900	VALLEY AND MORGANFIELD AVE	P-B	O-S	Removing P-B Zone

Category 3 (Inconsistent with Current Zoning):

<b>APN</b>	<b>Address</b>	<b>Existing Zone</b>	<b>Proposed Zone</b>	<b>Reason for Rezone</b>
845-702-9014	1015 W GARVEY AVE N	N-C & MF-20	MF-20	Parking lot used for MF complex
844-300-2010	820 N PHILLIPS AVE.	O-P & MF-20	MF-20	Hospice care facility on the same site. GP is residential.
847-602-4012	527 S VALINDA AVE	O-P & MF-20	OPMU	Skilled Nursing facility and offices on the same site.
847-800-7028	1840 E GARVEY AVE S	N-C & S-C	SMU	Dealership with two zones. Changing to surrounding zone.

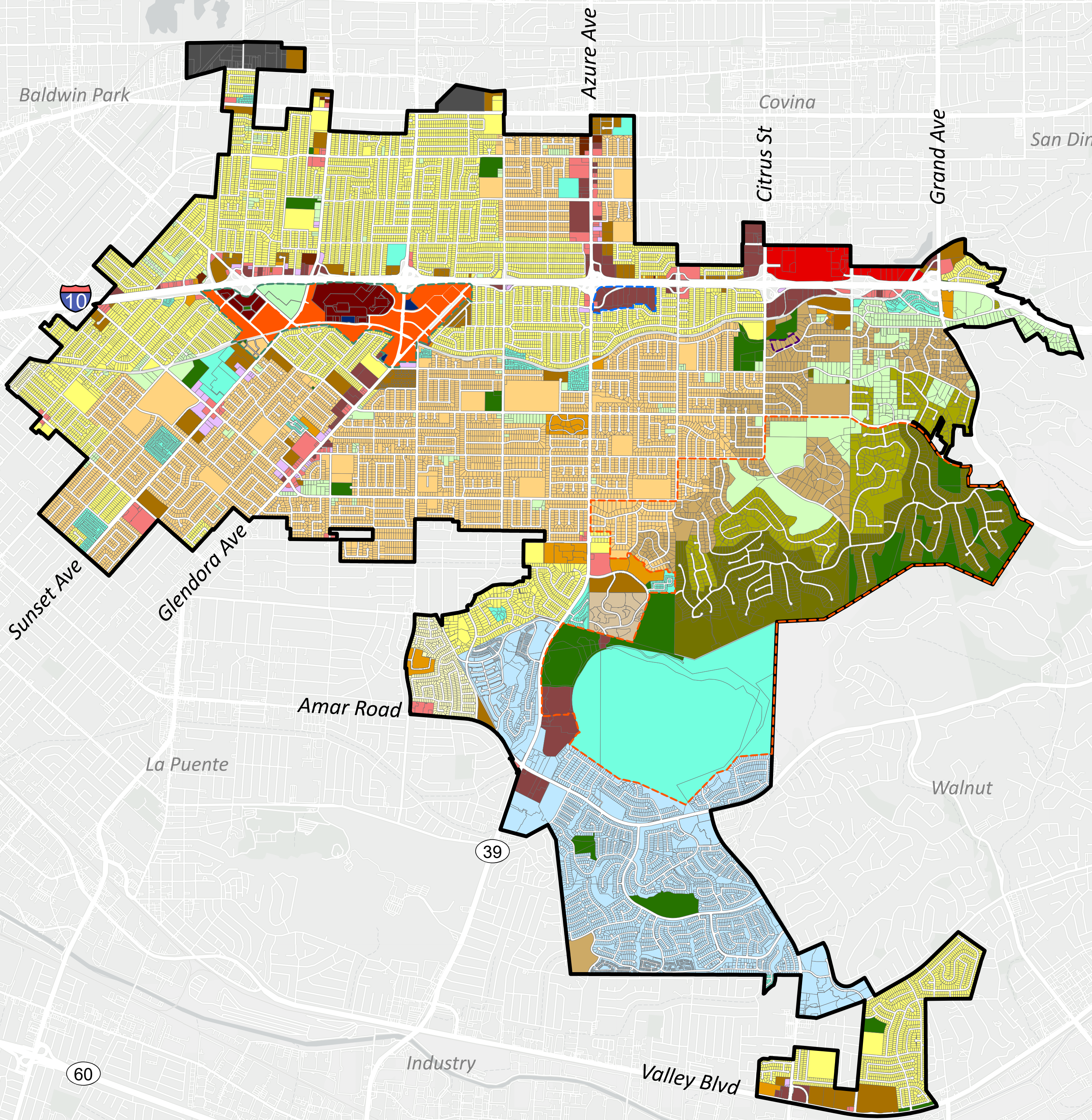
Category 4 (City-Owned Parcels for Slope, Open Space, or Conservation):

<b><u>APN</u></b>	<b><u>Address</u></b>	<b><u>Existing Zone</u></b>	<b><u>Proposed Zone</u></b>	<b><u>Reason for Rezone</u></b>
827-704-4900	E HILLSIDE DRIVE AND N GRAND AVE	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-704-0900	HIDEOUT DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-704-0901	HIDEOUT DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-6900	HIGHLIGHT DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-6902	HIGHLIGHT DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-6901	HIGHLIGHT DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-6901	HOOPER DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
848-203-8903	HOOPER DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
848-203-8902	S EASTHILLS DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
848-203-7901	E HILLSIDE DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
848-203-7900	E HILLSIDE DR	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-0900	3510 E CAMERON AVE	R-1	O-S	Park zoned R-1 to be changed to O-S
827-703-7901	E CAMERON AVE	R-1	O-S	Vacant parcel to be changed from R-1 to O-S
827-703-7900	E CAMERON AVE	R-1	O-S	Vacant parcel to be changed from R-1 to O-S

**EXHIBIT B**  
**ZONING MAP**



EXHIBIT B



City Boundary

**Overlay Zones**

- Animal Keeping Overlay Zone
- Auto Plaza Overlay Zone
- Downtown Plan Overlay Zone
- Hillside Overlay Zone

**Downtown Plan Zoning**

- General Urban Zone
- Urban Neighborhood Zone
- Urban Center Zone
- Parks and Open Space
- Civic Zone
- Other (Contact Planning)

**Zoning**

- R-A: Residential Agriculture
- R-1-6,000: Residential Single Family
- R-1-7,500: Residential Single Family
- R-1-9,450: Residential Single Family
- R-1-14,400: Residential Single Family
- R-1-20,000: Residential Single Family
- R-1-40,000: Residential Single Family
- MF-8: Residential 8 du/ac
- MF-15: Residential 15 du/ac
- MF-20: Residential 20 du/ac
- MF-45: Residential 45 du/ac
- M-1: Manufacturing
- OPMU: Office-Professional Mixed-Use
- NMU: Neighborhood Mixed-Use
- RMU: Regional Mixed-Use
- SMU: Service Mixed-Use
- O-S: Open Space
- PCD-1: Planned Community Development
- SP: Specific Plan

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## AGENDA STAFF REPORT

City of West Covina | Office of the City Manager

**DATE:** April 16, 2024

**TO:** Mayor and City Council

**FROM:** Paulina Morales  
Acting City Manager

**SUBJECT: CONSIDERATION OF PURCHASING REPORT AND REJECTION OF BIDS AND REQUESTS FOR PROPOSALS**

### RECOMMENDATION:

It is recommended that the City Council take the following actions:

1. Receive and file the Purchasing Report for April 1, 2023 to March 31, 2024.
2. Reject the unawarded bids and requests for proposals detailed within the staff report.

### BACKGROUND:

Sections 2-337 and 2-356 of the West Covina Municipal Code require that a report be presented to the City Council on a semi-annual basis listing all contracts and purchase orders that have been awarded by the City Manager pursuant to the City Manager's authority during the preceding six months. The report must include a description of the materials or services or public project performed, the vendor/contractor name and the amount of the expenditure. The last report was submitted to the City Council at the April 18, 2023 City Council meeting.

### DISCUSSION:

Staff is submitting a Purchasing Report (Attachment No. 1) that provides a list of all purchase orders entered into under the Purchasing Officer and City Manager's authority during the period of April 1, 2023 through March 31, 2024.

During this process, staff identified bids and requests for proposals that were posted and opened but not awarded. They are listed in Table 1 below. Per West Covina Municipal Code Sections 2-334(3), 2-354(6), and 2-355(4), the City Council may reject any and all bids or proposals presented. Staff is presenting the list below for formal rejection by the City Council as no action has been taken.

RFP Description	RFP #	Posted	Bid Opened
Security and Fire Alarm Monitoring, Maintenance and Repair	61-015	8/15/2023	9/21/2023
Architectural Design Services, Del Norte Park Improvements & Dog Park	Project #24001	11/17/2023	12/15/2023

### LEGAL REVIEW:



The City Attorney's Office has reviewed this staff report.

**Prepared by:** Maria Delira, Purchasing Manager

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#### **Fiscal Impact**

##### **FISCAL IMPACT:**

This is strictly an administrative item, therefore, there is no fiscal impact associated with this action.

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#### **Attachments**

Attachment No. 1 - Purchasing Report

**CITY COUNCIL GOALS & OBJECTIVES:** Achieve Fiscal Sustainability and Financial Stability

## City of West Covina

## Contracts &amp; Purchase Orders Issued under Sections 2-337 and 2-356 of the Municipal Code

04/01/2023 TO 03/31/2024

Vendor Name	Item Description	Total Amount
10-8 RETROFIT INC	Vehicle mounted equipment and ins	\$46,859.84
<b>10-8 RETROFIT INC Total</b>		<b>\$46,859.84</b>
911 VEHICLE INC	FRONTILINE AMBULANCES RADIO AND C	\$13,480.44
<b>911 VEHICLE INC Total</b>		<b>\$13,480.44</b>
ACRYLATEX COATINGS & RECYCLIN	RECYCLED PAINT FOR CITYWIDE GRAFF	\$10,000.00
<b>ACRYLATEX COATINGS &amp; RECYCLIN Total</b>		<b>\$10,000.00</b>
ALL CLEAR ENVIRONMENTAL	MOLD REMEDIATION AT SENIOR CENTER	\$9,350.88
<b>ALL CLEAR ENVIRONMENTAL Total</b>		<b>\$9,350.88</b>
AM TEC TOTAL SECURITY INC	ACCESS CONTROL EQUIPMENT AND CAME	\$59,555.59
<b>AM TEC TOTAL SECURITY INC Total</b>		<b>\$59,555.59</b>
AMTECH ELEVATOR SERVICES	ELEVATOR MAINTENANCE - CITY HALL	\$6,960.00
	ELEVATOR REPAIRS REQUIRED BY STATE	\$3,760.00
<b>AMTECH ELEVATOR SERVICES Total</b>		<b>\$10,720.00</b>
AZTECS TELECOM INC	WCPD radio material supplies per	\$13,606.79
<b>AZTECS TELECOM INC Total</b>		<b>\$13,606.79</b>
BADGE FRAME INC	Custom flag presentation 60"x32",	\$3,659.00
	Detective Bureau letters upgrade	\$28.00
	Integrity and Service seal reprod	\$1,836.00
	tax	\$1,076.54
	West Covina badge reproduction 48	\$2,411.00
	West Covina PD Community Responsi	\$3,398.00
<b>BADGE FRAME INC Total</b>		<b>\$12,408.54</b>
BOOT BARN	2024 BOOT VOUCHERS - MAINTENANCE	\$7,600.00
<b>BOOT BARN Total</b>		<b>\$7,600.00</b>
BUCKNAM INFRASTRUCTURE GROUP	Pavement Management Program updat	\$75,428.00
<b>BUCKNAM INFRASTRUCTURE GROUP Total</b>		<b>\$75,428.00</b>
CASTLEROCK ENVIRONMENTAL INC	ASBESTOS ABATEMENT SERVICES – CIT	\$19,995.00
	ASBESTOS ROOFING MATERIAL REMOVAL	\$5,600.00
<b>CASTLEROCK ENVIRONMENTAL INC Total</b>		<b>\$25,595.00</b>
CHARIOT GROUP INC	SMART QX Pro business black 75" i	\$6,772.76
	tax	\$643.41
<b>CHARIOT GROUP INC Total</b>		<b>\$7,416.17</b>
CREATIVE TENT INTERNATIONAL L	TENT REPLACEMENT AT SPORTSPLEX	\$48,926.45
<b>CREATIVE TENT INTERNATIONAL L Total</b>		<b>\$48,926.45</b>
DANIELS TIRE SERVICE CORP	TIRES - CITY VEHICLES	\$25,000.00
<b>DANIELS TIRE SERVICE CORP Total</b>		<b>\$25,000.00</b>
DEERE & COMPANY	John Deere Gator for Public Servi	\$21,864.46
<b>DEERE &amp; COMPANY Total</b>		<b>\$21,864.46</b>
DELL COMPUTERS	Desktop Replacement Program Lapto	\$20,427.59
	VLA VMWare, 1 year, including Vsp	\$19,366.67

**City of West Covina**

**Contracts & Purchase Orders Issued under Sections 2-337 and 2-356 of the Municipal Code**

04/01/2023 TO 03/31/2024

Vendor Name	Item Description	Total Amount
<b>DELL COMPUTERS Total</b>		<b>\$39,794.26</b>
DITCH WITCH SOUTHERN CALIF	SEWER EQUIPMENT REPAIR - DITCH WI	\$11,855.93
<b>DITCH WITCH SOUTHERN CALIF Total</b>		<b>\$11,855.93</b>
DOOLEY ENTERPRISES INC	70 cases of 1000 rounds of 5.56mm	\$32,760.00
	84 cases of 1000 rounds of 9mm 11	\$22,848.00
	tax	\$4,309.62
<b>DOOLEY ENTERPRISES INC Total</b>		<b>\$59,917.62</b>
DUVAL FORD	FORD PISUV K8A, with features and	\$51,484.27
<b>DUVAL FORD Total</b>		<b>\$51,484.27</b>
ECOHERO SHOW LLC	EDUCATION ON CRV RECYCLING AND LI	\$5,200.00
<b>ECOHERO SHOW LLC Total</b>		<b>\$5,200.00</b>
ELECTRA-MEDIA INC	West Covina Auto Sign Maintenance	\$18,408.00
<b>ELECTRA-MEDIA INC Total</b>		<b>\$18,408.00</b>
FIRESTONE TIRE & SVC CTR CORP	ADD ADDITIONAL FUNDING	\$5,000.00
	VEHICLE TIRES - NEW & REPAIRS	\$15,000.00
	VEHICLE TIRES - NEW & REPAIRS Pe	\$15,947.41
<b>FIRESTONE TIRE &amp; SVC CTR CORP Total</b>		<b>\$35,947.41</b>
FORTRESS SECURITY & AUTOMATIO	SECURITY AND FIRE ALARM MONITORIN	\$18,108.00
	SECURITY AND FIRE ALARM REPAIRS	\$1,500.00
<b>FORTRESS SECURITY &amp; AUTOMATIO Total</b>		<b>\$19,608.00</b>
FULL CIRCLE ELECTRONICS CA LL	ELECTRONIC WASTE COLLECTION & REC	\$5,500.00
<b>FULL CIRCLE ELECTRONICS CA LL Total</b>		<b>\$5,500.00</b>
GRAINGER INC	JANITORIAL SUPPLIES FY 23-24 OMN	\$20,000.00
<b>GRAINGER INC Total</b>		<b>\$20,000.00</b>
H2O FIRE PROTECTION INC	FIRE HYDRANT REPLACEMENT AT SPORT	\$18,440.00
<b>H2O FIRE PROTECTION INC Total</b>		<b>\$18,440.00</b>
KEN GRODY FORD	NEW 2023 FORD E-TRANSIT -350 BASE	\$56,848.01
<b>KEN GRODY FORD Total</b>		<b>\$56,848.01</b>
LANCET CONTRACTING INC	WINDOW REPAIRS AT THREE CITY BUIL	\$45,800.00
<b>LANCET CONTRACTING INC Total</b>		<b>\$45,800.00</b>
LN CURTIS & SONS CORP	AIR BAGS & STRUTS QUOTE 263397 SO	\$43,853.82
	HAND TOOLS QUOTE NO 263445 SOURCE	\$9,965.54
	SAFETY EQUIPMENT FOR NEW FIRE ENG	\$20,102.18
<b>LN CURTIS &amp; SONS CORP Total</b>		<b>\$73,921.54</b>
MICHAEL BAKER INTL INC	BKK Landfill Drainage Basin Evalu	\$21,980.00
<b>MICHAEL BAKER INTL INC Total</b>		<b>\$21,980.00</b>
MULTI W SYSTEMS INC	CITRUS UNDERPASS PUMP REPLACEMENT	\$59,773.19
<b>MULTI W SYSTEMS INC Total</b>		<b>\$59,773.19</b>
NATIONAL AUTO FLEET GROUP DIV	New 2023 Chevy Tahoe 2WD vehicles	\$97,731.60
	New 2024 Dodge Durango Pursuit AW	\$102,078.42
	New 2024 Dodge Durango Pursuit V-	\$173,086.53

**City of West Covina**

**Contracts & Purchase Orders Issued under Sections 2-337 and 2-356 of the Municipal Code**

04/01/2023 TO 03/31/2024

<b>Vendor Name</b>	<b>Item Description</b>	<b>Total Amount</b>
<b>NATIONAL AUTO FLEET GROUP DIV Total</b>		<b>\$372,896.55</b>
NBS/GOVERNMENT FINANCE GROUP	DISTRICT CLOSEOUT ANALYSIS REPORT	\$12,500.00
<b>NBS/GOVERNMENT FINANCE GROUP Total</b>		<b>\$12,500.00</b>
NEOGOV CORP	ONBOARDING APPLICATION SOFTWARE -	\$7,642.76
<b>NEOGOV CORP Total</b>		<b>\$7,642.76</b>
NICHOLS LOCAL GOV CONSULT LLC	PREPARATION OF STATE MANDATED COS	\$6,200.00
<b>NICHOLS LOCAL GOV CONSULT LLC Total</b>		<b>\$6,200.00</b>
PLUMBING DYNAMICS INC	SUPPLY AND INSTALL RHEEM MODEL GN	\$8,910.00
<b>PLUMBING DYNAMICS INC Total</b>		<b>\$8,910.00</b>
QUADIENT	POSTAGE FOR CITY MAIL	\$30,000.00
<b>QUADIENT Total</b>		<b>\$30,000.00</b>
RELX / LEXIS NEXIS	Accurint Virtual Crime Center (in	\$19,448.10
<b>RELX / LEXIS NEXIS Total</b>		<b>\$19,448.10</b>
RINCON CONSULTANTS INC	Housing element update. Previous	\$80,093.00
<b>RINCON CONSULTANTS INC Total</b>		<b>\$80,093.00</b>
SAUCE CREATIVE SERVICES	DESIGN AND PRINTING OF DISCOVER N	\$75,177.28
<b>SAUCE CREATIVE SERVICES Total</b>		<b>\$75,177.28</b>
SECTRAN SECURITY INC	ARMOURED TRUCK SERVICE CURRENT RA	\$6,108.86
	VENDOR RAISING EXISTING FEES BY 1	\$290.88
<b>SECTRAN SECURITY INC Total</b>		<b>\$6,399.74</b>
SGV COUNCIL OF GOVERNMENTS	SAN GABRIEL VALLEY COUNCIL OF GOV	\$15,000.00
<b>SGV COUNCIL OF GOVERNMENTS Total</b>		<b>\$15,000.00</b>
TELEFLEX LLC	IO NEEDLE SETS AND IO NEEDLE SUPP	\$15,000.00
<b>TELEFLEX LLC Total</b>		<b>\$15,000.00</b>
TEXAS PRIDE TRAILERS LLC	22' TEXAS PRIDE TILT TRAILER FOR	\$10,700.00
<b>TEXAS PRIDE TRAILERS LLC Total</b>		<b>\$10,700.00</b>
TOP NOTCH PLUMBING INC	CITY HALL BUILDING - PLUMBING EM	\$25,886.23
<b>TOP NOTCH PLUMBING INC Total</b>		<b>\$25,886.23</b>
TRAFFIC MANAGEMENT INC	TRAFFIC CONTROL 4TH OF JULY EVENT	\$24,817.72
<b>TRAFFIC MANAGEMENT INC Total</b>		<b>\$24,817.72</b>
UNITED SITE SERVICES	PORTA POTTIES/SINKS FOR SPRING FE	\$8,275.61
<b>UNITED SITE SERVICES Total</b>		<b>\$8,275.61</b>
UNITED STORM WATER INC	EMERGENCY SERVICE - CONTINUOU	\$70,811.00
<b>UNITED STORM WATER INC Total</b>		<b>\$70,811.00</b>
US FOODS INC	RAW FOOD FOR SENIOR MEALS PROGRAM	\$80,000.00
<b>US FOODS INC Total</b>		<b>\$80,000.00</b>
VERITIV OPERATING COMPANY	FIRE JANITORIAL SUPPLIES FY 23-24	\$8,000.00
<b>VERITIV OPERATING COMPANY Total</b>		<b>\$8,000.00</b>
WAXIE SANITARY SUPPLY	CITYWIDE JANITORIAL SUPPLIES	\$55,000.00
	JANITORIAL SUPPLIES	\$7,696.70
<b>WAXIE SANITARY SUPPLY Total</b>		<b>\$62,696.70</b>

**City of West Covina**

**Contracts & Purchase Orders Issued under Sections 2-337 and 2-356 of the Municipal Code**

04/01/2023 TO 03/31/2024

<b>Vendor Name</b>	<b>Item Description</b>	<b>Total Amount</b>
WAYNE PERRY INC	METHANE MITIGATION SYSTEM MONITOR	\$10,000.00
<b>WAYNE PERRY INC Total</b>		<b>\$10,000.00</b>
WOODS MAINTENANCE SERVICES	HOMELESS ENCAMPMENT REMOVAL - HER	\$30,000.00
<b>WOODS MAINTENANCE SERVICES Total</b>		<b>\$30,000.00</b>
YUNEX LLC	CAMERON & LARK ELLEN; FURNISH AND	\$16,175.00
	FURNISH AND INSTALL NEW TYPE 15 P	\$15,875.00
<b>YUNEX LLC Total</b>		<b>\$32,050.00</b>
ZOLL MEDICAL CORP GPO	ZOLL MEDICAL PRODUCTS FY 23-24 S	\$10,000.00
<b>ZOLL MEDICAL CORP GPO Total</b>		<b>\$10,000.00</b>
ZUMAR INDUSTRIES INC	STREET SIGNS	\$8,423.90
<b>ZUMAR INDUSTRIES INC Total</b>		<b>\$8,423.90</b>
<b>Grand Total</b>		<b>\$1,963,218.98</b>



## AGENDA STAFF REPORT

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City of West Covina | Office of the City Manager

**DATE:** April 16, 2024

**TO:** Mayor and City Council

**FROM:** Paulina Morales  
Acting City Manager

**SUBJECT: CONSIDERATION OF AMENDING SECTION 5608.2 OF SECTION 10-24 OF THE WEST COVINA MUNICIPAL CODE RELATING TO PUBLIC FIREWORKS DISPLAY REQUIREMENTS**

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### RECOMMENDATION:

It is recommended that the City Council introduce the following ordinance:

**ORDINANCE NO. 2522 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 5608.2 (PERMIT REQUIRED) OF SECTION 5608 (FIREWORKS DISPLAY) OF CHAPTER 56 (EXPLOSIVES AND FIREWORKS) OF THE 2022 CALIFORNIA FIRE CODE AS SET FORTH IN ARTICLE II (FIRE CODE) OF CHAPTER 10 (FIRE PREVENTION AND PROTECTION) OF THE WEST COVINA MUNICIPAL CODE**

### BACKGROUND:

The California Building Standards Commission adopts and publishes the California Building Standards Code (Title 24 California Code of Regulations), which includes the California Fire Code, every three years. The California Fire Code is adopted by reference the International Fire Code. The 2022 California Codes took effect January 1, 2023.

Provisions of the California Health and Safety Code require the City to adopt the 2022 Fire Code by reference. The City is permitted to amend the 2022 Fire Code, provided that the City makes express findings that the modifications are reasonably necessary due to the local climatic, geological, and topographical conditions, or for administrative reasons. Since West Covina has special local climatic, geologic, and topographic conditions, the City's adoption of the Fire Code includes amendments to address coordination between the California Fire Code sections and those previously adopted in the West Covina Municipal Code.

On November 1, 2022, the City Council adopted Resolution No. 2022-111, setting forth express findings relating to the local climatic, geological and topographical conditions in West Covina that make the amendments reasonably necessary. The findings are set forth in Exhibit A to the Resolution. On November 15, 2022, the City Council adopted Ordinance No. 2503, adopting by reference the 2022 California Fire Code, with amendments. On July 18, 2023, the City Council adopted Resolution No. 2023-58, which superseded Resolution No. 2022-111.

**DISCUSSION:**

Ordinance No. 2503 is codified in Article II (Fire Code) of Chapter 10 (Fire Prevention and Protection) of the West Covina Municipal Code.

In Section 10-24 of Article II, the City added Section 5608.2 to Section 5802 of Chapter 56 of the 2022 California Fire Code, which establishes the procedure to apply for and obtain a permit to conduct public display of fireworks. Section 5608.2 provides: "The city council may permit any person, licensed by the State Fire Marshal, to conduct a public display of fireworks, and for that purpose to use and discharge fireworks at such times and such places in the city as the city council may mix and establish, provided that a written application for a permit to do so is filed with the chief of the fire department of the city at least 15 days in advance of the date of the display. It shall be the duty of the chief of the fire department to whom the application for a permit is made to make an investigation and submit a report of his or her findings and recommendations for or against reasons therefore, to the city council. The city council have the power in its discretion to grant or deny the permit. If the permit is granted, the applicant shall furnish the city with a certificate of insurance in adequate amount, which shall also contain a clause holding the city harmless from any damage or injury resulting from granting the permit."

Based on the existing requirements of Section 5608.2, there is not adequate time for the Fire Chief to review an application and make recommendations to the City Council. Staff is proposing to streamline the process for approving public display permits by granting the authority to grant such permits to the Fire Chief. Staff is also proposing changes to clarify the requirements for public display permit applications and public displays of fireworks.

The proposed Ordinance No. 2522 further amends Section 5608.2 to include the following:

- Makes it unlawful to use or discharge any fireworks or pyrotechnic devices without first obtaining a permit from the Fire Chief.
- Requires an application for a public display of fireworks or to use or discharge pyrotechnic special effects to be submitted to the Fire Chief at least 60 days before the proposed date of the display, and outlines the items that must be included with the application. Applicants will be required to submit proof of general liability insurance coverage of at least \$5,000,000, naming the City as an additional insured, and to execute an indemnification agreement.
- Requires payment of a fee in the amount established by City Council resolution. The current fee is \$270.
- Sets forth the Fire Chief's authority to approve permits to conduct public displays of fireworks or pyrotechnic special effects, including authority for the Chief to impose conditions on such displays. Also authorizes the Fire Chief to approve changes to an approved display.
- Sets forth requirements for any permit issued.
- Establishes an appeal procedure.
- Provides authority for the City Manager to review and overrule any decision of the Fire Chief.

The proposed ordinance also includes the required findings regarding the City's climatic, topographical, and geographic conditions.

Staff recommends that the City Council introduce Ordinance No. 2522. If the Council introduces the ordinance, staff anticipates presenting the ordinance for adoption at the May 7, 2024. The ordinance would take effect on the 31st day following adoption.

**LEGAL REVIEW:**

The City Attorney's Office has reviewed the ordinance and approved it as to form.

**OPTIONS:**

The City Council has the following options:

1. Approve staff's recommendation; or
2. Provide alternative direction

**Prepared by:** Vincent Capelle, Fire Chief

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### **Fiscal Impact**

**FISCAL IMPACT:**

This is strictly an administrative item. Therefore, there is no fiscal impact associated with this action.

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### **Attachments**

Attachment No. 1 - Ordinance No. 2522



ORDINANCE NO. 2522

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, AMENDING SECTION 5608.2 (PERMIT REQUIRED) OF SECTION 5608 (FIREWORKS DISPLAY) OF CHAPTER 56 (EXPLOSIVES AND FIREWORKS) OF THE 2022 CALIFORNIA FIRE CODE AS SET FORTH IN ARTICLE II (FIRE CODE) OF CHAPTER 10 (FIRE PREVENTION AND PROTECTION) OF THE WEST COVINA MUNICIPAL CODE**

The City Council of the City of West Covina hereby finds and declares as follows:

**WHEREAS**, California Health and Safety Code Section 18938 makes certain provisions published in the California Building Standards Code pursuant to California Health and Safety Code Section 17922 applicable to all occupancies throughout the State; and

**WHEREAS**, the 2022 version is the most recent version of the California Building Standards Code and went into effect on January 1, 2023; and

**WHEREAS**, the 2022 California Building Standards Code includes the 2022 California Fire Code ("2022 Fire Code"); and

**WHEREAS**, California Health and Safety Code Section 17958 permits cities to amend the requirements of the California Building Standards Code, which includes the California Fire Code, in accordance with California Health and Safety Code Sections 17958.5 and 17958.7; and

**WHEREAS**, Section 13143.5 of the California Health and Safety Code permits the City, by ordinance, to make changes or modifications to the California Fire Code that are more stringent than the requirements published in the California Fire Code, relating to fire and panic safety; and

**WHEREAS**, California Health and Safety Code Section 17958.5 permits cities in adopting provisions of the California Fire Code to make such modifications in such provisions as a city determines, pursuant to California Health and Safety Code Section 17958.7, are reasonably necessary because of local climatic, geological, or topographical conditions; and

**WHEREAS**, California Health and Safety Code Section 17958.7 requires that a city, before making modifications pursuant to California Health and Safety Code Section 17958.5, make an express finding that such modifications are reasonably necessary because of local climatic, geological, or topographical conditions; and

**WHEREAS**, under California Health and Safety Code Section 17958.7, modifications pursuant to California Health and Safety Code Section 17958.5 may not become effective until the required findings and the modifications have been filed with the California Building Standards Commission; and

**WHEREAS**, the City of West Covina determined that modifications to the 2022 Fire Code were reasonably necessary due to local climatic, geological, and topographical conditions, as detailed in Resolution No. 2022-111, which was subsequently replaced by Resolution No. 2023-58; and

**WHEREAS**, on November 15, 2022, the City Council adopted Ordinance No. 2053, amending Article II of Chapter 10 of the West Covina Municipal Code to adopt by reference the 2022 Fire Code, which adopts by reference the 2021 International Fire Code, and made amendments to certain provisions of the 2022 Fire Code; and

**WHEREAS**, the City's amendments to the 2022 Fire Code are set forth in Section 10-24 of Article II of Chapter 10 of the West Covina Municipal Code; and

**WHEREAS**, as part of the City's amendments to the 2022 Fire Code, the City added Section 5608.2 to Section 5608 of Chapter 56 of the 2022 Fire Code relating to public displays of fireworks; and

**WHEREAS**, pursuant to Section 5608.2 as set forth in Section 10-24 of Article II of Chapter 10 of the West Covina Municipal Code, public displays of fireworks require prior approval of the City Council, following an application submitted to the Fire Chief at least 15 days prior to the date of the display; and

**WHEREAS**, based on the existing requirements of Section 5608.2, there is not adequate time for the Fire Chief to review an application and make recommendations to the City Council; and

**WHEREAS**, the City desires to streamline the process for approving public display permits by granting the authority to grant such permits to the Fire Chief; and

**WHEREAS**, the City further desires to clarify the requirements for public display permit applications and public displays of fireworks; and

**WHEREAS**, the City Council finds that the revisions to Section 5608.2 are necessary due to the following climatic, topographical and geographic conditions of the City:

- A. Climatic Conditions – The City of West Covina experiences low humidity, high winds, and warm temperatures throughout the year creating conditions which are particularly conducive to the ignition and spread of grass, brush, and structure fires;

- B. Topographical Conditions – The hillside areas in the City along with long, narrow roadways significantly impact the ability of emergency responders to extinguish or control wildland or structure fires; and
- C. Geographical Conditions – The City of West Covina is situated adjacent to active earthquake faults capable of producing substantial seismic events. Should a significant seismic event occur, uncontrolled hazardous materials releases and fires could pose the greatest threat to the largest number of people. Since the City is divided by a freeway and highway, a major earthquake would significantly impact the ability of fire crews to respond to emergencies should one or more roadways be blocked or damaged due to bridge collapse or debris from falling structures. Additionally, fire suppression capabilities will be severely limited should the water system be extensively damaged during the seismic event; and

**WHEREAS**, all legal requirements prior to the adoption of this Ordinance have occurred.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WEST COVINA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1. Recitals.** The City Council makes and adopts as findings the facts and conclusions set forth in the recitals of this Ordinance and, for the reasons set forth in the recitals, finds that the modifications to Section 5608.2 are reasonably necessary due to local climatic, geological, or topographical conditions.

**SECTION 2. Amendment to Section 5608.2.** Section 5808.2 of Section 5608 of Chapter 56 of the 2022 California Fire Code as set forth in Section 10-24 of Article II of the West Covina Municipal Code shall be amended to read as follows:

5608.2 Permit required.

It is unlawful to use or discharge any fireworks or pyrotechnic devices without first obtaining a permit therefor from the fire chief.

5608.2.1 Application.

A written application for a permit to conduct a public display of fireworks or to use or discharge pyrotechnic special effects materials shall be submitted to the fire chief at least sixty (60) days prior to the proposed date of the display, unless the fire chief approves the submission of an application less than sixty (60) days prior to the proposed date of the display. The application shall be on a form provided by the city and shall include, at minimum:

- (a) Name of person or organization sponsoring the proposed activities;
- (b) Name of pyrotechnic operator and copy of current pyrotechnic operator's license issued by the state fire marshal;

- (c) The date and time the proposed activities would occur;
- (d) A full description of the proposed activities;
- (e) The size and number of all fireworks or special effects materials to be involved in the proposed activities, including the number of set pieces and shells;
- (f) The manner and place of storage of all fireworks or special effects materials that will be used in the display;
- (g) A diagram of the grounds on which the activities are proposed to occur showing all points at which fireworks or special effects materials are proposed to be stored and discharged, the location of all buildings, roads, and other means of transportation to and from the site, the lines behind which the audience will be restrained, and the location of all nearby trees, electrical or telephone lines and other overhead obstructions;
- (h) Proof of current general liability coverage in the amount of at least five million dollars (\$5,000,000.00) per occurrence, or such other amount as may be approved by the risk manager, to cover possible liability for bodily injury and damage to persons or property that may arise from or relate to the fireworks display or special effects and/or any negligence of the applicant, its agents, employees, or contractors in presenting the fireworks display or special effects. The certificate of insurance shall be endorsed to name the city, its officers, agents, and employees as additional insureds, and shall be in a form approved by the city's risk manager; and
- (i) An executed agreement, in a form approved by the city attorney, agreeing to indemnify, defend (at applicant's sole cost and expense and with attorneys of city's choosing), and hold the city, and its officers, officials, employees, representatives, and agents, harmless from any and all claims, losses, damages, injuries, liabilities or losses which arise out of, or which are in any way related to, the city's issuance of public display or special effects permit or any activities of the applicant in connection with the public display of fireworks or pyrotechnic special effects.

#### 5608.2.2 Fee.

The application for a permit to conduct a public display of fireworks or pyrotechnic special effects shall be accompanied by a fee in the amount established by city council resolution.

#### 5608.2.3 Approval.

The fire chief may grant a permit to conduct a public display of fireworks or pyrotechnic special effects if the fire chief determines that all requirements of law are or will be complied with by the applicant and that granting any such permit will not be detrimental to the public peace, health, safety, or welfare. In granting a permit, the fire chief may eliminate from the proposed display such items as the fire chief deems hazardous and may impose such conditions on the permit as the fire chief deems necessary to protect the public health, peace, safety, and/or welfare. Upon request of the permittee, the fire

chief may approve changes to an approved display provided that any changes are not detrimental to the public peace, health, safety, or welfare.

#### 5608.2.4 Permit requirements.

In addition to any conditions imposed by the fire chief, any permit issued shall be subject to the following requirements:

- (a) A separate permit is required for each display.
- (b) Any permit issued shall only be valid for the date, time and place specified in such permit.
- (c) Any permit issued pursuant to this section shall be non-transferrable.
- (d) All public displays of fireworks or pyrotechnic special effects shall be under the direct supervision of a pyrotechnic operator licensed by the state fire marshal. The licensed pyrotechnic operator shall be responsible for all aspects of the display relating to pyrotechnics.
- (e) Any permit issued pursuant to this section shall be subject to the condition that the fireworks or pyrotechnic special effects display may be canceled or modified by the city manager, including on the scheduled date of the display, if such cancellation or modification is in the interest of the public health, peace, safety, or welfare. The city manager shall make such determination in consultation with the fire chief.

#### 5608.2.5 Appeal.

Within ten (10) calendar days after the date of a decision of the fire chief pursuant to this section, an aggrieved party may appeal such decision to the city manager by filing a written appeal with the city clerk setting forth the reasons why the decision was not proper. The city manager shall consider the appeal within a reasonable time after the filing of the appeal. The decision of the city manager shall be final.

#### 5608.2.6 City manager authority.

The city manager, at the city manager's discretion, may review any decision of the fire chief pursuant to this section. The city manager may overrule any decision of the fire chief as the city manager deems necessary in the interest of the public health, peace, safety, or welfare. If the city manager grants a permit that was initially denied by the fire chief, the city manager may impose such conditions on the permit as the city manager deems necessary to protect the public health, peace, safety, and/or welfare. The decision of the city manager shall be final.

**SECTION 3. Environmental Compliance.** The City Council hereby finds that it can be seen with certainty that there is no possibility the adoption and implementation of this Ordinance will have a significant effect on the environment. The Ordinance is therefore exempt from the environmental review requirements of the California Environmental Quality Act pursuant to Section 15061(b)(3) (General Rule) of Title 14 of the California Code of Regulations.

**SECTION 4. Inconsistencies.** Any provision of the West Covina Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to affect the provisions of this Ordinance.

**SECTION 5. Severability.** If any section, subsection, clause or phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of all other provisions of this Ordinance. The City Council of West Covina hereby declares that it would have passed this Ordinance, and each section, subsection, sentence, clause and phrase or portion thereof, irrespective of the fact that any one or more of the sections, subsections, sentences, clauses, or phrases or portions thereof be declared invalid or unconstitutional.

**SECTION 6. Effective Date.** This Ordinance shall take effect thirty (30) days after its final passage.

**SECTION 7. Certification; Publication.** The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be published or posted as required by law.

**SECTION 8. Certified Copy.** The City Clerk shall file a certified copy of this Ordinance with the California Building Standards Commission.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Brian Calderón Tabatabai  
Mayor

**APPROVED AS TO FORM**

**ATTEST**

\_\_\_\_\_  
Thomas P. Duarte  
City Attorney

\_\_\_\_\_  
Lisa Sherrick  
Assistant City Clerk

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES )  
CITY OF WEST COVINA )

I, LISA SHERRICK, ASSISTANT CITY CLERK of the City of West Covina, California, do hereby certify that the foregoing Ordinance No. 2522 was introduced at a regular meeting of the City Council held on the 16th day of April, 2024, and adopted at a regular meeting of the City Council held on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by the following vote of the City Council:

AYES:  
 NOES:  
 ABSENT:  
 ABSTAINED:

Lisa Sherrick  
Assistant City Clerk



## AGENDA STAFF REPORT

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City of West Covina | Office of the City Manager

**DATE:** April 16, 2024

**TO:** Mayor and City Council

**FROM:** Paulina Morales  
Acting City Manager

**SUBJECT: CONSIDERATION OF CITRUS STREET AT CAMERON AVENUE IMPROVEMENT  
OPTIONS**

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### RECOMMENDATION:

It is recommended that the City Council provide direction based on the three options for improvements at the intersection of Citrus Street and Cameron Avenue:

1. No Signalized Intersection – with Road Diet Option;
2. Signal Installation – with Road Diet Option; or
3. Signal Installation – no Road Diet.

### BACKGROUND:

When determining if an intersection should be considered for signalization, an engineering study that includes existing traffic conditions, pedestrian characteristics, and physical characteristics of the location is completed to determine whether installation of a traffic control signal is justified or warranted. The investigation of the need for a traffic control signal includes an analysis of factors related to existing operation and safety at the study location and the potential of a signal to improve safety. When conducting a signal warrant analysis, only one of the nine traffic signal warrants must be met to be warranted for a traffic signal.

In early 2019, the City received requests to review the traffic operations at the stop-controlled intersection of Citrus Street and Cameron Avenue. As a result, City staff along with the City's former traffic consultant held two public meetings to present the findings of the analysis at a Traffic Committee meeting on June 11, 2019, and at a Community Workshop on August 13, 2019. A traffic signal warrant report was completed by Willdan Engineering, a traffic consultant for the City. It was found that the intersection met the three volume warrants for signalization per CAMUTCD guidelines. At the community meetings, many of the attending residents opposed the installation of a traffic signal and instead requested various other traffic calming and traffic safety improvements. At the request of the City Council, a second comprehensive review was conducted for the intersection in response to community feedback.

As part of a second review in 2020, the current contracted City Engineer (Transtech) conducted and collected additional vehicular and pedestrian data which included a peak hour turning movement count, collection of Average Daily Traffic (ADT), and a review of the collision history for the intersection of Citrus Street and Cameron Avenue. The information collected indicated that the intersection met volume warrants per California Manual on Uniform Traffic Control Devices (CA MUTCD) for a signal. In March



2020, a virtual community meeting was conducted that presented the new data as well as solicited community feedback for improvement measures. In August 2020, the information was presented to the City Council. The City Council put consideration of a traffic signal on hold and instead approved various traffic enhancements at the intersection of Citrus Street and Cameron Avenue and the Cameron Avenue corridor between Barranca Street and Hollenbeck Avenue.

Recently, the City received more requests for follow-up at the intersection of Citrus Street and Cameron Avenue for intersection and segment improvements. In response to the request and on behalf of the City, Engineering staff collected new traffic data in January 2023. This data included an analysis of existing roadway conditions, the collection of ADT counts on a Thursday, Friday, and Saturday, a 24-hour speed survey on a Thursday, Friday and Saturday, a peak hour turning movement count at the intersection, a pedestrian count at Citrus Street and Cameron Avenue, and a review of approximately three years of available collision data. Once all the data was collected, a Community Meeting was held on Wednesday, March 29, 2023, at 6pm at the Cortez Senior Center. Community members were able to discuss their concerns and provide input on potential improvements for the intersection at Cameron Avenue and Citrus Street and the street segment of Cameron Avenue between Azusa Avenue and Barranca Avenue. The purpose of the meeting was to provide background information regarding this area of West Covina, as well as address any resident concerns and public comments about the intersection and street segments. During the community meeting, Transtech presented the history of the intersection, previous improvements, and the results from the January 2023 traffic data collection effort.

Once the report was completed and community input taken into consideration, the Citrus Street and Cameron Avenue report was then taken to a Traffic Committee meeting. The meeting was held on Tuesday, December 12, 2023, at 3pm at the City Hall Community Room. The goal of this Traffic Committee meeting was to go over the comments received from the March 2023 Community meeting, present the signal warrant information, and hear resident feedback. A PowerPoint presentation was given to attendees that outlined all the signal warrant data. This included the count data, collision data, and a signal warrant analysis. The data presented had determined the intersection of Citrus Street and Cameron Avenue had met four of the nine warrants for the installation of a traffic signal. The warrants that were met include Warrant 1 (8 Hour Volume), Warrant 2 (4 Hour Volume), Warrant 3 (Peak Hour Volume), and Warrant 7 (Crash Experience). The result of this meeting was to forward the findings of the signal warrant analysis and resident feedback to the City Council in order for a final decision to be made on the installation of a traffic signal located at Citrus Street and Cameron Avenue.

## **DISCUSSION:**

When properly timed, a traffic signal increases the traffic handling capacity of an intersection, and when installed under conditions that justify its use, a signal is a valuable device for improving the safety and efficiency of both pedestrian and vehicular traffic. In particular, signals may reduce certain types of accidents, most notably right-angle (broadside) collisions. Pursuant to CA MUTCD, Section 4C.03, although the intersection of Citrus Street and Cameron Avenue did meet four warrants, the satisfaction of signal warrants does not require the installation of a traffic signal.

Additionally, Transtech was asked to find the best traffic calming solution for the segment of Cameron Avenue leading up to the intersection of Cameron Avenue and Citrus Street. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects. Traffic calming reduces automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. Due to resident comments denoting that the previously installed traffic calming measures not being fully effective, it is recommended within this option to perform a road diet. A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes. The reduction in the number of lanes permits the inclusion of facilities for other uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking. Safety benefits from reduced vehicle speeds and from movement of left turning vehicles out of a through travel lane.

Based on the input received from residents and the results of the study, staff has concluded that in order to enhance and improve the intersection of Citrus Street and Cameron Avenue, there are three options available:

- Option 1: No Signalized Intersection – with Road Diet
- Option 2: Signal Installation – with Road Diet
- Option 3: Signal Installation – no Road Diet

The options are detailed in Attachment No. 1.

#### **LEGAL REVIEW:**

The City Attorney's Office has reviewed the staff report.

#### **OPTIONS:**

The City Council has the following options:

1. Approve the installation of a Road Diet without the installation of a Traffic Signal; or
2. Approve the installation of both a Road Diet and Traffic Signal; or
3. Approve the installation of a Traffic Signal without the installation of a Road Diet; or
4. Provide alternate direction.

**Prepared by:** Jana Robbins, PTP,RSP, Project Manager (Traffic Division)

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#### **Fiscal Impact**

##### **FISCAL IMPACT:**

The fiscal impact will be dependent on the direction provided by the City Council. The table below provides the estimated costs for the installation of a Road Diet with or without the installation of a Traffic Signal as proposed.

Item	Estimated Costs	Potential Funding Source
Road Diet	\$475,000	Dept. of Trans. Housing & Urban Development and Related Agencies Grant Funding; Cameron Ave Complete Streets
Traffic Signal	\$800,000	Measure M, Capital Improvement Program Project No. 23010 (\$750,000 budgeted but \$800,000 is available)

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#### **Attachments**

Attachment No. 1- Traffic Study: Intersection Review of Citrus Street and Cameron Avenue

Attachment No. 2- Power Point Presentation

**CITY COUNCIL GOALS & OBJECTIVES:** Protect Public Safety  
Enhance City Image and Effectiveness



**TO:** West Covina Traffic Committee  
**FROM:** Traffic Engineering, Transtech Engineers, Inc.  
**DATE:** April 16, 2024  
**SUBJECT:** INTERSECTION REVIEW OF CITRUS STREET AND CAMERON AVENUE

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The purpose of this report is three-fold. To present the survey responses from residents present at the March 2023 Community Meeting and the December 2023 Traffic Committee Meeting and to look at ways to improve safety at the intersection of Citrus Street and Cameron Avenue, in particular outline Signal Warrants at this intersection and present the traffic data that was gathered. At the Community Meeting and Traffic Committee Meeting, residents were given the opportunity to express their concerns and opinions on safety measures previously installed at the Citrus Street and Cameron Avenue intersection as well as improvements that were completed along the street corridors of Cameron Avenue and Citrus Street. A summary of all comments received from Residents at both meetings is included in the report with resident survey comments in the Appendix. At the December 12, 2023, Traffic Committee Meeting a presentation was given on the data compiled at the study intersection in 2023 and the potential installation of a Traffic Signal at the intersection of Citrus Street and Cameron Avenue.

The signalization of this intersection is quite controversial with residents in support and those against the installation of a signal at this intersection. This report details factors related to the existing operation and safety at the intersection and the potential to improve these conditions. Volume thresholds as found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 4C in what is called Signal Warrants were reviewed. Meeting or exceeding Signal Warrants in itself does not require the installation of a signal. The CAMUTCD provides guidelines on when and where a signal should be considered. The installation of all traffic control devices on public streets are based on sound engineering judgement, conformity to standard engineering practices and guidelines as found in the CAMUTCD, Highway Design Manual, California Vehicle Code or other standards approved for use by the legislative body. The Warrant output, as well as resident comments, are now presented to the West Covina City Council who will make the final decision on improvements at this intersection. At the request of residents who attended the meetings above, draft traffic calming measures are also included in this report. In this case, a Road Diet on Cameron Avenue was determined to be the best way to reduce volume and speed along the Cameron Avenue corridor with or without a signal. The implementation of a road diet as a traffic calming measure along Cameron Avenue will need further study and brought before the Traffic Committee as well as residents for discussion and approval before bringing back to Council for a final decision. A Conceptual exhibit of a road diet is included in the Options section after the Signal Warrants. If a Road Diet is considered as a traffic calming measure than it is suggested that for Phase 1 the road diet limits would be between Hollenbeck Avenue and Barranca Street on Cameron Avenue.

#### **HISTORY OF TRAFFIC SAFETY IMPROVEMENTS AT CITRUS STREET AND CAMERON AVENUE**

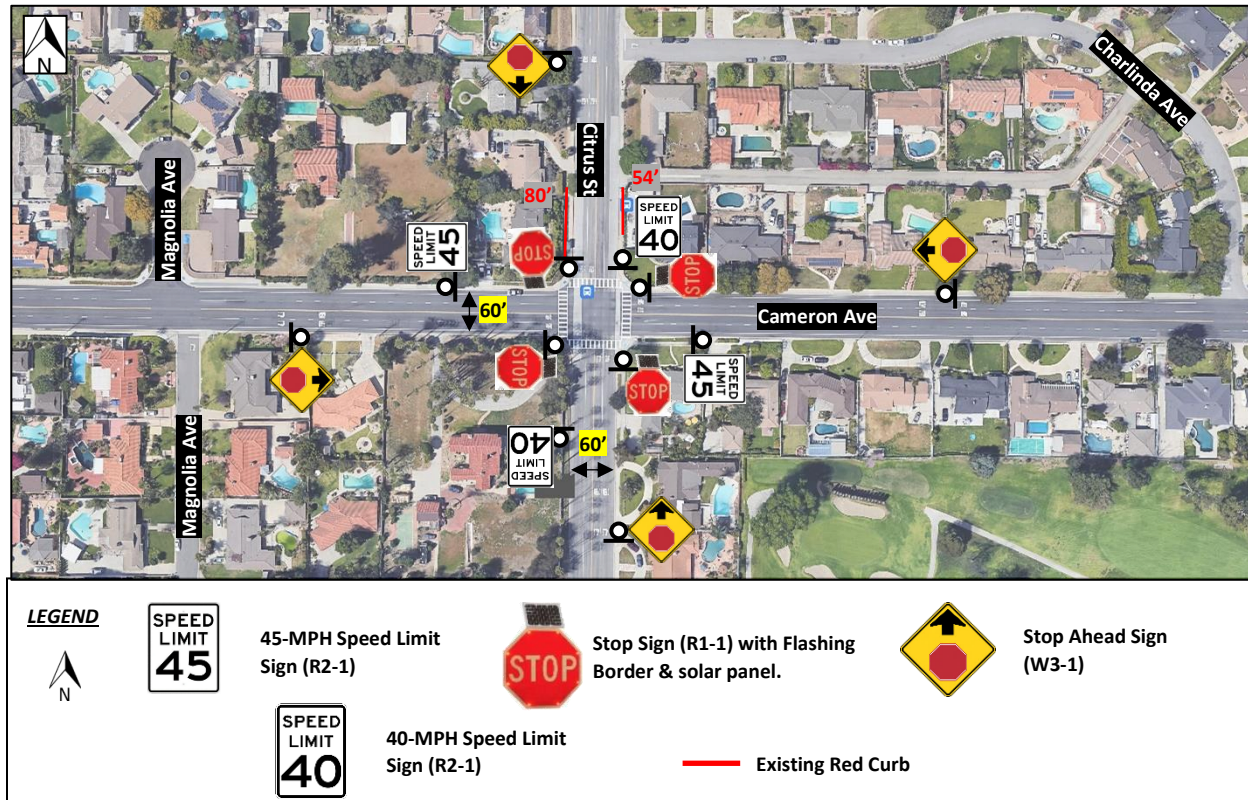


In early 2019, the City received requests to review the traffic operations at the stop-controlled intersection of Citrus Street and Cameron Avenue. As a result, City Staff along with the (former traffic consultant) held two public meetings to present the findings of the analysis at a Traffic Committee Meeting on June 11, 2019, and at a Community Workshop on August 13, 2019. At both meetings, City Staff discussed various options, which included the installation of a traffic signal to improve the intersection. A traffic signal warrant report was completed by Willdan Associates, a traffic consultant for the City. It was found that the intersection met the three volume warrants for signalization per CAMUTCD guidelines. At the community meetings many of the attending residents opposed the installation of a traffic signal and instead requested various other traffic calming and traffic safety improvements. At the request of City Council, a second comprehensive review was conducted for the intersection in response to community feedback. As part of this second review in 2020, the current contracted City Engineer (Transtech), conducted and collected additional vehicular and pedestrian data which included a peak hour turning movement count, collection of Average Daily Traffic (ADT), and a review of the collision history for the intersection of Citrus Street and Cameron Avenue. The information collected indicated that the intersection met volume warrants per CAMUTCD for a signal. During this time, California was experiencing the shutdown of schools and operations due to the pandemic. In March of 2020, a virtual community meeting was conducted that presented the new data as well as solicited community feedback for improvement measures. In August of 2020, the information was presented to City Council. City Council put consideration of a traffic signal on hold and approved the following traffic enhancements at the intersection of Citrus Street and Cameron Avenue and the Cameron Avenue corridor between Barranca Street and Hollenbeck Avenue. The following improvements were installed and are illustrated in **Figure 1**:

- 1) Installation of three (3) speed radar feedback signs. One in the EB direction on Cameron Avenue between Hollenbeck Street and Citrus Street, one in the WB Direction on Cameron Avenue between Citrus Street and Barranca Street, and one in the NB direction on Citrus Street north of Cortez Street (R2-1, 30x36)
- 2) Replacement of the existing faded STOP Ahead Warning Signs with new STOP Ahead Signs approaching the stop-controlled intersection of Citrus Street and Cameron Avenue (W3-1, 30x30).
- 3) Installation of STOP AHEAD pavement legends in each lane for all directions next to the STOP Ahead signs approaching the stop-controlled intersection of Citrus Street and Cameron Avenue.
- 4) Replacement of the existing STOP signs at Citrus Street and Cameron Avenue with oversized STOP signs with solar powered LED blinking lights (R-1, 36x36).
- 5) Installation of ALL WAY STOP plaques underneath the new STOP signs (R1-3P, 18x6).
- 6) Painting of the existing crosswalks at the intersection of Citrus Street and Cameron Avenue with white ladder striping in high visibility paint.
- 7) Installation of white side stripes for traffic calming on both sides of the street on Cameron Avenue between Hollenbeck Street to Barranca Street. This serves to narrow the roadway width and has been shown to reduce travel speeds.
- 8) Installation of Reduced Speed Limit Ahead signage (W3-5, 36x36) for NB traffic on Citrus Street south of Cortez Street.



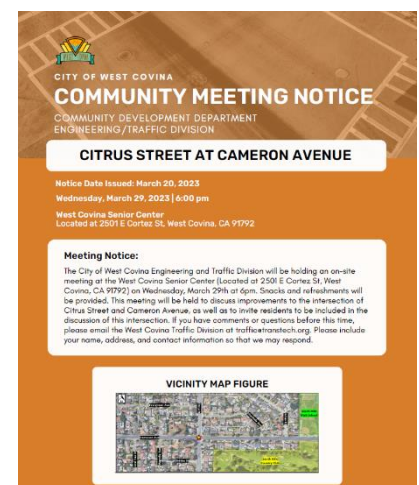
Figure 1: Existing 2023 Conditions at Cameron Avenue and Citrus Street



## SUMMARY OF MARCH 29, 2023 COMMUNITY MEETING

### INTRODUCTION

At the beginning of 2023, at the request of the City, the traffic division was asked to bring back the discussion of the installation of a Traffic Signal at the intersection of Citrus Street and Cameron Avenue. By 2023, streets were back to normal with schools all back in session and with the I-10 freeway finished with construction so cut thru traffic, due to the freeway, was normalized. In response to the request and on behalf of the City, engineering staff collected new traffic data in January of 2023. This data included an analysis of existing roadway conditions, the collection of average daily traffic (ADT) counts on a Thursday, Friday and Saturday, a 24-hour speed survey on a Thursday, Friday and Saturday, a peak hour turning movement count at the intersection, a pedestrian count at Citrus Street and Cameron Avenue, and a review of approximately 3 years of available collision data. Once all of the data was collected, a Community Meeting was held on Wednesday, March 29, 2023, at 6pm at the Cortez Senior Center.





Community members were able to discuss their concerns and provide input on potential improvements for the intersection at Cameron Avenue and Citrus Street and the street segment of Cameron Avenue between Azusa Avenue and Barranca Avenue. The purpose of the meeting was to provide background information regarding this area of West Covina, as well as address any resident concerns and public comments about the intersection and street segments. During the community meeting, Transtech presented the history of the intersection, previous improvements, and the results from the January 2023 traffic data collection effort.

The meeting was attended by 27 West Covina residents. 43 Notices were mailed out to houses within a 500' radius to Citrus Street and Cameron Avenue, in addition to emails sent to residents that had previously wanted to be notified. Additionally, the March 2023 Community Meeting date, time, and meeting location was announced during the February 2023 Traffic Committee meeting. During the



community meeting, residents were shown existing traffic conditions at the intersection of Citrus Street and Cameron Avenue as well as the Cameron Avenue Corridor between Azusa Avenue and Barranca Avenue. Based on the feedback the City has received from residents, the main concerns were identified based on studies conducted by the Traffic Engineering Division and community feedback from prior public meetings. From this feedback, the effectiveness of the changes and improvements made along Cameron Avenue

was discussed. Following the presentation of information and study findings from 2019 and 2023, as well as the discussion of recent improvements, the residents who attended the meeting were given the



opportunity to provide feedback to the city by filling out a survey, pinpointing problem areas on a map, and discussing concerns with City Employees at the meeting. The feedback collected from residents via a survey after the presentation prioritized resident's concerns and identified potential additional



improvements that residents would support at this intersection and along the corridor. All meeting participants were encouraged to fill out the survey, given out at one of the table stations at the meeting.





A list of resident concerns before upgrades at the intersection and segment included:

- Long queues during peak hours (AM, Afternoon school drop-off, and PM commute times)
- Pedestrian safety crossing at the intersection
- Broadside accidents in the intersection
- Visibility at the intersection
- Traffic volume at the intersection
- Maintain existing on-street parking
- Difficulty pulling out of their driveways

Since the 2019 initial review, several improvements have been made to Cameron Avenue between Hollenbeck Avenue and Barranca Avenue, as well as at the intersection of Cameron Avenue and Citrus Street. This included the installation of speed feedback signs, side stripes along the segment to visually narrow the roadway, a signal at Cameron Avenue and Barranca Avenue, and the installation of flashing stop signs at the intersection of Cameron Avenue and Citrus Street.

Upon asking the residents if the concerns brought to the City in 2019 were addressed, some residents at the 2023 Community Meeting agreed that the improvements made a difference along Cameron Avenue and at the Cameron Avenue and Citrus Street intersection. However, many residents who attended the meeting expressed that the improvements made from the initial review were not enough to fully address the issues in the area. The residents were asked to fill out a survey and explain how living in and traveling through this area regularly has changed as a result of the installed improvements, as well as to further explain the issues they believe are still present at Cameron Avenue at Citrus Street and along the corridors of Cameron Avenue and Citrus Street.

A total of 22 surveys were filled out and submitted to the City for review at this meeting. Most concerns included speeding along Cameron Avenue, and vehicles not obeying the stop control at the intersection of Cameron Avenue and Citrus Street. When asked to rank resident's safety concerns along Cameron Avenue, more than half of those responding listed speeding as their number one concern. The second



highest concern along Cameron Avenue was pedestrian safety at the intersection with Citrus Street. Residents were also asked to rank improvements added to the segment along Cameron Avenue, and most residents were satisfied with the recent signal installed at the intersection of Barranca Avenue and Cameron Avenue. Residents were the least satisfied with signage along Cameron Avenue, with a third of the survey responses requesting more signage and additional “Your Speed” feedback signs. The full results of the Community Surveys are summarized in **Table 1**.



**WEST COVINA COMMUNITY SURVEY**

NAME: \_\_\_\_\_ EMAIL: \_\_\_\_\_

CONTACT NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

Unit No. St. No. Street Town/City/Suburb State Zip Code Country

ADDRESS: \_\_\_\_\_

**INSTRUCTIONS**

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☐ Motor Vehicle

☐ Pedestrian

☐ Bicyclist

☐ Bus Rider

☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends

☐ Commuting to Work

☐ School

☐ Shopping

☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School

☐ Covina High School

☐ Mesa Elementary School

☐ Vine Elementary School

☐ Cameron Elementary School

☐ Hollencrest Middle School

☐ Christ Lutheran School

☐ College/University

☐ Other

☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety

☐ Veh's not obeying Stop Control

☐ Long Queues

☐ Long delays at Intersection

☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☐ Speeding

☐ # of Collisions

☐ Pedestrian Safety on Cameron

☐ Difficulty turning onto Cameron

☐ Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 2 3 4 5	Your Speed Feedback Signs	1 2 3 4 5	White Side Stripes	1 2 3 4 5	Flashing Stop Signs	1 2 3 4 5	Signal at Barranca	1 2 3 4 5	Additional Signage
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7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES	Medians on Cameron	YES	Bike Lanes on Cameron	YES	Buffered Bike Lanes on Cameron	YES	Reduced Lanes on Cameron	YES	Added Enforcement for Speeding
NO		NO		NO		NO		NO	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES	Signal at Citrus & Cameron	YES	Raised Crosswalks	YES	Lane Narrowing	YES	Advanced Flashing Beacon Signs	YES	Traffic Circle
NO		NO		NO		NO		NO	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





**Table 1. Survey Response Breakdown from Community Meeting, 3/29/2023**

	Vehicle	Pedestrian	Bicycle	Bus Rider	Other					
1. Mode of Transportation:	21	7	1	0	0					
	Visiting Family/Friends	Commuting to Work	School	Shopping	Resident on Cameron					
2. Main Reason for traveling on Cameron Avenue?	10	13	5	10	3					
	South Hills HS	Covina HS	Mesa Elem.	Vine Elem.	Cameron Elem.	Hollencrest MS	Christ Lutheran School	College/University	None	Other
3. If traveling on Cameron Avenue for school, which school are you visiting/attending?	5	0	2	0	0	0	0	0	13	Walnut Elem: 1; Bethany Church: 1
	Ped/Bike Safety	Veh's Not Obeying Stop Control	Long Queues	Long delays at intersection	Other	Other Items Listed:				
4. What is your main concern when traveling through the intersection of Cameron Avenue and Citrus Street?	9	10	4	5	7	Vehicle R-O-W, Speeding, Driveway Access, Traveling Home				
	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5					
5. Rank your safety concerns along Cameron Avenue:	# Checkmarks	# Checkmarks	# Checkmarks	# Checkmarks	# Checkmarks					
5a. Speeding	13	0	3	1	5					
5b. # of Collisions	0	2	0	2	7					
5c. Pedestrian Safety on Cameron	2	2	3	4	0					
5d. Difficulty Turning onto Cameron	6	1	2	2	5					
5e. Pedestrian Safety at Intersection	0	16	3	0	0					



**INTERSECTION REVIEW OF CITRUS STREET AND CAMERON AVENUE**

	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5					
6. Please rank the recent improvements made to Cameron Avenue with 1 being "most satisfied" and 5 being "not happy with the results"	# Checkmarks	# Checkmarks	# Checkmarks	# Checkmarks	# Checkmarks					
6a. Your Speed Feedback Signs	2	3	5	3	7					
6b. White Side Stripes	4	3	2	5	3					
6c. Flashing Stop Signs	8	3	5	2	0					
6d. Signal at Barranca Avenue	9	4	1	3	2					
6e. Additional Signage	1	3	5	3	6					
	Medians on Cameron Avenue		Bike Lanes on Cameron Avenue		Buffered Bike Lanes on Cameron Avenue		Reduced Lanes on Cameron		Added Enforcement for Speeding	
	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
7. What additional measures would you like the city to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue?	6	12	12	6	9	9	1	17	15	3
7a. Additional Measures/ Responses:	Stop Sign north of Cameron at Citrus, Access Driveway, Change/Reduce Speed Limit, Flashing Signage ahead of intersection, Additional Signage & Reflective Paint, More Speed Enforcement, No Signal at Citrus & Cameron									



**INTERSECTION REVIEW OF CITRUS STREET AND CAMERON AVENUE**

	Signal at Citrus & Cameron		Raised Crosswalks		Lane Narrowing		Advanced Flashing Beacon Signs		Traffic Circle	
	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
8. What additional measures would you like the city to consider on Citrus Street at Cameron Avenue?	7	12	11	6	3	16	16	4	4	15
			Maybe: 2							
8a. Additional Measures/ Responses:	Speed Bumps, More Signage, Lane Narrowing, Resident's Access to Driveway, Lower Speed Limit, Additional PD Enforcement along Cameron, Traffic Calming Measures, No signal at Cameron & Citrus									

Residents were also asked to place sticky notes with concerns along the Cameron Avenue and Citrus Street corridors as well as the Cameron Avenue and Citrus Street intersection. There were 17 comments posted on the aerial maps. The posted comments were:

1. Left turn signal on Hollenbeck and Cameron, fix signal timing
2. Refresh the Striping
3. Biking/Ped Crossing ahead sign
4. More Stop Warning Signs
5. Foothill Transit buses, line of sight, instead buses the issue
6. A signal would negatively affect entry in and out of my driveway, prefer speed humps, no traffic signal needed, speeding concerns
7. Illuminated crosswalk, crosswalk warning signs
8. Speeding while students are running within white striping
9. Light signals at Cameron/Citrus, speed humps on streets along Cameron from Barranca to Citrus.
10. Speeding on Cameron is out of control. Speed Limit of 45 MPH is too fast. Some hot rod and speeders reach 60 to 70 MPH. I live at corner house, Magnolia and Cameron.
11. Speeding, motor noise
12. Traffic signal to help monitor the crosswalk, dangerous to cross now for pedestrians, students from South Hills HS and West Covina HS track team running, etc. More traffic on Cameron since freeway construction has not decreased, so having a signal would at least calm the traffic. Enough that you can get out of the streets. Speeding on Cameron has not improved. Needs more police monitoring at night. A lot of it happens at night.
13. NO Traffic signal. More traffic calming measures on Cameron to reduce speed.
14. Speed limit needs to be reduced. Adding a traffic signal at Cameron and Citrus will increase speeds and cause fatalities
15. Corner barriers, enhanced signage, motorcycle registration

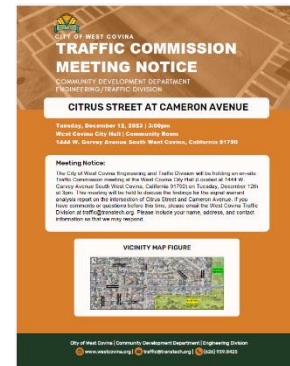


16. 1<sup>st</sup> driveway from N Citrus to E Cameron. If traffic light installed, "I will be killed by someone on green light turning right."
17. Concern of high speed between Citrus & Barranca, high speed daily, needs more traffic calming

The intersection of Cameron Avenue and Citrus Street was one of the most deliberated items at the meeting. Many residents discussed whether a signal should be installed at the intersection of Cameron Avenue and Citrus Street. 19 residents that attended the Community Meeting provided feedback on the potential for a signal to be installed. Of the 19 residents, 64% voted against a signal being installed at the intersection, with 36% of residents voting in favor of a signal being installed.

### **DECEMBER 12<sup>th</sup>, 2023 TRAFFIC COMMITTEE MEETING**

The Traffic Committee Notice was sent to 43 addresses as well as 22 residents via email who attended and left an email address to contact or emailed interest from the March 2023 Community meeting. The meeting was held on Tuesday, December 12<sup>th</sup>, 2023, at 3pm at City of West Covina City Hall Community Room. Of the notified residents, 15 signed the sign-in sheet at the Traffic Committee Meeting. Also in attendance was a representative for the City of West Covina Police Department, the Acting City of West Covina City Manager, A City of West Covina Council Member, the City of West Covina City Engineer, and various additional City of West Covina Traffic Division Staff.



The goal of this traffic committee meeting was to go over the comments received from the March 2023 Community meeting, present the Signal Warrant information, and hear resident feedback. A power point presentation was given to attendees that outlined all of the signal warrant data. This included the count data, collision data, and a signal warrant analysis. The data presented had determined the intersection of Citrus Street and Cameron Avenue had met 4 of the 9 warrants for the installation of a Traffic Signal. The warrants that were met include, Warrant 1 (8 Hour Volume), Warrant 2 (4 Hour Volume), Warrant 3 (Peak Hour Volume), Warrant 7 (Crash Experience). In addition to the discussion of the report finding, each resident in attendance was given the opportunity to fill out a comment card that listed their comments about the project results. The major question on the comment card asked residents whether they were for or against the installation of a

Traffic Signal, while also leaving space for residents to express their opinion on the Signal installation. The residents who were unable to attend the Traffic Committee meeting in person were given the opportunity to email in their comments to the Traffic Division. These comment cards and resident emails are attached at the end of the report in the appendix.

The result of this meeting was to forward the findings of the signal warrant analysis and resident feedback to City Council in order for a final decision to be made on the installation of a Traffic Signal located at Citrus Street and Cameron Avenue.



**2023 DATA COLLECTION****Figure 2. Vicinity Map, Cameron Avenue at Citrus Street****EXISTING CONDITIONS**

**Cameron Avenue:** Within the City of West Covina, Cameron Avenue is an east/west street that is considered a Minor Arterial Road based upon the California Road Systems Map by Caltrans<sup>1</sup>. Cameron Avenue has a posted speed limit of 45-MPH on both sides of the intersection with Citrus Street. Cameron Avenue is approximately 60-feet wide with two lanes in each direction with a solid yellow centerline with raised pavement markers (RPM's). Cameron Avenue also has 8-ft white side striping for visual roadway narrowing from Barranca Street to Hollenbeck Avenue. Parking along Cameron Avenue is allowed on both sides of the street, except where red curb is painted. There are existing crosswalks at all four legs of the intersection of Cameron Avenue and Citrus Street with white ladder striping marked on each leg. This section of Cameron Avenue runs through a single-family residential area and runs parallel to South Hills High School, located northeast of the intersection with Citrus Street.

**Citrus Street:** In the City of West Covina, Citrus Street is a north/south street that is considered a Minor Arterial Road based upon the California Road Systems Map by Caltrans<sup>1</sup>. Citrus Street has a posted speed limit of 40-MPH on both sides of the intersection with Cameron Avenue. Citrus Street is approximately 60-feet wide and has two lanes in each direction with a solid yellow centerline with raised pavement markers (RPM's). Parking is permitting on both sides of Citrus Street, except for areas marked with red curb. This section of Citrus Street runs through a single-family residential area and runs parallel to South Hills Country Club, located southeast of the intersection with Cameron Avenue.

**South Hills High School:** Within the City of West Covina, South Hills High School is located on the north side of Cameron Avenue to the east of Citrus Street. South Hills High School serves about 1,651 students

<sup>1</sup> <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>





in grades 9-12. School grounds are about 1,350' from the intersection. The regular bell schedules for students at South Hills High School are as follows: Normal Schedule, Monday through Friday – Start time: 8:30am, End time: 2:37pm - 3:33pm. Late Start Schedule, Monday through Friday – Start time: 9:50am, End time: 2:09pm - 2:47pm.

### PICTURE SUMMARY



Eastbound along Cameron Avenue approaching Citrus Street.



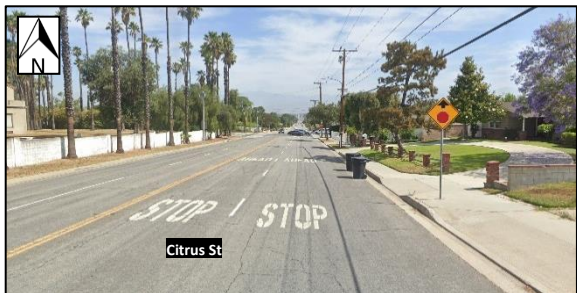
Eastbound along Cameron Avenue at intersection with Citrus Street.



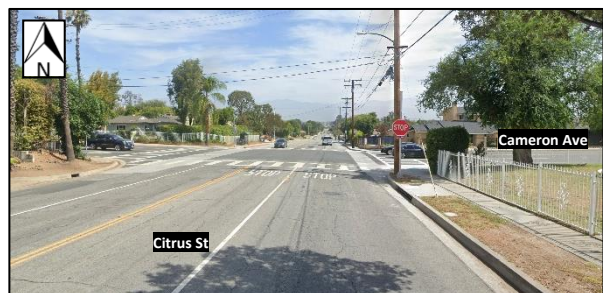
Westbound along Cameron Avenue approaching Citrus Street.



Westbound along Cameron Avenue at intersection with Citrus Street.



Northbound along Citrus Street approaching Cameron Avenue.



Northbound along Citrus Street at intersection with Cameron Avenue.





Southbound along Citrus Street approaching Cameron Avenue.



Southbound along Citrus Street at intersection with Cameron Avenue



### AVERAGE DAILY TRAFFIC (ADT)

As a part of the traffic study for Cameron Avenue and Citrus Street, Average Daily Traffic (ADT) counts were taken on three consecutive days, Thursday, January 19<sup>th</sup>, Friday, January 20<sup>th</sup>, and Saturday, January 21<sup>st</sup>, 2023. A summary of ADT data is shown in **Tables 2-4: Average Daily Traffic (ADT)**. The counts were taken when school was in session. See output sheets in the appendix.

<b>Table 2: AVERAGE DAILY TRAFFIC VOLUMES (1/19/2023) Thursday</b>			
<b>Location</b>	<b><i>Vehicles per Day (vpd)</i></b> <i>Thurs. 1/19/2023</i>	<b><i>Vehicles per Day (vpd)</i></b> <i>Thurs. 1/19/2023</i>	<b><i>Vehicles per Day (vpd)</i></b> <i>Thurs. 1/19/2023</i>
<b>E Cameron Ave Bet. S Coral Tree Dr &amp; S Montezuma Way</b>	<b><i>EB</i></b> 5,527	<b><i>WB</i></b> 5,649	<b><i>TOTAL</i></b> 11,176
<b>E Cameron Ave E/O S Citrus Street</b>	<b><i>EB</i></b> 5,431	<b><i>WB</i></b> 5,482	<b><i>TOTAL</i></b> 10,913
<b>S Citrus Street N/O E Cameron Ave</b>	<b><i>NB</i></b> 4,926	<b><i>SB</i></b> 4,957	<b><i>TOTAL</i></b> 9,883
<b>S Citrus Street S/O E Cameron Ave</b>	<b><i>NB</i></b> 3,160	<b><i>SB</i></b> 3,271	<b><i>TOTAL</i></b> 6,431

<b>Table 3: AVERAGE DAILY TRAFFIC VOLUMES (1/20/2023) Friday</b>			
<b>Location</b>	<b><i>Vehicles per Day (vpd)</i></b> <i>Friday 1/20/2023</i>	<b><i>Vehicles per Day (vpd)</i></b> <i>Friday 1/20/2023</i>	<b><i>Vehicles per Day (vpd)</i></b> <i>Friday 1/20/2023</i>
<b>E Cameron Ave Bet. S Coral Tree Dr &amp; S Montezuma Way</b>	<b><i>EB</i></b> 5,851	<b><i>WB</i></b> 5,586	<b><i>TOTAL</i></b> 11,437
<b>E Cameron Ave E/O S Citrus Street</b>	<b><i>EB</i></b> 5,707	<b><i>WB</i></b> 5,454	<b><i>TOTAL</i></b> 11,161
<b>S Citrus Street N/O E Cameron Ave</b>	<b><i>NB</i></b> 5,533	<b><i>SB</i></b> 5,157	<b><i>TOTAL</i></b> 10,690
<b>S Citrus Street S/O E Cameron Ave</b>	<b><i>NB</i></b> 3,399	<b><i>SB</i></b> 3,385	<b><i>TOTAL</i></b> 6,784





<b>Table 4: AVERAGE DAILY TRAFFIC VOLUMES (1/21/2023) Saturday</b>			
<b>Location</b>	<b>Vehicles per Day (vpd) Saturday 1/21/2023</b>	<b>Vehicles per Day (vpd) Saturday 1/21/2023</b>	<b>Vehicles per Day (vpd) Saturday 1/21/2023</b>
<b>E Cameron Ave Bet. S Coral Tree Dr &amp; S Montezuma Way</b>	<b>EB</b> 4,454	<b>WB</b> 4,257	<b>TOTAL</b> 8,711
<b>E Cameron Ave E/O S Citrus Street</b>	<b>EB</b> 3,824	<b>WB</b> 3,828	<b>TOTAL</b> 7,652
<b>S Citrus Street N/O E Cameron Ave</b>	<b>NB</b> 4,518	<b>SB</b> 4,615	<b>TOTAL</b> 9,133
<b>S Citrus Street S/O E Cameron Ave</b>	<b>NB</b> 2,863	<b>SB</b> 3,059	<b>TOTAL</b> 5,922

The total number of vehicles traveling along this area of Cameron Avenue and Citrus Street was compared over the 3-day period that counts were collected. The data comparing the total number of vehicles traveling along Cameron Avenue and Citrus Street is shown below in **Table 5**.

<b>Table 5: COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES BY DAY</b>			
<b>Location</b>	<b>Vehicles per Day (vpd) Thursday 1/19/23</b>	<b>Vehicles per Day (vpd) Friday 1/20/2023</b>	<b>Vehicles per Day (vpd) Saturday 1/21/2023</b>
<b>E Cameron Ave Bet. S Coral Tree Dr &amp; S Montezuma Way</b>	11,176	11,437	8,711
<b>E Cameron Ave E/O S Citrus Street</b>	10,913	11,161	7,652
<b>S Citrus Street N/O E Cameron Ave</b>	9,883	10,690	9,133
<b>S Citrus Street S/O E Cameron Ave</b>	6,431	6,784	5,922

Based on the total number of vehicles observed over a 3-day period, it was determined that Friday, 1/20/2023 had the highest number of vehicles traveling along each section observed along Cameron Avenue and Citrus Street.

### **SPEED SURVEY**

To assess the speed at which vehicles were traveling along East Cameron Avenue to the west and east of Citrus Street as well as on Citrus Street north and south of Cameron Avenue, speed samples were taken over a 72-hour period on the same three consecutive days, January 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup>, 2023. **Tables 6, Table 7, and Table 8** below shows the speed survey results. See Attachments in the appendix.



**Table 6: 2023 Speed Survey on Cameron Avenue (Thursday, January 19, 2023)**

Location	Dir. Of Travel	Date/Time of Survey	85%ile Speed	Posted Limit MPH
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way	EB/WB	1/19/2023	49	45
E Cameron Ave E/O S Citrus Street	EB/WB	1/19/2023	45	45
S Citrus Street N/O E Cameron Ave	NB/SB	1/19/2023	39	40
S Citrus Street S/O E Cameron Ave	NB/SB	1/19/2023	32	40

**Table 7: Speed Survey on Cameron Avenue (Friday, January 20, 2023)**

Location	Dir. Of Travel	Date/Time of Survey	85%ile Speed	Posted Limit MPH
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way	EB/WB	1/20/2023	49	45
E Cameron Ave E/O S Citrus Street	EB/WB	1/20/2023	45	45
S Citrus Street N/O E Cameron Ave	NB/SB	1/20/2023	39	40
S Citrus Street S/O E Cameron Ave	NB/SB	1/20/2023	32	40

**Table 8: 2023 Speed Survey on Cameron Avenue (Saturday, January 21, 2023)**

Location	Dir. Of Travel	Date/Time of Survey	85%ile Speed	Posted Limit MPH
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way	EB/WB	1/21/2023	49	45
E Cameron Ave E/O S Citrus Street	EB/WB	1/21/2023	46	45
S Citrus Street N/O E Cameron Ave	NB/SB	1/21/2023	40	40
S Citrus Street S/O E Cameron Ave	NB/SB	1/21/2023	32	40

The speed of vehicles traveling along this area of Cameron Avenue and Citrus Street was compared over the same 3-day period that counts were collected is shown below in **Table 9**.



Table 9: COMPARISON OF SPEED SURVEY DATA BY DAY			
Location	85 <sup>th</sup> ile Speed (MPH) <i>Thursday 1/19/23</i>	85 <sup>th</sup> ile Speed (MPH) <i>Friday 1/20/2023</i>	85 <sup>th</sup> ile Speed (MPH) <i>Saturday 1/21/2023</i>
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way	49	49	49
E Cameron Ave E/O S Citrus Street	45	45	46
S Citrus Street N/O E Cameron Ave	39	39	40
S Citrus Street S/O E Cameron Ave	32	32	32

The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of vehicles travel.

To check volume and speed an additional segment and speed count was taken west of Cameron Avenue between Coral Tree Drive and Montezuma Way on Thursday September 7<sup>th</sup>, 2023, and Saturday September 9, 2023. **Table 10** presents the comparison data. See attachments in the appendix for the September 7, 2023, and September 9, 2023, ADT (Average Daily Traffic) Counts and 24-hour Speed Survey Counts.

Table 10: COMPARISON OF ADT AND SPEED BY DAY					
Location	Vehicles per Day (vpd) <i>Thursday 1/19/23</i>	Vehicles per Day (vpd) <i>Friday 1/20/2023</i>	Vehicles per Day (vpd) <i>Saturday 1/21/2023</i>	Vehicles per Day (vpd) <i>Thursday 9/7/23</i>	Vehicles per Day (vpd) <i>Saturday 9/9/23</i>
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way – West of Citrus Street	11,176	11,437	8,711	12,661	9,212
	85 <sup>th</sup> ile Speed (MPH) <i>Thursday 1/19/23</i>	85 <sup>th</sup> ile Speed (MPH) <i>Friday 1/20/2023</i>	85 <sup>th</sup> ile Speed (MPH) <i>Saturday 1/21/2023</i>	85 <sup>th</sup> ile Speed (MPH) <i>Thursday 9/7/2023</i>	85 <sup>th</sup> ile Speed (MPH) <i>Saturday 9/9/2023</i>
	49	49	49	50	50

As seen in **Table 10** in September 2023, the amount of vehicles traveling on Cameron Avenue west of Citrus Street slightly increased which shows a normal fluctuation in traffic on any given week (increase of 9%). Speeds were also higher than in January 2023, which could indicate that motorists are getting used to the existing traffic calming measures along the segment (Your Speed Signs and side stripes).



### PEAK HOUR TURNING MOVEMENT COUNT

To determine the type of turning movements encountered at the intersection of East Cameron Avenue and South Citrus Street, traffic counts were taken at this intersection during typical commute hours of 7-9 AM, 1:30-3:30 PM, and 5-7 PM on January 26<sup>th</sup>, 2023. **Figures 3, 4, and 5** depict the highest peak 1 hour of vehicles that travelled through the intersection during peak hours. See Attachments in the appendix.

**Figure 3** below shows the highest 1 hour (7:45-8:45 AM) in the Morning (AM) Peak hours of 7:00-9:00AM at the intersection of East Cameron Avenue and South Citrus Street.

**Figure 4** below shows the highest 1 hour (2:30-3:30 PM) in the Afternoon (AFT) Peak hours of 1:30-3:30PM at the intersection of East Cameron Avenue and South Citrus Street.

**Figure 5** below shows the highest 1 hour (5:00-6:00 PM) in the Evening (PM) Peak hours of 5:00-7:00PM at the intersection of East Cameron Avenue and South Citrus Street.

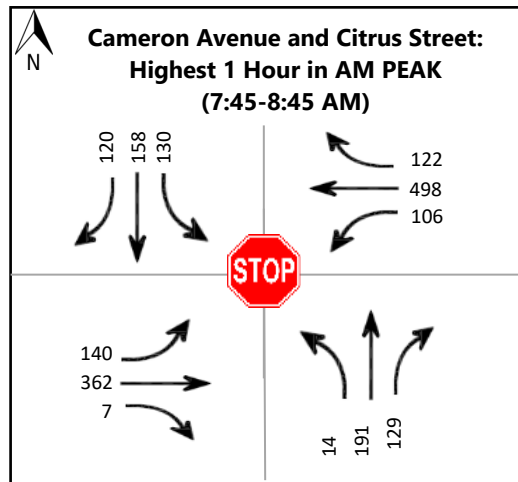


Figure 3: AM Peak Hour Count 7:45-8:45 AM

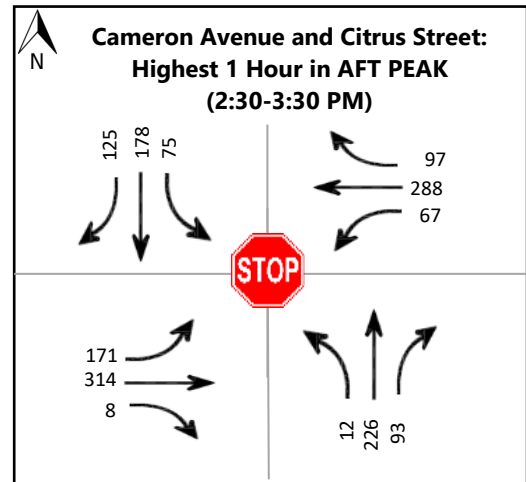


Figure 4: AFT Peak Hour Count 2:30-3:30 PM

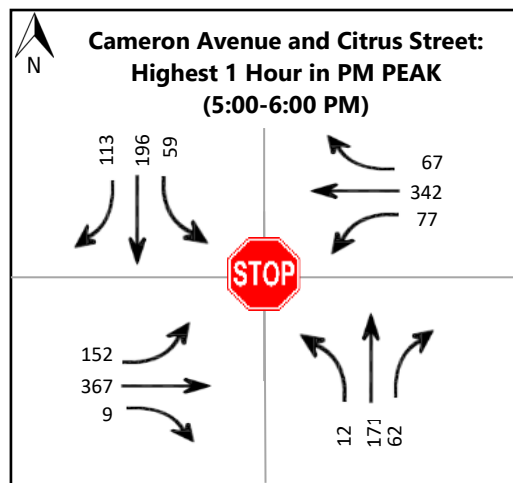


Figure 5: PM Peak Hour Count 5:00-6:00 PM



## PEDESTRIAN COUNTS

Pedestrian counts were conducted at the intersection of Cameron Avenue and Citrus Street, to determine the number of people using the crosswalk at all four legs of the intersection. The counts were conducted on Thursday, January 26, 2023, during the hours of 7:00am to 9:00am, 1:30pm to 3:30pm, and 5:00pm to 7:00pm. Pedestrians were classified as either Adult or School Age (teenage and younger). Detailed pedestrian counts can be found in the Attachments. **Table 11** shows the number of pedestrians crossing the studied intersection by hour on Thursday, January 26, 2023. All legs of this intersection have marked crosswalks.

<b>Table 11: Pedestrian Count at Cameron Avenue and Citrus Street</b>								
	<b>North Leg</b>		<b>South Leg</b>		<b>East Leg</b>		<b>West Leg</b>	
<b>Field Observations</b>	<b>Adults</b>	<b>School Age</b>	<b>Adults</b>	<b>School Age</b>	<b>Adults</b>	<b>School Age</b>	<b>Adults</b>	<b>School Age</b>
<b>7:00am-8:00am</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>8:00am-9:00am</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>
<b>1:30pm-2:30pm</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>2:30pm-3:30pm</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>5:00pm-6:00pm</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>6:00pm-7:00pm</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Total Pedestrians</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>0</b>

## COLLISION HISTORY

A Collision History Analysis was conducted for the subject segment. Collision data was obtained from the computerized collision records system maintained by the State of California called the Statewide Integrated Traffic Records Systems (SWITRS)<sup>2</sup> as well as West Covina Police Department records. An analysis was conducted of all available and recorded collisions that occurred at the intersection of East Cameron Avenue and South Citrus Street. The collision analysis was conducted over a 3-year period between January 2021 to the most recent available collision data, December 2023. This does not include those collisions that may have occurred where no police report was filed. Based on the information provided, a summary breakdown of the number of collisions at the intersection is shown below in **Table 12**:

**2023:** 5 collisions

**2022:** 3 collisions

**2021:** 3 collisions

<sup>2</sup> SWITRS: <https://iswitr.chp.ca.gov/Reports/jsp/index.jsp>



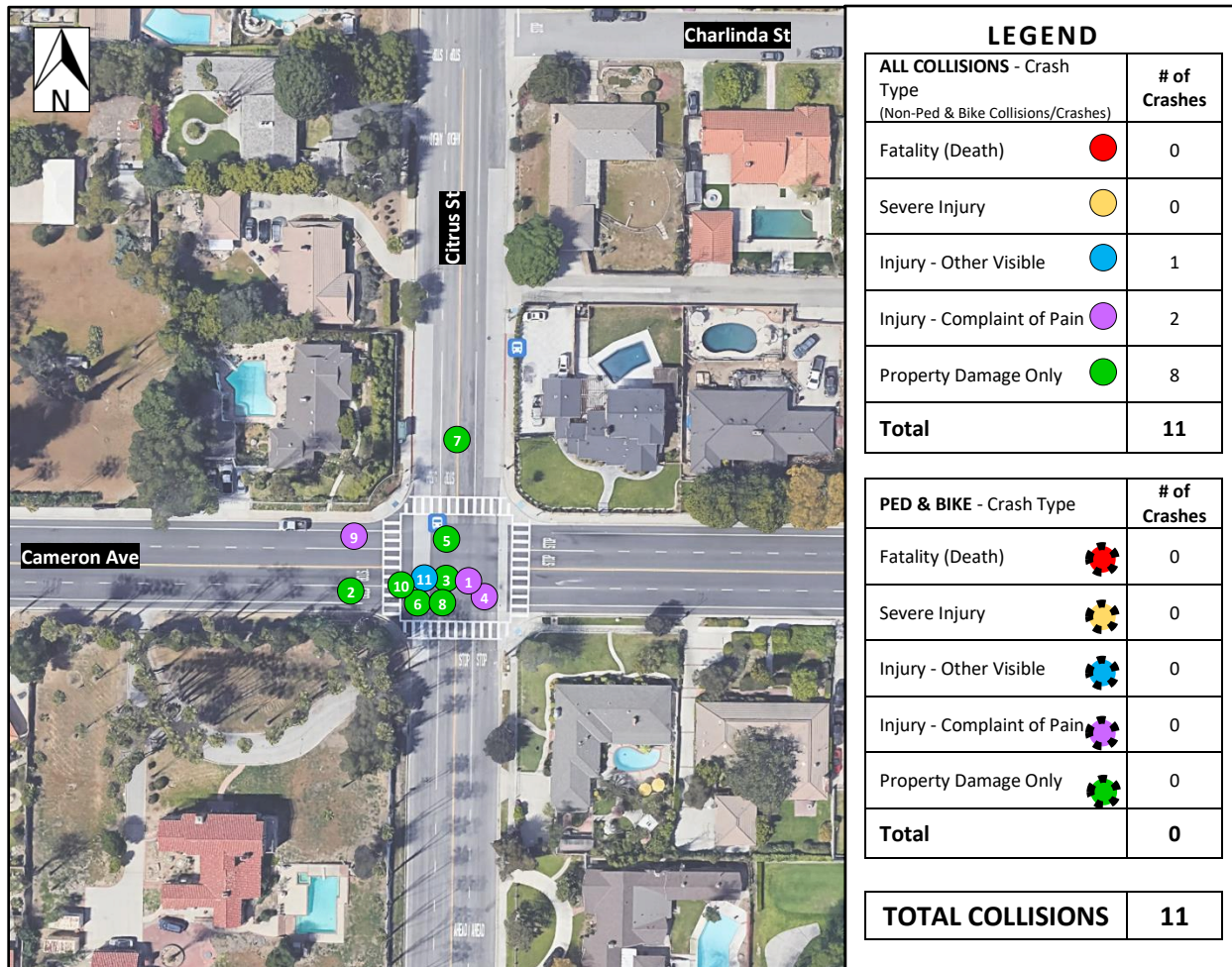
**TOTAL : 11 Collisions**

**Table 12: Collision History for East Cameron Avenue and South Citrus Street**

ID #	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collision Factor and Detail Descriptions	Primary Collision Factor	# Inj
1	05/20/23	CAMERON AVE	CITRUS ST	0	16:32	SAT	DAYLIGHT	BROADSIDE	4	OTHER MV	EB THRU VEH HIT NB THRU VEH	STOP SGN SIG	2
2	11/17/23	CAMERON AVE	CITRUS ST	15'W	18:15	FRI	DARK-ST	REAR END	5	OTHER MV	EB THRU VEH HIT EB STOPPED VEH	DRVR ALC/DRG	0
3	2/8/2023	CAMERON AVE	CITRUS ST	0	14:00	WED	DAYLIGHT	BROADSIDE	5	OTHER MV	WB LFT TURN MV HIT EB THRU MV	R-O-W AUTO	0
4	4/18/2023	CAMERON AVE	CITRUS ST	0	5:52	TUE	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	STOP SGN SIG	0
5	5/20/2023	CAMERON AVE	CITRUS ST	0	16:32	SAT	DAYLIGHT	BROADSIDE	4	OTHER MV	EB THRU MV HIT NB TRU MV	STOP SGN SIG	2
6	7/5/2022	CAMERON AVE	CITRUS ST	0	12:47	TUE	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	STOP SGN SIG	0
7	1/20/2022	CITRUS ST	CAMERON AVE	38' N	12:35	THU	DAYLIGHT	REAR END	5	OTHER MV	SB THRU MV HIT NB STOPPED MV	UNSAFE SPEED	0
8	5/9/2022	CITRUS ST	CAMERON AVE	0	15:56	MON	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	R-O-W AUTO	0
9	6/9/2021	CAMERON AVE	CITRUS ST	21' W	17:22	WED	DAYLIGHT	REAR END	4	OTHER MV	EB THRU SLOWING MV HIT EB STOPPED MV	UNSAFE SPEED	1
10	12/8/2021	CAMERON AVE	CITRUS ST	0	14:16	WED	DAYLIGHT	BROADSIDE	5	OTHER MV	WB THRU MV HIT SB THRU MV	STOP SGN SIG	0
11	1/24/2021	CITRUS ST	CAMERON AVE	0	21:17	SUN	DARK-ST	BROADSIDE	3	OTHER MV	SB THRU MV HIT WB THRU MV	R-O-W AUTO	2



Figure 6: Collision Diagram at Cameron Avenue and Citrus Street





### **TRAFFIC SIGNAL WARRANT ANALYSIS**

TRAFFIC SIGNAL WARRANTS: Are based on Traffic Counts and collision data gathered for East Cameron Avenue and South Citrus Street. Warrants are based on counts collected on Thursday, January 19, 2023, Friday, January 20, 2023, and Saturday, January 21, 2023. Warrants were conducted on multiple days in order to determine if warrants would still be met during a typical weekday vs Saturday traffic conditions. Traffic Signal Warrant worksheets are included as Attachments at the end of this document.

When determining if an intersection should be considered for signalization, an engineering study that includes existing traffic conditions, pedestrian characteristics, and physical characteristics of the location is completed to determine whether installation of a traffic control signal is justified or warranted. The investigation of the need for a traffic control signal includes an analysis of factors related to existing operation and safety at the study location and the potential of a signal to improve safety. In this case the number of broadside collisions has been reduced compared to (2019 and 2020) with the introduction of Flashing Stop Signs; however, from residents comments a large percentage of vehicles are coasting thru and not obeying the right of way at the intersection. This is also seen in residents perceiving the intersection to be not as safe for pedestrians crossing at the intersection.

All installation of official traffic control is guided by the CAMUTCD Section 4C which outlines thresholds that should be met before the installation of a signal is to be considered, along with guidelines from the CVC and engineering judgement which bases its decision on a thorough field review of existing roadway characteristics and data collected.

It is important to install official traffic control devices only when they are warranted or justified. Per CAMUTCD Section 4B.03 Advantages and Disadvantages of Traffic Control Signals, it is stated that when properly used, traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. They assign the right-of-way to the various traffic movements and thereby profoundly influence traffic flow. The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal<sup>3</sup>. A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection. A traffic control signal should not be installed if it will seriously disrupt progressive traffic. When traffic control signals are installed at will without justification or on engineering judgment, they can result in one or more of the following:

- Excessive delay,
- Excessive disobedience of the signal indications,
- Increased use of less adequate routes as road users attempt to avoid the traffic control signals, and
- Significant increases in the frequency of collisions (especially rear-end collisions).

### **TRAFFIC SIGNAL WARRANT DISCUSSION**

The California Manual on Uniform Traffic Control Devices (CAMUTCD) lists 9 warrants for evaluating traffic signals:

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<sup>3</sup> CAMUTCD Section 4C.01: Studies and Factors for Justifying Traffic Control Signals.





- Warrant 1, Eight-hour vehicular volume
- Warrant 2, Four-hour vehicular volume
- Warrant 3, Peak hour vehicular volume
- Warrant 4, Pedestrian volume
- Warrant 5, School crossing
- Warrant 6, Coordinated signal system
- Warrant 7, Crash experience
- Warrant 8, Roadway network
- Warrant 9, Intersection near a grade crossing

The first three warrants are generally the most used and easiest to collect the necessary data (traffic counts). Other warrants can usually be ruled out if not applicable to a specific intersection under review.

**Warrant 1** is the **Eight-Hour Vehicular Volume Warrant** and consists of two different conditions that can be met for the warrant to be satisfied. The Minimum Vehicle Volume warrant, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason for consideration of signal installation. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where traffic volume on a major street is so heavy that the traffic on a minor intersection street suffers excessive delay or conflict in entering or crossing the major street. The California MUTCD also states that an intersection can be analyzed at a 70% reduction factor if the major street has a critical speed or 85<sup>th</sup> % over 40 MPH. The major street, Cameron Avenue, has a posted speed of 45 mph, with critical speed (85th percentile speeds) at 49. Therefore, the 70% reduction factor was used in determining if minimum volume thresholds were met. (CAMUTCD Section 4C.01).

**Warrant 2** is the **Four-Hour Vehicular Volume Warrant** and is intended to be applied where the volume of intersection traffic is the principal reason to consider installing a traffic control signal. The warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 4 hours (any four 1-hour periods) of an average day falls above the curve shown on Exhibits 4C-1 and 4C-2 for any of the existing combination of approach lanes. In this case as well since the 85<sup>th</sup>% speed on Cameron Avenue was higher than 40 mph the 70% threshold was used.

**Warrant 3** is the **Peak Hour Warrant** and consists of two parts. The need for a traffic control signal shall be considered if either Part A or Part B is satisfied. The Peak Hour warrant is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. Part A of this warrant is satisfied when the delay experienced by the traffic on the minor street exceeds four vehicle-hours, the volume on the minor street exceeds 150 vehicles per hour and the total volume entering the intersection exceeds 650 vehicles per hour. Part B of this warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the curve shown on Exhibits 4C-3 and 4C-4 for the existing combination of approach lanes. From Exhibits 4C-3 the lower threshold volume for a minor street approach with two lanes is 100 vehicles per hour. Cameron Avenue has a posted speed of 45 mph, with critical speed (85th percentile speeds) exceeding 40 mph so, the 70% reduction factor was used in determining if minimum volume thresholds were met.



**Warrant 4** is the **Pedestrian Volume Warrant**. The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. There are two parts that can satisfy the warrant, part A and part B. Since the intersection is all-way stop controlled with marked crosswalks this warrant is not applicable.

**Warrant 5** is the **School Crossing Warrant**. The School Crossing warrant is intended for application where school children, grades K-8, cross the major street is the principal reason for installing a traffic signal. The intersection of Cameron Avenue and Citrus Street is approximately 1,300-feet west of South Hills High School, which serves students between grades 9-12. The intersection of Cameron Avenue and Citrus Street is a stop-controlled intersection, and this warrant is specific for intersections that are not stop-controlled near a school. This warrant is not applicable.

**Warrant 6** is the **Coordinated Signal System Warrant** and is intended to maintain proper platooning of vehicles. This warrant is satisfied if the distance to adjacent signalized intersections is greater than 1,000 feet and these adjacent signals do not provide adequate platooning and a proposed traffic control signal will provide a progressive signal operation. This warrant is not applicable since it is all-way stop controlled.

**Warrant 7** is the **Crash Experience Warrant** and is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. To satisfy this warrant, 5 or more reported collisions susceptible to correction by a traffic signal should occur within a 12- month period. The collision data collected was from January 2021 to December 2023 (most recent available data). The data showed that there were 0 collisions in 2020, 3 collisions in 2021, 3 in 2022, and 5 reported collisions in 2023.

**Warrant 8** is the **Roadway Network Warrant** and is intended to encourage concentration and organization of traffic flow on a roadway network. This warrant is applicable if the peak hour volumes of all approaches are greater than 1000 vehicles per hour to satisfy the first part of the warrant. Since this intersection is all-way stop controlled, this warrant is not applicable.

**Warrant 9** is the **Intersection Near a Grade Crossing warrant** and is intended for use when signal Warrants 1 through 8 are not met, but the proximity of a grade crossing is the principal reason to installing a traffic control signal. There is no grade crossing in proximity to the Cameron Avenue and Citrus Street intersection, so this warrant is not applicable.

Signal Warrants as defined in the CAMUTCD Section 4C, are based on counts conducted on three different consecutive days at the intersection. Counts were conducted on three different days in order to determine whether or not the intersection of Cameron Avenue and Citrus Street meets or exceeds Warrants to recommend installation of a traffic signal at the intersection. Only one of the nine traffic signal warrants must be met to be warranted for a traffic signal. A summary is shown in **Table 13** below. The full warrant sheets are included in the appendix.



<b>Table 13: Summary of Intersection Warrants</b>			
	<b>Thursday, 1/19/2023</b>	<b>Friday, 1/20/2023</b>	<b>Saturday, 1/21/2023</b>
Warrant CAMUTCD Section 4C	<b><i>Warrant Was Met Based on Volume for Each Day</i></b>	<b><i>Warrant Was Met Based on Volume for Each Day</i></b>	<b><i>Warrant Was Met Based on Volume for Each Day</i></b>
Traffic Signal Warrant 1, Eight-Hour Vehicular Volume	YES	YES	YES
Traffic Signal Warrant 2, Four-Hour Vehicular Volume	YES	YES	YES
Traffic Signal Warrant 3, Peak Hour	YES	YES	YES
Traffic Signal Warrant 4, Pedestrian Volume	NO	NO	NO
Traffic Signal Warrant 5, School Crossing	N/A	N/A	N/A
Traffic Signal Warrant 6, Coordinated Signal System	NO	NO	NO
Traffic Signal Warrant 7, Crash Experience	YES	YES	YES
Traffic Signal Warrant 8, Roadway Network	N/A	N/A	N/A
Traffic Signal Warrant 9, Intersection Near a Grade Crossing	N/A	N/A	N/A

As shown in the table above, signal **Warrants 1, 2 and 3 and 7** were all met for all three days when count data was collected at the intersection of Cameron Avenue and Citrus Street. However, the other warrants for **Warrant 4, 5, 6, 8 and 9** were not met or were not applicable at the intersection. The signal warrant data sheets are included in the appendix of this report.

The report determined that Warrant 1 Eight Hour Vehicular Volume was met, Warrant 2 Four-Hour Vehicular Volume, Warrant 3 Peak Hour Vehicular Volume and Warrant 7 Crash Experience were met. Warrant 7 at the time of the Traffic Committee meeting did not meet. Since the meeting, additional collision data was available which included 2 more crashes at the intersection. Due to 5 collisions occurring at the intersection within 2023, the crash experience warrant was then met. All of the warrants were conducted using Thursday, Friday as well as Saturday data and it was found that the volume warrants were met on each day.

Signals provide for the orderly movement of conflicting flows by alternately assigning right-of-way to various traffic movements. They may interrupt extremely heavy flows to permit the crossing of minor movements that could not otherwise move safely through an intersection.

When properly timed, a traffic signal increases the traffic handling capacity of an intersection, and when installed under conditions that justify its use, a signal is a valuable device for improving the safety and efficiency of both pedestrian and vehicular traffic. In particular, signals may reduce certain types of accidents, most notably right-angle (broadside) collisions (Highway Safety Manual, Table 14-7 Potential



Crash Effect of Converting from Stop to Signal Control). But as mentioned earlier the satisfaction of signal warrants does not require the installation of a traffic signal.

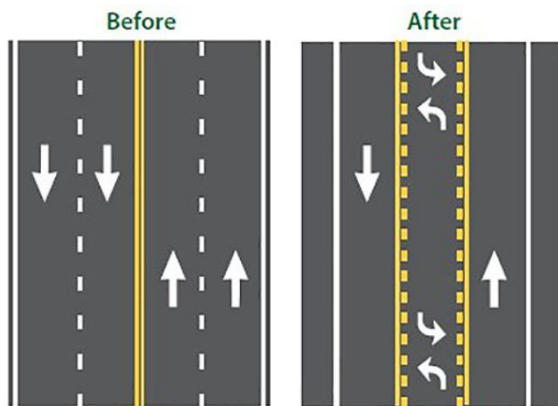
### **CITY COUNCIL ACTION ITEM OPTIONS**

1. No signal Installation – With Road Diet
2. Signal Installation – With Road Diet
3. Signal Installation – No Road Diet

#### **Option 1: No Signal Installation – With Road Diet**

If Option 1 is chosen, the City will utilize a Road Diet as a traffic calming measure on Cameron Avenue between Hollenbeck Avenue and Barranca Street. The intersection will remain as All-Way Stop controlled but will have an exclusive left turn lane and short right turn lane for EB and WB Cameron Avenue with the road diet.

Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects. Traffic calming reduces automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. The importance of reducing vehicle speeds cannot be overstated in an area where there is potential for conflict between a pedestrian and a motor vehicle. The slower the speed of the motor vehicle, the greater the chances are for survival for the pedestrian. Due to resident comments denoting that the previously installed traffic calming measures not being fully effective, it is recommended within this option to install a road diet.



A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes. The most common application is the conversion of an undivided four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane. The reduction in the number of lanes permits the inclusion of facilities for other uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking. Safety benefits seen are from reduced vehicle speeds

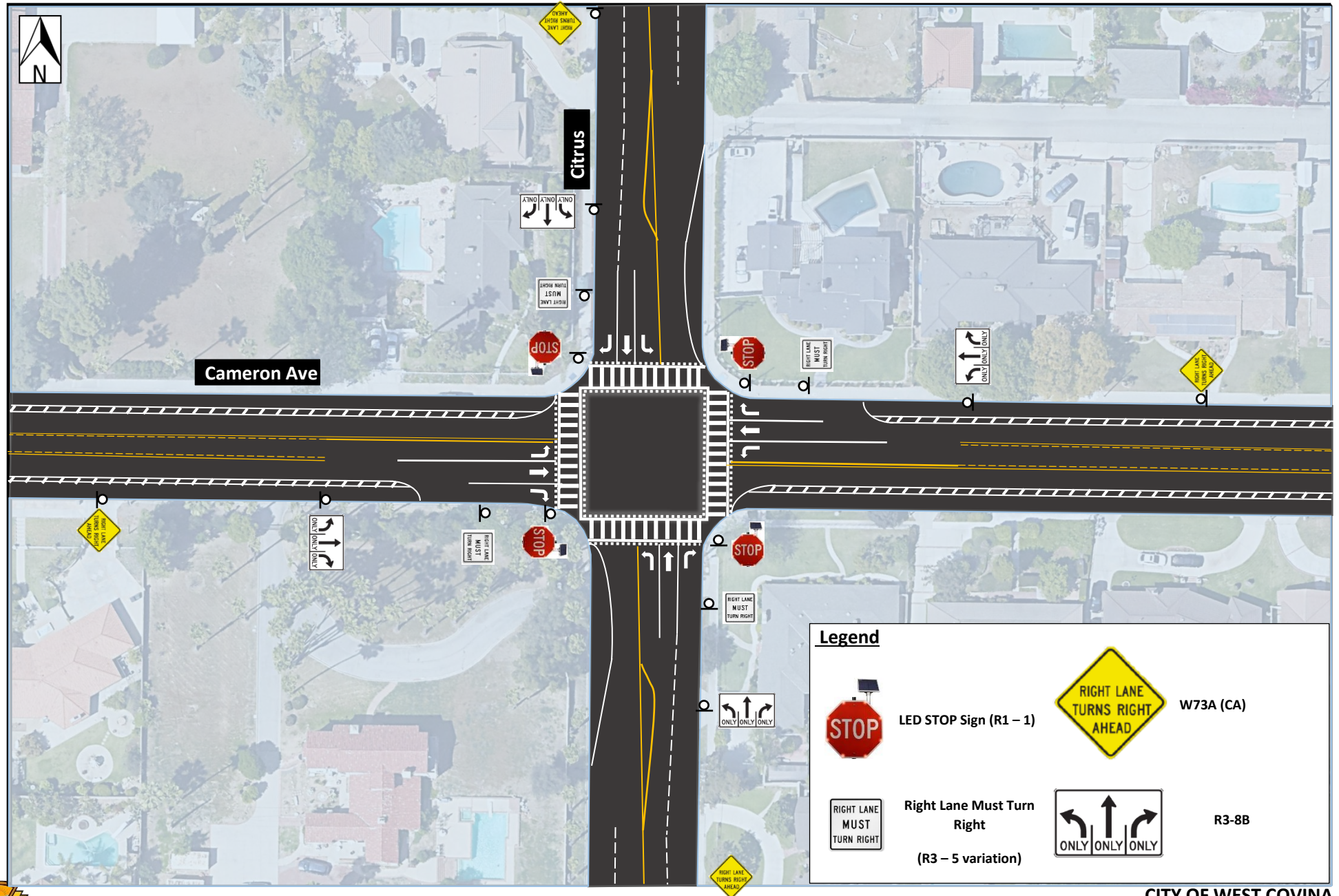
and from moving of left turning vehicles out of a through travel lane. If chosen, further analysis will need to be conducted in order to design a more accurate representation of existing roadway conditions and recommended measures at each major controlled intersection such as Hollenbeck Avenue, Barranca Street and Citrus Street.

See below for a conceptual exhibit of Option 1. As well as a sample conceptual exhibit of a Road Diet on Cameron Avenue.



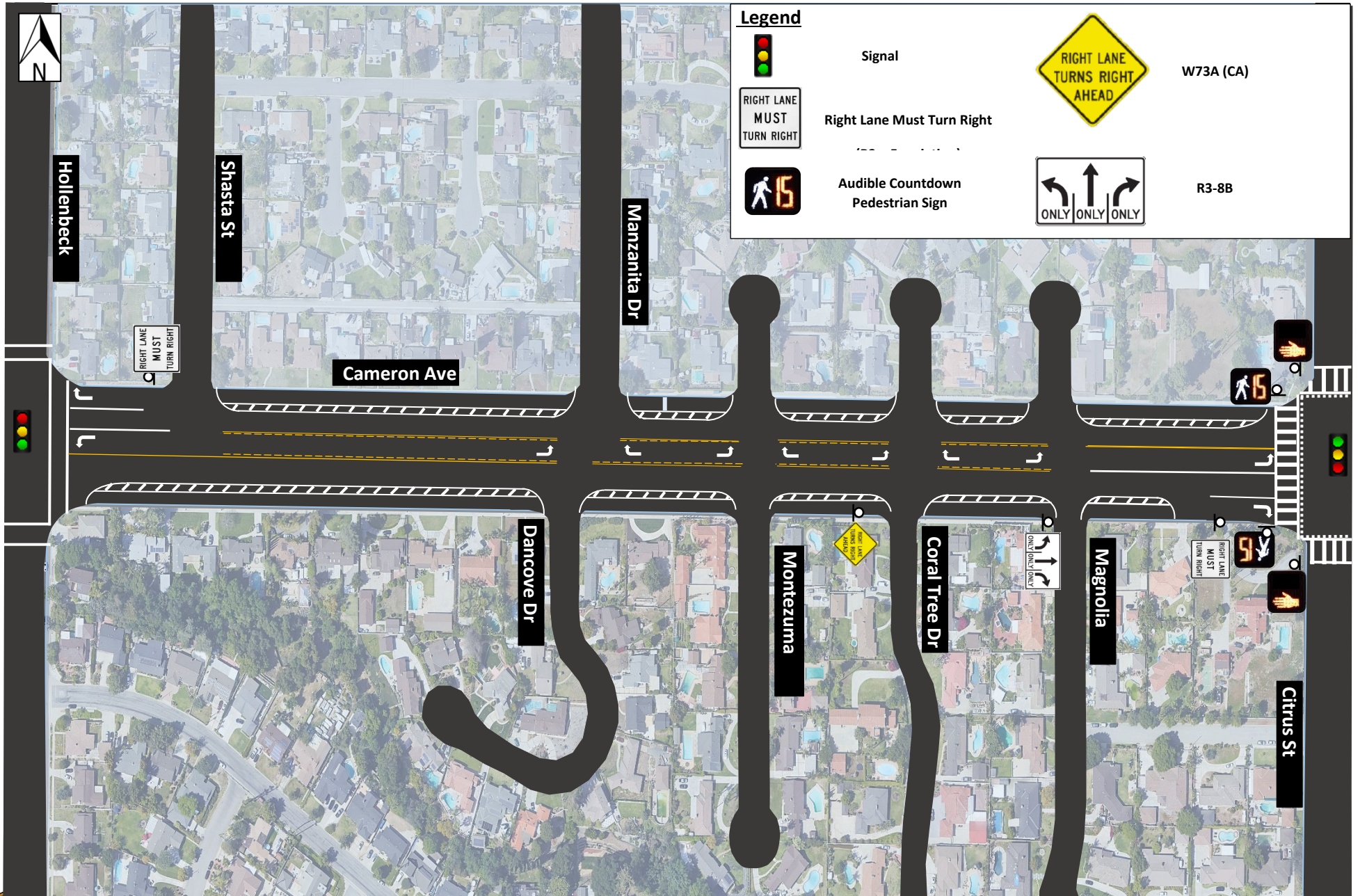


PROPOSED EXHIBIT: WEST COVINA, CA – CITRUS AVENUE AT CAMERON AVENUE; STOP CONTROLLED INTERSECTION, WITH ROAD DIET





PROPOSED EXHIBIT: WEST COVINA, CA – CAMERON AVENUE SEGMENT; ROAD DIET



CITY OF WEST COVINA

## **Option 2: Signal Installation – with Road Diet & Option 3: Signal Installation – No Road Diet**

If Option 2 is chosen, a signal will be installed at the intersection of Citrus Street and Cameron Avenue. In addition, the aforementioned road diet will also be installed on Cameron Avenue from Hollenbeck Avenue to Barranca Street.

If Option 3 is chosen, a signal will be installed at the intersection of Citrus Street and Cameron Avenue but No Road Diet. Things to consider with signal installation is lane configurations as well as the phasing and type of operation of a signal.

### **Next Steps for a Signal**

If the City elects to install a traffic signal at this location it would involve the following steps:

- Identifying a funding source – New signal construction and design runs in the \$700,000 range.
- Advertising and hiring a contractor to provide Full signal design plans and signing and striping plans. (Draft design plans were completed in 2019 by Willdan – these plans would need to be checked to see if they are still applicable if Option 3 (No Road Diet) is chosen, which would save in the total cost of installation)
- Deciding on the phasing and lane configurations. Signal phasing can be set for all red phasing, split phase, protected permitted or protected left turn phasing. There are many types of Signal Operation that can be explored as discussed below.

### **Types of Phasing for Signalized Intersections**

**Split phasing** is a type of signal **phasing** scheme which separates vehicle conflicts by assigning the right-of-way sequentially to the two opposing approaches. No left turn pockets are required. No parking removal would be needed at intersection.

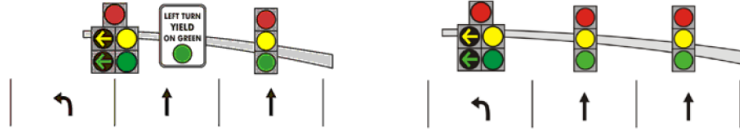
**Permissive** left turn: Any traffic signal indication requiring vehicles to enter the intersection on a permissive green waiting to make a left turn when sufficient gaps occur in opposing through traffic. Left turn pockets may or may not be present.

**Protected** left turn: Any traffic **signal** indication (phase) giving left turns the right to enter the intersection free from conflict with drivers and pedestrians. Usually green and yellow turn arrows are used to indicate this phase. This requires a dedicated left turn pocket. Since the Road Diet will reduce Cameron Avenue to one thru lane in each direction, the additional intersection lane would be converted into a short right turn lane at the intersection (40-50 feet) which will still allow some parking along the frontage of the NE and SW corner houses, just not right at the intersection. The design would be similar to the Hollenbeck Avenue and Cameron Avenue intersection. It should be noted that by only installing a short right turn pocket for about 2 cars the right turns may be blocked by the thru traffic queue waiting for the signal to turn green to clear. This may be apparent for WB right movements at the intersection when school is out 2:30-3:30pm. After school traffic clears then the lanes should be normalized.

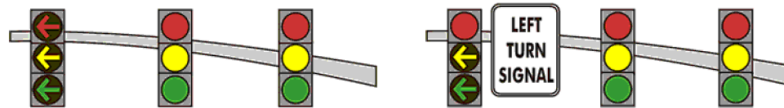


## TYPES OF PHASING FOR SIGNALIZED INTERSECTIONS

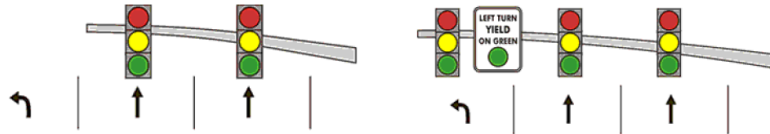
**Split phasing** is a type of signal **phasing** scheme which separates vehicle conflicts by assigning the right-of-way sequentially to the two opposing approaches. No left turn pockets are required.



**Protected left turn:** Any traffic **signal** indication (phase) giving left turns the right to enter the intersection free from conflict with drivers and pedestrians. Usually green and yellow turn arrows are used to indicate this phase. This requires a dedicated left turn pocket.



**Permissive left turn:** Any traffic signal indication requiring vehicles to enter the intersection on a permissive green waiting to make a left turn when sufficient gaps occur in opposing through traffic. Left turn pockets may or may not be present.

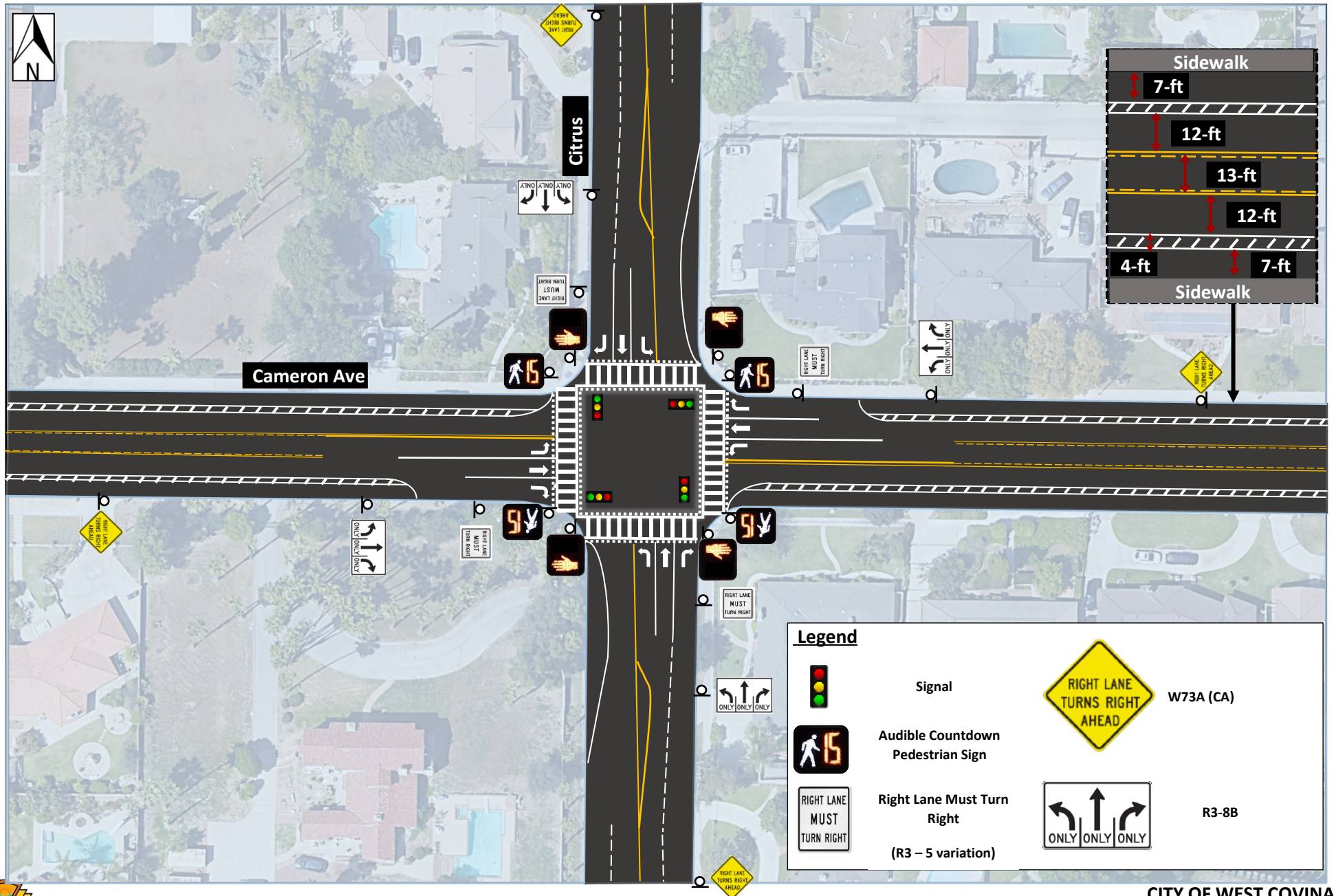


See below for a conceptual exhibit of Option 2. Followed by a conceptual exhibit of Option 3.



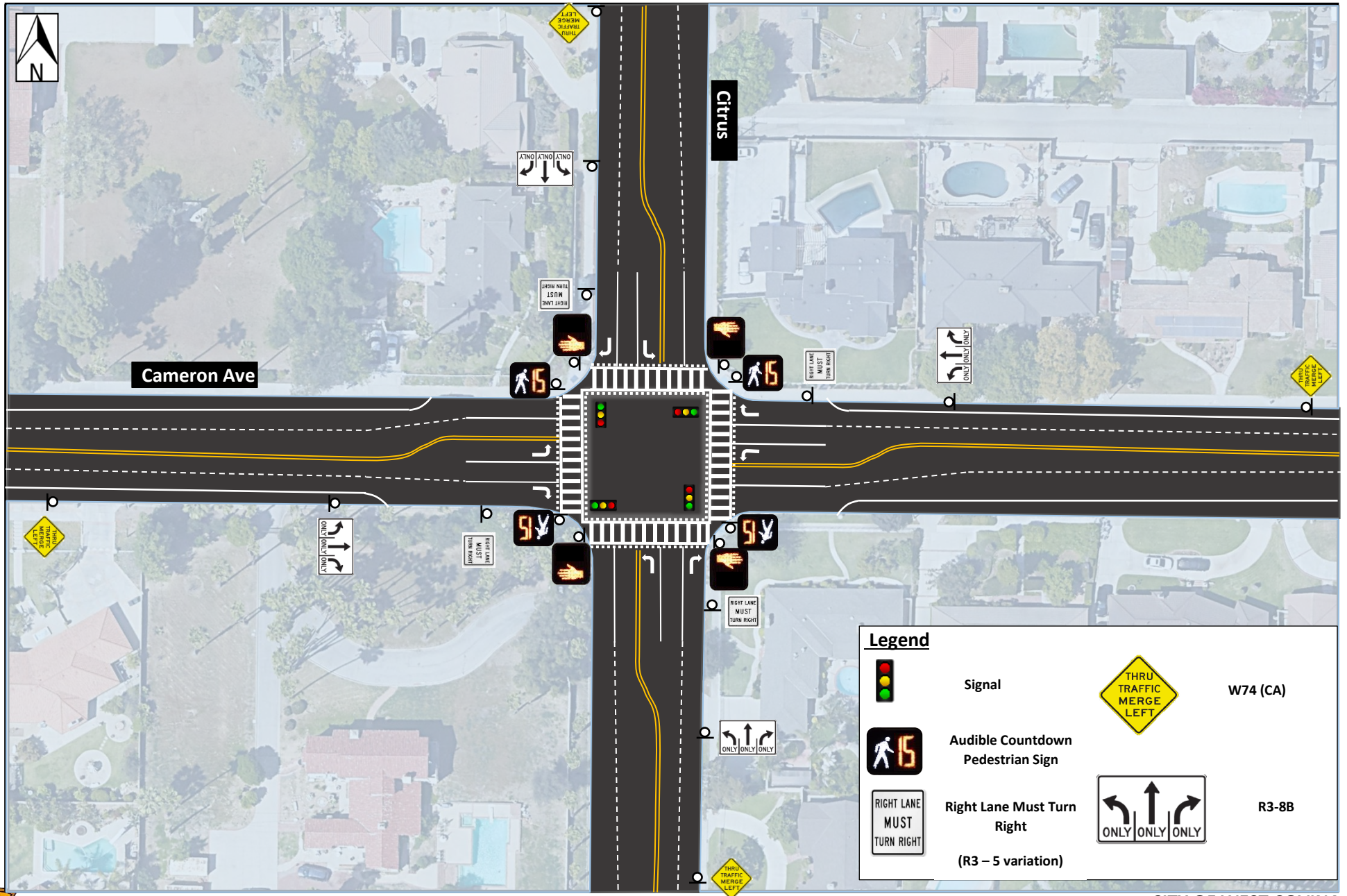


PROPOSED EXHIBIT: WEST COVINA, CA – CITRUS AVENUE AT CAMERON AVENUE; SIGNALIZED INTERSECTION, WITH ROAD DIET





PROPOSED EXHIBIT: WEST COVINA, CA – CITRUS AVENUE AT CAMERON AVENUE; SIGNALIZED INTERSECTION, NO ROAD DIET



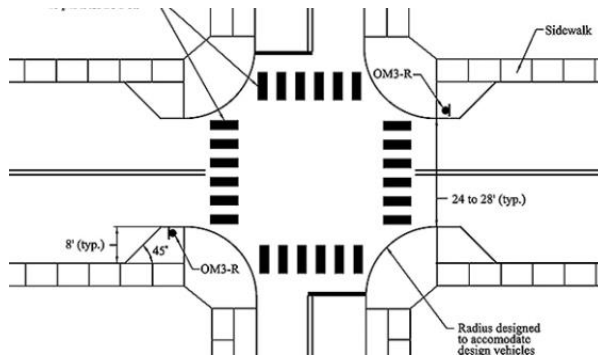
## **ADDITIONAL TRAFFIC CALMING MEASURES TO CONSIDER:**

### **Curb Extensions**

A curb extension at an intersection is called a corner extension or bulbout. When combined with on-street parking, a corner extension can create a protected parking bay.

The effect of a corner extension on vehicle speeds is limited because of the absence of either a pronounced vertical or horizontal deflection. Its primary purpose is to "pedestrianize" an intersection. A corner extension (with a reduced corner radius) slows automobile turning speeds, shortens pedestrian crossing distance, and increases pedestrian visibility.

Relocation of curbing and pedestrian queuing area may require relocation of drainage features such as catch basins, concrete channels, valley gutters, inlets, and trench drains. This will also further narrow the travel widths and would eliminate the right turn pocket. This option may not work with a road diet where a left turn pocket is constructed with only one travel lane.



### **Additional Speed feedback Signs**



**Radar Feedback Signs:** Radar feedback signs are an effective way to alert Drivers of their speed. The sign is used as passive enforcement to inform Drivers of their travel speed. They can be affixed to streetlight poles and run on solar power or small battery packs. There are existing speed feedback signs on Cameron Avenue for WB traffic approaching Citrus Street and for EB traffic on Cameron Avenue approaching Citrus Street. Additional signs could be added for each direction and segment.

## **MEASURES NOT BEING CONSIDERED AT THIS TIME:**

### **Speed Humps**

The City of West Covina has a Speed Hump Policy that was adopted and approved by the City. In order for a street to be eligible for speed humps it must meet certain guidelines or criteria. The speed hump policy is shown below. As shown in the policy, Cameron Avenue would not be eligible for the placement of speed humps.



*City of West Covina Speed Hump Policy*

Based on the City of West Covina's Speed Hump Policy, in order for a Speed Hump to be considered for installation the Street must meet the following requirements:

1. Local – Streets shall not be designated as an arterial or collector on City, County, State, or Federal plans. **Cameron Avenue is considered a Minor Arterial**
2. Residential – Majority of abutting development shall be residential.
3. Minimum Length Uninterrupted by Stop Signs or Traffic Signals – 1,200 feet.
4. Maximum Average Daily Traffic Volume – 3,000 vehicles per day. **In January 2023 Cameron Avenue carried 11,176 (Thurs) ADT, 11,437 (Fri) ADT, 8,711 (Sat) ADT. In September 2023 Cameron Avenue carried 12,661 (Thurs) ADT, 9,212 (Sat) ADT.**
5. Minimum Average Daily Traffic Volume – 500 vehicles per day.
6. Maximum Speed Limit – 25 miles per hour. **Cameron Avenue has a posted speed of 45 mph.**
7. Minimum Critical Speed – more than 35 miles per hour. **In January 2023, 85%th percentile speed on Cameron was 49 MPH (Thurs), 49 MPH (Fri), 49 MPH (Sat). In September 2023, 85%th percentile speed on Cameron was at 50 MPH on (Thurs) and 50 MPH on (Sat).**
8. Minimum Horizontal Curve Radius – 300 feet.
9. Maximum grade – 8%
10. Minimum diversion of traffic to adjacent streets.
11. Not a priority route for emergency services.
12. Not a bus route.

**Lowering of the Speed Limit**

The purpose of an engineering and traffic survey is to establish updated speed limits that can be legally enforced using radar at pre-determined locations. Engineering and traffic surveys can be an enforceable document for a maximum of 10 years as long as there have not been any significant changes in roadway or traffic conditions, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volumes (for example a traffic signal, road diet, bike lanes, road widening, etc.). States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with the California Vehicle Code (CVC Section 40802) to reevaluate non-statutory speed limits on segments of their roadways.

The CAMUTCD Revision 7 and CVC Section 40802 are due to be updated and formally adopted by the State in 2024. Once the new regulations are adopted, the engineering and traffic survey may be extended to 14 years, using the same prerequisites. A resolution is required to be adopted by the City Council to set and establish citywide speed limits to be upheld by the courts.

In 2017 a Citywide Engineering and Traffic Survey was prepared for 195 street segments in the City of West Covina. The CVC requires that the surveys be conducted based on the methodology required by The California Manual on Uniform Traffic Control Devices (California MUTCD) dated April 2017. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal and is not considered a speed trap.



A key element in the evaluation of speed limits is the identification of the 85<sup>th</sup> percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. A speed limit can not be artificially reduced but must choose a speed limit that has been established at the nearest 5-mile per hour (mph) increment to the 85<sup>th</sup> percentile speed. Below are three options that allow ways to reduce posted speed limits.

Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).
3. A posted speed may be reduced by 5MPH lower than the 85<sup>th</sup>% if the collision rates for that segment is higher than expected, land use and areas with vulnerable users (high pedestrian population such as in front of a school, shopping center, transit center or senior center).

In order to change the posted speed limit on Cameron Avenue a new speed survey would need to be conducted after major changes (such as the road diet) have been made and see if the 85<sup>th</sup>% speed drops below the 45 mph range. If the speeds are reduced due to the traffic calming measures applied and shows an 85<sup>th</sup>% speed at 40mph or less than the speed can be changed by Resolution of the Council and the new speed adopted. This would be the same technique required for any streets that were adopted by Council for posted speed limits to be changed.





**APPENDIX:**

**ATTACHMENT 1. Average Daily Traffic (ADT) Data**

- 1.1: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/19/2023)
- 1.2: E Cameron Ave E/O S Citrus Street (1/19/2023)
- 1.3: S Citrus Street N/O E Cameron Ave (1/19/2023)
- 1.4: S Citrus Street S/O E Cameron Ave (1/19/2023)
- 1.5: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/20/2023)
- 1.6: E Cameron Ave E/O S Citrus Street (1/20/2023)
- 1.7: S Citrus Street N/O E Cameron Ave (1/20/2023)
- 1.8: S Citrus Street S/O E Cameron Ave (1/20/2023)
- 1.9: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/21/2023)
- 1.10: E Cameron Ave E/O S Citrus Street (1/21/2023)
- 1.11: S Citrus Street N/O E Cameron Ave (1/21/2023)
- 1.12: S Citrus Street S/O E Cameron Ave (1/21/2023)
- 1.13: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/7/2023)
- 1.14: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/9/2023)

**ATTACHMENT 2. 24-hour Speed Survey Data**

- 2.1: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/19/2023)
- 2.2: E Cameron Ave E/O S Citrus Street (1/19/2023)
- 2.3: S Citrus Street N/O E Cameron Ave (1/19/2023)
- 2.4: S Citrus Street S/O E Cameron Ave (1/19/2023)
- 2.5: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/20/2023)
- 2.6: E Cameron Ave E/O S Citrus Street (1/20/2023)
- 2.7: S Citrus Street N/O E Cameron Ave (1/20/2023)
- 2.8: S Citrus Street S/O E Cameron Ave (1/20/2023)
- 2.9: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/21/2023)
- 2.10: E Cameron Ave E/O S Citrus Street (1/21/2023)
- 2.11: S Citrus Street N/O E Cameron Ave (1/21/2023)
- 2.12: S Citrus Street S/O E Cameron Ave (1/21/2023)
- 1.13: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/7/2023)
- 1.14: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/9/2023)

**ATTACHMENT 3. Peak Hour Intersection Count**

- 3.1: Peak Hour Intersection Count for Cameron Avenue and Citrus Street (1/26/2023)
- 3.2: Peak Hour Volume Analysis Table, Cameron Avenue and Citrus Street (1/26/2023)

**ATTACHMENT 4. Intersection Pedestrian Movement Count**

- 4.1: Pedestrian Movement Count for Cameron Avenue and Citrus Street (1/26/2023)



**ATTACHMENT 5.** Traffic Signal Warrant Worksheet for intersection

- 5.1: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/19/2023)
- 5.2: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/20/2023)
- 5.3: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/21/2023)

**ATTACHMENT 6.** Resident Survey Response Sheets from Community Meeting

- 6.1: Resident Survey Response Sheets from WC Community Meeting (3/29/2023)

**ATTACHMENT 7.** Resident Comment Card Response Sheets from Traffic Committee Meeting

- 7.1: Resident Comment Card Response Sheets from Traffic Committee Meeting (12/12/2023)
- 7.2: Resident Emails from those not at the 12/12/2023 Traffic Committee Meeting





# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.1: Average Daily Traffic Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/19/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020021\_001

DAILY TOTALS					NB	SB	EB					WB	Total			
					0	0	5,527					5,649	11,176			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	3	8	11		12:00	0	0	70	80	150				
00:15	0	0	2	4	6		12:15	0	0	77	78	155				
00:30	0	0	2	2	4		12:30	0	0	82	77	159				
00:45	0	0	2	9	4	18	12:45	0	0	100	329	68	303	168	632	
01:00	0	0	2	6	8		13:00	0	0	88	81	169				
01:15	0	0	6	5	11		13:15	0	0	70	74	144				
01:30	0	0	6	2	8		13:30	0	0	92	80	172				
01:45	0	0	2	16	3	16	13:45	0	0	95	345	116	351	211	696	
02:00	0	0	0	3	3		14:00	0	0	78	87	165				
02:15	0	0	2	4	6		14:15	0	0	118	83	201				
02:30	0	0	4	2	6		14:30	0	0	115	91	206				
02:45	0	0	9	15	2	11	14:45	0	0	120	431	111	372	231	803	
03:00	0	0	2	2	4		15:00	0	0	84	100	184				
03:15	0	0	3	2	5		15:15	0	0	131	97	228				
03:30	0	0	2	5	7		15:30	0	0	115	123	238				
03:45	0	0	7	14	1	10	15:45	0	0	133	463	122	442	255	905	
04:00	0	0	4	6	10		16:00	0	0	105	92	197				
04:15	0	0	11	6	17		16:15	0	0	141	129	270				
04:30	0	0	14	3	17		16:30	0	0	120	94	214				
04:45	0	0	13	42	8	23	16:45	0	0	136	502	124	439	260	941	
05:00	0	0	19	2	21		17:00	0	0	133	108	241				
05:15	0	0	19	10	29		17:15	0	0	113	100	213				
05:30	0	0	27	13	40		17:30	0	0	118	84	202				
05:45	0	0	34	99	19	44	17:45	0	0	120	484	101	393	221	877	
06:00	0	0	24	28	52		18:00	0	0	108	83	191				
06:15	0	0	34	36	70		18:15	0	0	90	92	182				
06:30	0	0	50	63	113		18:30	0	0	92	67	159				
06:45	0	0	66	174	78	205	18:45	0	0	83	373	75	317	158	690	
07:00	0	0	55	99	154		19:00	0	0	69	67	136				
07:15	0	0	87	138	225		19:15	0	0	55	67	122				
07:30	0	0	103	129	232		19:30	0	0	49	43	92				
07:45	0	0	108	353	148	514	19:45	0	0	50	223	51	228	101	451	
08:00	0	0	132	149	281		20:00	0	0	40	58	98				
08:15	0	0	137	175	312		20:15	0	0	49	62	111				
08:30	0	0	97	154	251		20:30	0	0	35	57	92				
08:45	0	0	87	453	89	567	20:45	0	0	36	160	46	223	82	383	
09:00	0	0	59	76	135		21:00	0	0	24	46	70				
09:15	0	0	77	56	133		21:15	0	0	21	53	74				
09:30	0	0	76	68	144		21:30	0	0	24	32	56				
09:45	0	0	64	276	69	269	21:45	0	0	25	94	34	165	59	259	
10:00	0	0	72	76	148		22:00	0	0	24	47	71				
10:15	0	0	84	91	175		22:15	0	0	18	29	47				
10:30	0	0	71	72	143		22:30	0	0	14	29	43				
10:45	0	0	72	299	66	305	22:45	0	0	17	73	23	128	40	201	
11:00	0	0	52	52	104		23:00	0	0	10	23	33				
11:15	0	0	58	57	115		23:15	0	0	15	17	32				
11:30	0	0	74	67	141		23:30	0	0	11	10	21				
11:45	0	0	67	251	69	245	23:45	0	0	13	49	11	61	24	110	
TOTALS					2001	2227	4228	TOTALS					3526	3422	6948	
SPLIT %					47.3%	52.7%	37.8%	SPLIT %					50.7%	49.3%	62.2%	

DAILY TOTALS				NB	SB					EB	WB	Total	
				0	0					5,527	5,649	11,176	
AM Peak Hour	07:30			07:45	07:45	PM Peak Hour	16:15			15:30	16:15		
AM Pk Volume	480			626	1100	PM Pk Volume	530			466	985		
Pk Hr Factor	0.876			0.894	0.881	Pk Hr Factor	0.940			0.903	0.912		
7 - 9 Volume	0	0	806	1081	1887	4 - 6 Volume	0	0	986	832	1818		
7 - 9 Peak Hour	07:30			07:45	07:45	4 - 6 Peak Hour	16:15			16:15	16:15		
7 - 9 Pk Volume	0	0	480	626	1100	4 - 6 Pk Volume	0	0	530	455	985		
Pk Hr Factor	0.000	0.000	0.876	0.894	0.881	Pk Hr Factor	0.000	0.000	0.940	0.882	0.912		



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.2: Average Daily Traffic Counts: E Cameron Ave E/O S Citrus Street (1/19/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave E/O S Citrus St

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_001

DAILY TOTALS					NB	SB					Total
					0	0					10,913
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	8	7	15	12:00	0	0	66	73	139
00:15	0	0	3	7	10	12:15	0	0	82	95	177
00:30	0	0	3	8	11	12:30	0	0	97	70	167
00:45	0	0	2	16	18	12:45	0	0	69	314	383
01:00	0	0	4	2	6	13:00	0	0	80	77	157
01:15	0	0	0	2	2	13:15	0	0	54	61	115
01:30	0	0	2	1	3	13:30	0	0	82	91	173
01:45	0	0	3	9	12	13:45	0	0	82	298	380
02:00	0	0	1	0	1	14:00	0	0	75	81	156
02:15	0	0	0	3	3	14:15	0	0	100	80	180
02:30	0	0	2	2	4	14:30	0	0	139	110	249
02:45	0	0	8	11	19	14:45	0	0	108	422	530
03:00	0	0	2	4	6	15:00	0	0	103	94	197
03:15	0	0	5	3	8	15:15	0	0	127	97	224
03:30	0	0	3	2	5	15:30	0	0	138	171	309
03:45	0	0	7	17	24	15:45	0	0	137	505	642
04:00	0	0	4	5	9	16:00	0	0	108	93	201
04:15	0	0	9	8	17	16:15	0	0	149	138	287
04:30	0	0	17	4	21	16:30	0	0	124	112	236
04:45	0	0	15	45	60	16:45	0	0	135	516	651
05:00	0	0	15	2	17	17:00	0	0	132	112	244
05:15	0	0	21	12	33	17:15	0	0	116	105	221
05:30	0	0	23	14	37	17:30	0	0	100	85	185
05:45	0	0	29	88	117	17:45	0	0	104	452	556
06:00	0	0	25	30	55	18:00	0	0	98	82	180
06:15	0	0	44	39	83	18:15	0	0	77	78	155
06:30	0	0	58	55	113	18:30	0	0	74	50	124
06:45	0	0	65	192	257	18:45	0	0	65	314	379
07:00	0	0	72	95	167	19:00	0	0	47	75	122
07:15	0	0	90	133	223	19:15	0	0	47	58	105
07:30	0	0	122	109	231	19:30	0	0	45	32	77
07:45	0	0	135	419	554	19:45	0	0	44	183	227
08:00	0	0	158	187	345	20:00	0	0	32	41	73
08:15	0	0	186	141	327	20:15	0	0	42	44	86
08:30	0	0	117	105	222	20:30	0	0	35	49	84
08:45	0	0	76	537	613	20:45	0	0	28	137	165
09:00	0	0	55	74	129	21:00	0	0	29	40	69
09:15	0	0	77	66	143	21:15	0	0	27	54	81
09:30	0	0	65	62	127	21:30	0	0	16	28	44
09:45	0	0	64	261	325	21:45	0	0	18	90	108
10:00	0	0	71	55	126	22:00	0	0	22	45	67
10:15	0	0	70	72	142	22:15	0	0	14	29	43
10:30	0	0	59	64	123	22:30	0	0	15	24	39
10:45	0	0	60	260	320	22:45	0	0	14	65	79
11:00	0	0	50	48	98	23:00	0	0	6	20	26
11:15	0	0	54	51	105	23:15	0	0	9	16	25
11:30	0	0	66	61	127	23:30	0	0	14	8	22
11:45	0	0	71	241	312	23:45	0	0	10	39	49
TOTALS			2096	2051	4147	TOTALS			3335	3431	6766
SPLIT %			50.5%	49.5%	38.0%	SPLIT %			49.3%	50.7%	62.0%

DAILY TOTALS					NB	SB					Total
					0	0					10,913
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:15	15:30	15:30
AM Pk Volume			601	592	1193	PM Pk Volume			540	548	1080
Pk Hr Factor			0.808	0.791	0.864	Pk Hr Factor			0.906	0.801	0.874
7 - 9 Volume			956	1011	1967	4 - 6 Volume			968	848	1816
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume			601	592	1193	4 - 6 Pk Volume			540	472	1012
Pk Hr Factor			0.808	0.791	0.864	Pk Hr Factor			0.906	0.855	0.882



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.3: Average Daily Traffic Counts: S Citrus Street N/O E Cameron Ave (1/19/2023)

Prepared by National Data & Surveying Services

### VOLUME

S Citrus St N/O E Cameron Ave

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_002

DAILY TOTALS					NB	SB					Total
					4,926	4,957					9,883
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	7	0	0	9	12:00	72	76	0	0	148
00:15	1	4	0	0	5	12:15	92	77	0	0	169
00:30	2	4	0	0	6	12:30	76	98	0	0	174
00:45	1	6	2	17	3	12:45	89	329	71	322	651
01:00	2	5	0	0	7	13:00	99	74	0	0	173
01:15	2	4	0	0	6	13:15	70	63	0	0	133
01:30	1	2	0	0	3	13:30	85	77	0	0	162
01:45	0	5	7	18	7	13:45	119	373	80	294	667
02:00	2	7	0	0	9	14:00	73	81	0	0	154
02:15	3	0	0	0	3	14:15	85	78	0	0	163
02:30	2	3	0	0	5	14:30	104	100	0	0	204
02:45	2	9	2	12	4	14:45	117	379	113	372	751
03:00	0	3	0	0	3	15:00	89	107	0	0	196
03:15	3	3	0	0	6	15:15	81	93	0	0	174
03:30	1	7	0	0	8	15:30	129	106	0	0	235
03:45	4	8	4	17	8	15:45	115	414	88	394	808
04:00	5	2	0	0	7	16:00	112	85	0	0	197
04:15	8	5	0	0	13	16:15	100	97	0	0	197
04:30	7	5	0	0	12	16:30	87	95	0	0	182
04:45	8	28	5	17	13	16:45	113	412	101	378	790
05:00	13	7	0	0	20	17:00	88	108	0	0	196
05:15	18	5	0	0	23	17:15	89	86	0	0	175
05:30	22	7	0	0	29	17:30	96	85	0	0	181
05:45	33	86	19	38	52	17:45	82	355	91	370	725
06:00	24	14	0	0	38	18:00	93	89	0	0	182
06:15	21	17	0	0	38	18:15	68	89	0	0	157
06:30	27	29	0	0	56	18:30	66	94	0	0	160
06:45	42	114	37	97	79	18:45	69	296	70	342	638
07:00	39	40	0	0	79	19:00	65	87	0	0	152
07:15	66	73	0	0	139	19:15	54	61	0	0	115
07:30	79	79	0	0	158	19:30	48	69	0	0	117
07:45	108	292	83	275	191	19:45	49	216	50	267	483
08:00	112	113	0	0	225	20:00	51	61	0	0	112
08:15	110	117	0	0	227	20:15	37	79	0	0	116
08:30	93	80	0	0	173	20:30	33	52	0	0	85
08:45	77	392	52	362	129	20:45	26	147	53	245	392
09:00	75	65	0	0	140	21:00	27	47	0	0	74
09:15	73	40	0	0	113	21:15	31	55	0	0	86
09:30	70	64	0	0	134	21:30	21	36	0	0	57
09:45	76	294	66	235	142	21:45	30	109	31	169	278
10:00	63	81	0	0	144	22:00	15	36	0	0	51
10:15	77	55	0	0	132	22:15	22	20	0	0	42
10:30	58	47	0	0	105	22:30	16	33	0	0	49
10:45	65	263	58	241	123	22:45	10	63	22	111	174
11:00	64	59	0	0	123	23:00	10	30	0	0	40
11:15	70	68	0	0	138	23:15	14	21	0	0	35
11:30	87	73	0	0	160	23:30	12	16	0	0	28
11:45	75	296	85	285	160	23:45	4	40	12	79	119
TOTALS	1793	1614			3407	TOTALS	3133	3343			6476
SPLIT %	52.6%	47.4%			34.5%	SPLIT %	48.4%	51.6%			65.5%

DAILY TOTALS					NB	SB					Total
					4,926	4,957					9,883
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:30	14:45			14:45
AM Pk Volume	423	393			816	PM Pk Volume	456	419			835
Pk Hr Factor	0.944	0.840			0.899	Pk Hr Factor	0.884	0.927			0.888
7 - 9 Volume	684	637	0	0	1321	4 - 6 Volume	767	748	0	0	1515
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	16:15			16:00
7 - 9 Pk Volume	423	393	0	0	816	4 - 6 Pk Volume	412	401	0	0	790
Pk Hr Factor	0.944	0.840	0.000	0.000	0.899	Pk Hr Factor	0.912	0.928	0.000	0.000	0.923



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.4: Average Daily Traffic Counts: S Citrus Street S/O E Cameron Ave (1/19/2023)

Prepared by National Data & Surveying Services

### VOLUME

S Citrus St S/O E Cameron Ave

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_003

DAILY TOTALS					NB	SB					Total
					3,160	3,271					6,431
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	5	0	0	6	12:00	48	47	0	0	95
00:15	2	7	0	0	9	12:15	59	52	0	0	111
00:30	1	7	0	0	8	12:30	53	56	0	0	109
00:45	2	6	4	23	6	12:45	49	209	51	206	415
01:00	2	5	0	0	7	13:00	73	56	0	0	129
01:15	2	1	0	0	3	13:15	51	42	0	0	93
01:30	0	2	0	0	2	13:30	53	53	0	0	106
01:45	1	5	4	12	5	13:45	56	233	54	205	438
02:00	2	4	0	0	6	14:00	44	45	0	0	89
02:15	1	1	0	0	2	14:15	46	53	0	0	99
02:30	1	3	0	0	4	14:30	73	58	0	0	131
02:45	0	4	1	9	1	14:45	67	230	89	245	475
03:00	0	2	0	0	2	15:00	67	72	0	0	139
03:15	2	2	0	0	4	15:15	57	61	0	0	118
03:30	1	3	0	0	4	15:30	76	67	0	0	143
03:45	3	6	2	9	5	15:45	69	269	66	266	535
04:00	3	2	0	0	5	16:00	81	52	0	0	133
04:15	4	4	0	0	8	16:15	55	67	0	0	122
04:30	3	1	0	0	4	16:30	57	63	0	0	120
04:45	3	13	1	8	4	16:45	71	264	62	244	508
05:00	7	5	0	0	12	17:00	56	68	0	0	124
05:15	13	5	0	0	18	17:15	46	63	0	0	109
05:30	15	3	0	0	18	17:30	39	59	0	0	98
05:45	22	57	8	21	30	17:45	49	190	72	262	452
06:00	14	7	0	0	21	18:00	55	70	0	0	125
06:15	17	5	0	0	22	18:15	36	68	0	0	104
06:30	25	12	0	0	37	18:30	33	65	0	0	98
06:45	28	84	20	44	48	18:45	45	169	46	249	418
07:00	37	25	0	0	62	19:00	30	75	0	0	105
07:15	52	41	0	0	93	19:15	30	39	0	0	69
07:30	68	38	0	0	106	19:30	29	45	0	0	74
07:45	83	240	57	161	140	19:45	33	122	25	184	306
08:00	79	59	0	0	138	20:00	29	41	0	0	70
08:15	86	71	0	0	157	20:15	23	50	0	0	73
08:30	60	56	0	0	116	20:30	22	35	0	0	57
08:45	46	271	38	224	84	20:45	16	90	35	161	251
09:00	52	41	0	0	93	21:00	21	36	0	0	57
09:15	46	30	0	0	76	21:15	12	28	0	0	40
09:30	51	46	0	0	97	21:30	11	31	0	0	42
09:45	57	206	39	156	96	21:45	18	62	24	119	181
10:00	50	39	0	0	89	22:00	7	27	0	0	34
10:15	47	27	0	0	74	22:15	14	16	0	0	30
10:30	29	28	0	0	57	22:30	10	25	0	0	35
10:45	43	169	32	126	75	22:45	8	39	13	81	120
11:00	42	43	0	0	85	23:00	5	23	0	0	28
11:15	46	42	0	0	88	23:15	8	19	0	0	27
11:30	62	52	0	0	114	23:30	5	7	0	0	12
11:45	51	201	60	197	111	23:45	3	21	10	59	80
TOTALS	1262	990			2252	TOTALS	1898	2281			4179
SPLIT %	56.0%	44.0%			35.0%	SPLIT %	45.4%	54.6%			65.0%

DAILY TOTALS					NB	SB					Total
					3,160	3,271					6,431
AM Peak Hour	07:30	07:45		07:45	PM Peak Hour	15:15	14:45			14:45	
AM Pk Volume	316	243		551	PM Pk Volume	283	289			556	
Pk Hr Factor	0.919	0.856		0.877	Pk Hr Factor	0.873	0.812			0.891	
7 - 9 Volume	511	385	0	896	4 - 6 Volume	454	506	0	0	960	
7 - 9 Peak Hour	07:30	07:45		07:45	4 - 6 Peak Hour	16:00	17:00			16:00	
7 - 9 Pk Volume	316	243	0	551	4 - 6 Pk Volume	264	262	0	0	508	
Pk Hr Factor	0.919	0.856	0.000	0.877	Pk Hr Factor	0.815	0.910	0.000	0.000	0.955	



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.5: Average Daily Traffic Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/20/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Friday

Date: 1/20/2023

City: West Covina

Project #: CA22\_020021\_001

DAILY TOTALS					NB	SB						Total			
					0	0	5,851 5,586					11,437			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	4	13	17		12:00	0	0	64	75	139			
00:15	0	0	4	7	11		12:15	0	0	93	76	169			
00:30	0	0	2	3	5		12:30	0	0	82	91	173			
00:45	0	0	2	4	27	6	12:45	0	0	97	336	75	317	172	653
01:00	0	0	3	6	9		13:00	0	0	77	92	169			
01:15	0	0	6	7	13		13:15	0	0	93	74	167			
01:30	0	0	6	3	9		13:30	0	0	79	79	158			
01:45	0	0	3	4	20	7	13:45	0	0	113	362	88	333	201	695
02:00	0	0	2	1	3		14:00	0	0	116	106	222			
02:15	0	0	3	6	9		14:15	0	0	103	81	184			
02:30	0	0	2	3	5		14:30	0	0	128	108	236			
02:45	0	0	5	12	2	7	14:45	0	0	117	464	127	422	244	886
03:00	0	0	3	1	4		15:00	0	0	127	110	237			
03:15	0	0	4	0	4		15:15	0	0	123	118	241			
03:30	0	0	2	2	4		15:30	0	0	138	138	276			
03:45	0	0	1	10	1	2	15:45	0	0	120	508	110	476	230	984
04:00	0	0	5	6	11		16:00	0	0	141	105	246			
04:15	0	0	4	8	12		16:15	0	0	155	104	259			
04:30	0	0	9	8	17		16:30	0	0	143	112	255			
04:45	0	0	16	34	8	24	16:45	0	0	132	571	101	422	233	993
05:00	0	0	18	8	26		17:00	0	0	135	105	240			
05:15	0	0	23	12	35		17:15	0	0	139	120	259			
05:30	0	0	27	13	40		17:30	0	0	123	92	215			
05:45	0	0	32	100	14	46	17:45	0	0	131	528	113	430	244	958
06:00	0	0	16	21	37		18:00	0	0	127	81	208			
06:15	0	0	27	26	53		18:15	0	0	109	97	206			
06:30	0	0	40	30	70		18:30	0	0	106	106	212			
06:45	0	0	38	121	56	94	18:45	0	0	101	443	84	368	185	811
07:00	0	0	54	68	122		19:00	0	0	84	83	167			
07:15	0	0	81	91	172		19:15	0	0	74	52	126			
07:30	0	0	82	96	178		19:30	0	0	69	60	129			
07:45	0	0	111	328	97	208	19:45	0	0	56	283	76	271	132	554
08:00	0	0	117	125	242		20:00	0	0	55	73	128			
08:15	0	0	111	147	258		20:15	0	0	51	62	113			
08:30	0	0	92	135	227		20:30	0	0	59	64	123			
08:45	0	0	70	390	74	144	20:45	0	0	46	211	52	251	98	462
09:00	0	0	67	69	136		21:00	0	0	30	52	82			
09:15	0	0	70	72	142		21:15	0	0	27	48	75			
09:30	0	0	79	50	129		21:30	0	0	34	48	82			
09:45	0	0	71	287	59	130	21:45	0	0	26	117	60	208	86	325
10:00	0	0	60	55	115		22:00	0	0	28	44	72			
10:15	0	0	54	71	125		22:15	0	0	23	31	54			
10:30	0	0	70	63	133		22:30	0	0	28	45	73			
10:45	0	0	77	261	62	139	22:45	0	0	19	98	29	149	48	247
11:00	0	0	61	51	112		23:00	0	0	17	23	40			
11:15	0	0	71	66	137		23:15	0	0	17	17	34			
11:30	0	0	71	71	142		23:30	0	0	21	13	34			
11:45	0	0	87	290	72	159	23:45	0	0	12	67	19	72	31	139
TOTALS			1863	1867	3730		TOTALS			3988	3719	7707			
SPLIT %			49.9%	50.1%	32.6%		SPLIT %			51.7%	48.3%	67.4%			

DAILY TOTALS			NB	SB				EB	WB	Total			
			0	0				5,851	5,586				11,437
AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			16:00	14:45	15:30		
AM Pk Volume			431	504	935	PM Pk Volume			571	493	1011		
Pk Hr Factor			0.921	0.857	0.906	Pk Hr Factor			0.921	0.893	0.916		
7 - 9 Volume	0	0	718	833	1551	4 - 6 Volume			0	0	1099	852	1951
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			16:00	16:30	16:00		
7 - 9 Pk Volume			431	504	935	4 - 6 Pk Volume			0	0	571	438	993
Pk Hr Factor			0.921	0.857	0.906	Pk Hr Factor			0.921	0.893	0.916		
			0.000	0.000					0.000	0.000			



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.6: Average Daily Traffic Counts: E Cameron Ave E/O S Citrus Street (1/20/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave E/O S Citrus St

Day: Friday  
Date: 1/20/2023

City: West Covina  
Project #: CA22\_020025\_001

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	5,707					5,454	11,161	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	0	0	5	8	13		12:00	0	0	59	63	122		
00:15	0	0	3	6	9		12:15	0	0	83	65	148		
00:30	0	0	5	2	7		12:30	0	0	66	105	171		
00:45	0	0	2	15	4	20	12:45	0	0	101	309	75	308	617
01:00	0	0	7	6	13		13:00	0	0	68	83	151		
01:15	0	0	4	4	8		13:15	0	0	88	56	144		
01:30	0	0	5	3	8		13:30	0	0	87	75	162		
01:45	0	0	3	19	2	15	13:45	0	0	100	343	86	300	643
02:00	0	0	1	0	1		14:00	0	0	119	118	237		
02:15	0	0	3	3	6		14:15	0	0	106	76	182		
02:30	0	0	2	0	2		14:30	0	0	117	99	216		
02:45	0	0	5	11	4	7	14:45	0	0	119	461	166	459	920
03:00	0	0	2	1	3		15:00	0	0	110	115	225		
03:15	0	0	4	0	4		15:15	0	0	133	99	232		
03:30	0	0	3	3	6		15:30	0	0	136	179	315		
03:45	0	0	6	15	1	5	15:45	0	0	111	490	127	520	####
04:00	0	0	7	2	9		16:00	0	0	133	104	237		
04:15	0	0	6	6	12		16:15	0	0	160	103	263		
04:30	0	0	9	8	17		16:30	0	0	154	122	276		
04:45	0	0	17	39	8	24	16:45	0	0	140	587	108	437	####
05:00	0	0	17	5	22		17:00	0	0	135	99	234		
05:15	0	0	22	6	28		17:15	0	0	143	99	242		
05:30	0	0	25	12	37		17:30	0	0	131	86	217		
05:45	0	0	30	94	17	40	17:45	0	0	126	535	101	385	920
06:00	0	0	19	28	47		18:00	0	0	109	75	184		
06:15	0	0	33	28	61		18:15	0	0	101	87	188		
06:30	0	0	57	35	92		18:30	0	0	99	92	191		
06:45	0	0	55	164	52	143	18:45	0	0	101	410	78	332	742
07:00	0	0	48	65	113		19:00	0	0	78	78	156		
07:15	0	0	86	90	176		19:15	0	0	72	55	127		
07:30	0	0	103	99	202		19:30	0	0	63	55	118		
07:45	0	0	128	365	123	377	19:45	0	0	53	266	57	245	511
08:00	0	0	134	141	275		20:00	0	0	38	43	81		
08:15	0	0	177	215	392		20:15	0	0	57	60	117		
08:30	0	0	102	155	257		20:30	0	0	48	46	94		
08:45	0	0	62	475	74	585	20:45	0	0	30	173	52	201	374
09:00	0	0	59	58	117		21:00	0	0	34	52	86		
09:15	0	0	54	72	126		21:15	0	0	29	44	73		
09:30	0	0	68	52	120		21:30	0	0	35	42	77		
09:45	0	0	63	244	47	229	21:45	0	0	24	122	40	178	300
10:00	0	0	63	45	108		22:00	0	0	24	43	67		
10:15	0	0	42	55	97		22:15	0	0	15	28	43		
10:30	0	0	57	50	107		22:30	0	0	20	33	53		
10:45	0	0	57	219	62	212	22:45	0	0	14	73	25	129	202
11:00	0	0	58	54	112		23:00	0	0	12	12	24		
11:15	0	0	59	56	115		23:15	0	0	14	19	33		
11:30	0	0	52	63	115		23:30	0	0	14	29	43		
11:45	0	0	54	223	57	230	23:45	0	0	15	55	13	73	128
TOTALS	1883				1887	3770	TOTALS	3824				3567	7391	
SPLIT %	49.9%				50.1%	33.8%	SPLIT %	51.7%				48.3%	66.2%	

DAILY TOTALS			NB	SB				EB	WB	Total			
			0	0				5,707	5,454				11,161
AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			16:15	14:45	14:45		
AM Pk Volume			542	634	1175	PM Pk Volume			589	559	1057		
Pk Hr Factor			0.766	0.737	0.749	Pk Hr Factor			0.920	0.781	0.839		
7 - 9 Volume	0	0	840	962	1802	4 - 6 Volume			0	0	1122	822	1944
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:15	16:00	16:00		
7 - 9 Pk Volume			542	634	1175	4 - 6 Pk Volume			0	0	589	437	1024
Pk Hr Factor			0.766	0.737	0.749	Pk Hr Factor			0.920	0.895	0.928		



CITY OF WEST COVINA



**REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE**

**Attachment 1.7: Average Daily Traffic Counts: S Citrus Street N/O E Cameron Ave (1/20/2023)**

Prepared by National Data & Surveying Services

**VOLUME**

S Citrus St N/O E Cameron Ave

Day: Friday  
Date: 1/20/2023

City: West Covina  
Project #: CA22\_020025\_002

DAILY TOTALS					NB	SB					Total
					5,533	5,157					10,690
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	11	0	0	13	12:00	86	70	0	0	156
00:15	3	6	0	0	9	12:15	77	74	0	0	151
00:30	3	5	0	0	8	12:30	127	72	0	0	199
00:45	2	10	2	24	4	12:45	87	377	86	302	173
01:00	1	6	0	0	7	13:00	88	94	0	0	182
01:15	1	6	0	0	7	13:15	88	83	0	0	171
01:30	1	3	0	0	4	13:30	63	79	0	0	142
01:45	2	5	3	18	5	13:45	98	337	95	351	193
02:00	2	4	0	0	6	14:00	88	86	0	0	174
02:15	1	7	0	0	8	14:15	94	96	0	0	190
02:30	1	6	0	0	7	14:30	94	110	0	0	204
02:45	0	4	0	17	21	14:45	140	416	101	393	241
03:00	2	0	0	0	2	15:00	123	90	0	0	213
03:15	7	2	0	0	9	15:15	99	98	0	0	197
03:30	3	2	0	0	5	15:30	122	99	0	0	221
03:45	4	16	5	9	9	15:45	127	471	104	391	231
04:00	0	7	0	0	7	16:00	113	101	0	0	214
04:15	11	5	0	0	16	16:15	105	101	0	0	206
04:30	5	5	0	0	10	16:30	107	111	0	0	218
04:45	9	25	7	24	16	16:45	110	435	88	401	198
05:00	10	9	0	0	19	17:00	98	110	0	0	208
05:15	13	10	0	0	23	17:15	107	117	0	0	224
05:30	18	11	0	0	29	17:30	102	102	0	0	204
05:45	30	71	16	46	46	17:45	96	403	118	447	214
06:00	12	16	0	0	28	18:00	107	93	0	0	200
06:15	23	27	0	0	50	18:15	100	81	0	0	181
06:30	32	32	0	0	64	18:30	87	89	0	0	176
06:45	34	101	39	114	73	18:45	72	366	96	359	168
07:00	48	33	0	0	81	19:00	70	79	0	0	149
07:15	65	53	0	0	118	19:15	54	61	0	0	115
07:30	77	77	0	0	154	19:30	71	61	0	0	132
07:45	110	300	76	239	186	19:45	54	249	75	276	129
08:00	137	101	0	0	238	20:00	59	77	0	0	136
08:15	136	120	0	0	256	20:15	48	61	0	0	109
08:30	127	65	0	0	192	20:30	53	73	0	0	126
08:45	82	482	54	340	136	20:45	45	205	51	262	96
09:00	80	65	0	0	145	21:00	42	55	0	0	97
09:15	75	52	0	0	127	21:15	31	46	0	0	77
09:30	74	43	0	0	117	21:30	32	67	0	0	99
09:45	56	285	45	205	101	21:45	34	139	47	215	81
10:00	70	47	0	0	117	22:00	29	7	0	0	36
10:15	78	64	0	0	142	22:15	20	38	0	0	58
10:30	76	53	0	0	129	22:30	37	45	0	0	82
10:45	83	307	67	231	150	22:45	21	107	38	128	59
11:00	73	69	0	0	142	23:00	16	25	0	0	41
11:15	86	56	0	0	142	23:15	18	25	0	0	43
11:30	97	69	0	0	166	23:30	21	17	0	0	38
11:45	101	357	80	274	181	23:45	10	65	24	91	34
TOTALS	1963	1541			3504	TOTALS	3570	3616			7186
SPLIT %	56.0%	44.0%			32.8%	SPLIT %	49.7%	50.3%			67.2%

DAILY TOTALS					NB	SB					Total
					5,533	5,157					10,690
AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	14:45	17:00			14:45
AM Pk Volume	510	374			872	PM Pk Volume	484	447			872
Pk Hr Factor	0.931	0.779			0.852	Pk Hr Factor	0.864	0.947			0.905
7 - 9 Volume	782	579	0	0	1361	4 - 6 Volume	838	848	0	0	1686
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	510	374	0	0	872	4 - 6 Pk Volume	435	447	0	0	850
Pk Hr Factor	0.931	0.779	0.000	0.000	0.852	Pk Hr Factor	0.962	0.947	0.000	0.000	0.949



**CITY OF WEST COVINA**



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.8: Average Daily Traffic Counts: S Citrus Street S/O E Cameron Ave (1/20/2023)

Prepared by National Data & Surveying Services

### VOLUME

S Citrus St S/O E Cameron Ave

Day: Friday  
Date: 1/20/2023

City: West Covina  
Project #: CA22\_020025\_003

DAILY TOTALS					NB	SB					Total	
					3,399	3,385					6,784	
							EB	WB				
							0	0				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	5	0	0	5	12:00	53	44	0	0	97	
00:15	1	4	0	0	5	12:15	58	49	0	0	107	
00:30	2	3	0	0	5	12:30	58	43	0	0	101	
00:45	2	5	1	13	3	12:45	54	223	54	190	413	
01:00	1	2	0	0	3	13:00	50	57	0	0	107	
01:15	0	5	0	0	5	13:15	58	53	0	0	111	
01:30	0	2	0	0	2	13:30	49	61	0	0	110	
01:45	2	3	2	11	4	13:45	50	207	57	228	435	
02:00	1	3	0	0	4	14:00	50	59	0	0	109	
02:15	0	3	0	0	3	14:15	62	59	0	0	121	
02:30	1	4	0	0	5	14:30	64	75	0	0	139	
02:45	0	2	0	10	12	14:45	64	240	86	279	519	
03:00	2	2	0	0	4	15:00	70	65	0	0	135	
03:15	5	1	0	0	6	15:15	78	62	0	0	140	
03:30	3	3	0	0	6	15:30	51	69	0	0	120	
03:45	3	13	1	7	4	15:45	70	269	84	280	549	
04:00	0	1	0	0	1	16:00	68	67	0	0	135	
04:15	8	3	0	0	11	16:15	68	65	0	0	133	
04:30	3	4	0	0	7	16:30	68	74	0	0	142	
04:45	6	17	3	11	9	16:45	64	268	57	263	531	
05:00	6	2	0	0	8	17:00	64	73	0	0	137	
05:15	7	7	0	0	14	17:15	76	72	0	0	148	
05:30	11	8	0	0	19	17:30	75	64	0	0	139	
05:45	19	43	12	29	31	17:45	61	276	76	285	561	
06:00	8	14	0	0	22	18:00	76	69	0	0	145	
06:15	13	15	0	0	28	18:15	61	50	0	0	111	
06:30	31	18	0	0	49	18:30	51	61	0	0	112	
06:45	28	80	15	62	43	18:45	39	227	62	242	469	
07:00	35	23	0	0	58	19:00	40	57	0	0	97	
07:15	54	32	0	0	86	19:15	26	42	0	0	68	
07:30	64	42	0	0	106	19:30	43	38	0	0	81	
07:45	70	223	48	145	118	19:45	37	146	43	180	326	
08:00	79	55	0	0	134	20:00	36	43	0	0	79	
08:15	83	61	0	0	144	20:15	31	34	0	0	65	
08:30	61	54	0	0	115	20:30	24	34	0	0	58	
08:45	58	281	37	207	95	20:45	17	108	34	145	253	
09:00	57	41	0	0	98	21:00	27	35	0	0	62	
09:15	40	39	0	0	79	21:15	21	31	0	0	52	
09:30	47	30	0	0	77	21:30	20	48	0	0	68	
09:45	40	184	33	143	73	21:45	21	89	25	139	228	
10:00	52	30	0	0	82	22:00	17	35	0	0	52	
10:15	44	40	0	0	84	22:15	20	16	0	0	36	
10:30	45	38	0	0	83	22:30	5	20	0	0	25	
10:45	45	186	51	159	96	22:45	11	53	28	99	152	
11:00	47	64	0	0	111	23:00	8	17	0	0	25	
11:15	60	40	0	0	100	23:15	15	19	0	0	34	
11:30	54	45	0	0	99	23:30	9	15	0	0	24	
11:45	56	217	49	198	105	23:45	7	39	9	60	99	
TOTALS	1254	995			2249	TOTALS	2145	2390			4535	
SPLIT %	55.8%	44.2%			33.2%	SPLIT %	47.3%	52.7%			66.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					3,399	3,385	0	0	6,784
AM Peak Hour	07:30	07:45			07:45	PM Peak Hour	17:15	15:45	17:15
AM Pk Volume	296	218			511	PM Pk Volume	288	290	569
Pk Hr Factor	0.892	0.893			0.887	Pk Hr Factor	0.947	0.863	0.961
7 - 9 Volume	504	352	0	0	856	4 - 6 Volume	544	548	1092
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	16:45	17:00	17:00
7 - 9 Pk Volume	296	218	0	0	511	4 - 6 Pk Volume	279	285	561
Pk Hr Factor	0.892	0.893	0.000	0.000	0.887	Pk Hr Factor	0.918	0.938	0.948



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.9: Average Daily Traffic Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/21/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020021\_001

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	4,454					4,257	8,711		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	9	16	25		12:00	0	0	84	89	173			
00:15	0	0	5	18	23		12:15	0	0	68	76	144			
00:30	0	0	8	11	19		12:30	0	0	83	91	174			
00:45	0	0	6	28	14	59	12:45	0	0	65	300	70	326	135	626
01:00	0	0	11	7	18		13:00	0	0	79	77	156			
01:15	0	0	3	11	14		13:15	0	0	88	68	156			
01:30	0	0	2	14	16		13:30	0	0	99	77	176			
01:45	0	0	4	20	6	38	13:45	0	0	83	349	98	320	181	669
02:00	0	0	4	7	11		14:00	0	0	89	98	187			
02:15	0	0	4	5	9		14:15	0	0	97	86	183			
02:30	0	0	2	4	6		14:30	0	0	100	67	167			
02:45	0	0	7	17	3	19	14:45	0	0	75	361	87	338	162	699
03:00	0	0	4	3	7		15:00	0	0	91	86	177			
03:15	0	0	1	0	1		15:15	0	0	100	61	161			
03:30	0	0	3	2	5		15:30	0	0	103	68	171			
03:45	0	0	5	13	3	8	15:45	0	0	96	390	79	294	175	684
04:00	0	0	0	2	2		16:00	0	0	89	80	169			
04:15	0	0	4	3	7		16:15	0	0	81	91	172			
04:30	0	0	8	4	12		16:30	0	0	106	75	181			
04:45	0	0	5	17	1	10	16:45	0	0	73	349	83	329	156	678
05:00	0	0	3	3	6		17:00	0	0	103	92	195			
05:15	0	0	5	4	9		17:15	0	0	88	76	164			
05:30	0	0	12	4	16		17:30	0	0	95	79	174			
05:45	0	0	13	33	8	19	17:45	0	0	87	373	77	324	164	697
06:00	0	0	8	8	16		18:00	0	0	80	71	151			
06:15	0	0	14	7	21		18:15	0	0	75	56	131			
06:30	0	0	12	9	21		18:30	0	0	63	62	125			
06:45	0	0	18	52	10	34	18:45	0	0	61	279	37	226	98	505
07:00	0	0	17	19	36		19:00	0	0	68	51	119			
07:15	0	0	23	17	40		19:15	0	0	50	54	104			
07:30	0	0	24	23	47		19:30	0	0	43	53	96			
07:45	0	0	49	113	42	101	19:45	0	0	48	209	43	201	91	410
08:00	0	0	41	23	64		20:00	0	0	30	55	85			
08:15	0	0	52	41	93		20:15	0	0	46	43	89			
08:30	0	0	38	23	61		20:30	0	0	33	47	80			
08:45	0	0	72	203	47	134	20:45	0	0	42	151	41	186	83	337
09:00	0	0	58	39	97		21:00	0	0	40	37	77			
09:15	0	0	69	43	112		21:15	0	0	30	44	74			
09:30	0	0	69	56	125		21:30	0	0	25	42	67			
09:45	0	0	93	289	55	193	21:45	0	0	25	120	49	172	74	292
10:00	0	0	70	56	126		22:00	0	0	27	50	77			
10:15	0	0	81	54	135		22:15	0	0	37	42	79			
10:30	0	0	77	71	148		22:30	0	0	30	33	63			
10:45	0	0	81	309	103	284	22:45	0	0	18	112	20	145	38	257
11:00	0	0	69	98	167		23:00	0	0	21	23	44			
11:15	0	0	86	98	184		23:15	0	0	12	24	36			
11:30	0	0	75	116	191		23:30	0	0	21	29	50			
11:45	0	0	71	301	92	404	23:45	0	0	12	66	17	93	29	159
TOTALS	1395				1303	2698	TOTALS	3059				2954	6013		
SPLIT %	51.7%				48.3%	31.0%	SPLIT %	50.9%				49.1%	69.0%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	4,454	4,257	8,711
AM Peak Hour		09:45	10:45	10:45					
AM Pk Volume		321	415	726					
Pk Hr Factor		0.863	0.894	0.950					
7 - 9 Volume	0	0	316	235	551				
7 - 9 Peak Hour		08:00	08:00	08:00					
7 - 9 Pk Volume	0	0	203	134	337				
Pk Hr Factor	0.000	0.000	0.705	0.713	0.708				
PM Peak Hour		15:00	13:30	13:30					
PM Pk Volume		390	359	727					
Pk Hr Factor		0.947	0.916	0.972					
4 - 6 Volume	0	0	722	653	1375				
4 - 6 Peak Hour		17:00	16:15	16:15					
4 - 6 Pk Volume	0	0	373	341	704				
Pk Hr Factor	0.000	0.000	0.905	0.927	0.903				



CITY OF WEST COVINA

REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

Attachment 1.10: Average Daily Traffic Counts: E Cameron Ave E/O S Citrus Street (1/21/2023)

Prepared by National Data & Surveying Services

VOLUME

E Cameron Ave E/O S Citrus St

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020025\_001

DAILY TOTALS					NB	SB					Total
					0	0					7,652
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	9	14	23	12:00	0	0	71	90	161
00:15	0	0	2	16	18	12:15	0	0	61	77	138
00:30	0	0	7	8	15	12:30	0	0	81	75	156
00:45	0	0	5	23	28	12:45	0	0	48	261	316
01:00	0	0	8	7	15	13:00	0	0	62	70	132
01:15	0	0	4	7	11	13:15	0	0	69	72	141
01:30	0	0	2	6	8	13:30	0	0	83	78	161
01:45	0	0	6	20	26	13:45	0	0	74	288	362
02:00	0	0	3	4	7	14:00	0	0	74	82	156
02:15	0	0	6	2	8	14:15	0	0	75	71	146
02:30	0	0	3	6	9	14:30	0	0	94	61	155
02:45	0	0	5	17	22	14:45	0	0	83	326	409
03:00	0	0	4	6	10	15:00	0	0	78	68	146
03:15	0	0	1	1	2	15:15	0	0	80	53	133
03:30	0	0	2	4	6	15:30	0	0	92	73	165
03:45	0	0	6	13	19	15:45	0	0	74	324	398
04:00	0	0	1	1	2	16:00	0	0	74	66	140
04:15	0	0	4	3	7	16:15	0	0	73	69	142
04:30	0	0	9	3	12	16:30	0	0	76	60	136
04:45	0	0	2	16	18	16:45	0	0	69	292	361
05:00	0	0	4	3	7	17:00	0	0	82	78	160
05:15	0	0	4	3	7	17:15	0	0	81	67	148
05:30	0	0	10	7	17	17:30	0	0	91	71	162
05:45	0	0	8	26	34	17:45	0	0	66	320	386
06:00	0	0	5	8	13	18:00	0	0	64	66	130
06:15	0	0	11	10	21	18:15	0	0	68	49	117
06:30	0	0	19	13	32	18:30	0	0	61	53	114
06:45	0	0	15	50	65	18:45	0	0	44	237	281
07:00	0	0	14	18	32	19:00	0	0	60	38	98
07:15	0	0	22	19	41	19:15	0	0	39	43	82
07:30	0	0	28	30	58	19:30	0	0	43	37	80
07:45	0	0	44	108	152	19:45	0	0	37	179	216
08:00	0	0	32	26	58	20:00	0	0	22	41	63
08:15	0	0	42	36	78	20:15	0	0	30	22	52
08:30	0	0	45	23	68	20:30	0	0	22	34	56
08:45	0	0	65	184	249	20:45	0	0	34	108	142
09:00	0	0	46	41	87	21:00	0	0	34	32	66
09:15	0	0	60	51	111	21:15	0	0	22	37	59
09:30	0	0	60	47	107	21:30	0	0	21	33	54
09:45	0	0	82	248	330	21:45	0	0	23	100	123
10:00	0	0	54	51	105	22:00	0	0	22	41	63
10:15	0	0	77	57	134	22:15	0	0	29	30	59
10:30	0	0	66	61	127	22:30	0	0	23	19	42
10:45	0	0	58	255	313	22:45	0	0	14	88	102
11:00	0	0	59	77	136	23:00	0	0	20	14	34
11:15	0	0	78	88	166	23:15	0	0	13	26	39
11:30	0	0	66	103	169	23:30	0	0	20	24	44
11:45	0	0	70	273	343	23:45	0	0	15	68	83
TOTALS					2478	TOTALS					5174
SPLIT %					32.4%	SPLIT %					67.6%

DAILY TOTALS				NB	SB			EB	WB	Total			
				0	0			3,824	3,828	7,652			
AM Peak Hour				11:15	11:15	11:15	PM Peak Hour				14:30	13:15	13:30
AM Pk Volume				285	363	648	PM Pk Volume				335	334	639
Pk Hr Factor				0.913	0.881	0.959	Pk Hr Factor				0.891	0.819	0.908
7 - 9 Volume	0	0		292	245	537	4 - 6 Volume	0	0		612	557	1169
7 - 9 Peak Hour				08:00	07:30	08:00	4 - 6 Peak Hour				16:45	16:45	16:45
7 - 9 Pk Volume	0	0		184	138	316	4 - 6 Pk Volume	0	0		323	290	613
Pk Hr Factor	0.000	0.000		0.708	0.750	0.705	Pk Hr Factor	0.000	0.000		0.887	0.929	0.946



CITY OF WEST COVINA

**REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE**

**Attachment 1.11: Average Daily Traffic Counts: S Citrus Street N/O E Cameron Ave (1/21/2023)**

Prepared by National Data & Surveying Services

**VOLUME**

S Citrus St N/O E Cameron Ave

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020025\_002

DAILY TOTALS						NB	SB					Total
						4,518	4,615					9,133
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	15	0	0	21	12:00	104	86	0	0	190	
00:15	7	19	0	0	26	12:15	79	83	0	0	162	
00:30	9	14	0	0	23	12:30	74	99	0	0	173	
00:45	8	30	13	61	21	12:45	98	355	69	337	167	692
01:00	4	15	0	0	19	13:00	78	79	0	0	157	
01:15	4	13	0	0	17	13:15	93	78	0	0	171	
01:30	2	11	0	0	13	13:30	79	85	0	0	164	
01:45	3	13	9	48	12	13:45	92	342	85	327	177	669
02:00	3	10	0	0	13	14:00	80	107	0	0	187	
02:15	2	12	0	0	14	14:15	107	95	0	0	202	
02:30	2	4	0	0	6	14:30	71	85	0	0	156	
02:45	5	12	5	31	10	14:45	63	321	86	373	149	694
03:00	3	3	0	0	6	15:00	88	103	0	0	191	
03:15	1	4	0	0	5	15:15	79	85	0	0	164	
03:30	5	4	0	0	9	15:30	101	75	0	0	176	
03:45	4	13	2	13	6	15:45	99	367	86	349	185	716
04:00	1	3	0	0	4	16:00	84	97	0	0	181	
04:15	1	4	0	0	5	16:15	90	86	0	0	176	
04:30	5	6	0	0	11	16:30	89	88	0	0	177	
04:45	8	15	1	14	9	16:45	85	348	85	356	170	704
05:00	5	5	0	0	10	17:00	93	94	0	0	187	
05:15	4	8	0	0	12	17:15	89	98	0	0	187	
05:30	11	5	0	0	16	17:30	82	90	0	0	172	
05:45	13	33	7	25	20	17:45	75	339	88	370	163	709
06:00	12	5	0	0	17	18:00	74	74	0	0	148	
06:15	13	12	0	0	25	18:15	66	73	0	0	139	
06:30	17	11	0	0	28	18:30	57	89	0	0	146	
06:45	24	66	16	44	40	18:45	80	277	62	298	142	575
07:00	24	28	0	0	52	19:00	46	62	0	0	108	
07:15	30	25	0	0	55	19:15	47	59	0	0	106	
07:30	38	32	0	0	70	19:30	41	62	0	0	103	
07:45	52	144	38	123	90	19:45	42	176	61	244	103	420
08:00	36	34	0	0	70	20:00	44	64	0	0	108	
08:15	48	35	0	0	83	20:15	44	62	0	0	106	
08:30	46	33	0	0	79	20:30	39	45	0	0	84	
08:45	56	186	41	143	97	20:45	47	174	53	224	100	398
09:00	67	40	0	0	107	21:00	35	57	0	0	92	
09:15	79	45	0	0	124	21:15	39	35	0	0	74	
09:30	72	52	0	0	124	21:30	33	60	0	0	93	
09:45	108	326	64	201	172	21:45	36	143	46	198	82	341
10:00	90	53	0	0	143	22:00	26	57	0	0	83	
10:15	89	54	0	0	143	22:15	35	49	0	0	84	
10:30	71	66	0	0	137	22:30	23	37	0	0	60	
10:45	92	342	77	250	169	22:45	25	109	28	171	53	280
11:00	79	73	0	0	152	23:00	26	31	0	0	57	
11:15	72	71	0	0	143	23:15	20	21	0	0	41	
11:30	77	91	0	0	168	23:30	13	31	0	0	44	
11:45	84	312	81	316	165	23:45	16	75	16	99	32	174
TOTALS	1492	1269			2761	TOTALS	3026	3346			6372	
SPLIT %	54.0%	46.0%			30.2%	SPLIT %	47.5%	52.5%			69.8%	

DAILY TOTALS						NB	SB					Total
						4,518	4,615					9,133
AM Peak Hour	09:30	11:45			11:45	PM Peak Hour	15:30	14:00			13:30	
AM Pk Volume	359	349			690	PM Pk Volume	374	373			730	
Pk Hr Factor	0.831	0.881			0.908	Pk Hr Factor	0.926	0.871			0.903	
7 - 9 Volume	330	266	0	0	596	4 - 6 Volume	687	726	0	0	1413	
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:15	17:00			16:30	
7 - 9 Pk Volume	186	143	0	0	329	4 - 6 Pk Volume	357	370	0	0	721	
Pk Hr Factor	0.830	0.872	0.000	0.000	0.848	Pk Hr Factor	0.960	0.944	0.000	0.000	0.964	



**CITY OF WEST COVINA**

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.12: Average Daily Traffic Counts: S Citrus Street S/O E Cameron Ave (1/21/2023)

Prepared by National Data & Surveying Services

### VOLUME

S Citrus St S/O E Cameron Ave

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020025\_003

DAILY TOTALS						NB	SB					Total
						2,863	3,059					5,922
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	15	0	0	18	12:00	63	58	0	0	121	
00:15	2	13	0	0	15	12:15	50	61	0	0	111	
00:30	9	9	0	0	18	12:30	50	59	0	0	109	
00:45	3	17	5	42	8	12:45	55	218	47	225	102	443
01:00	1	14	0	0	15	13:00	46	51	0	0	97	
01:15	4	9	0	0	13	13:15	49	60	0	0	109	
01:30	3	3	0	0	6	13:30	51	56	0	0	107	
01:45	1	9	7	33	8	13:45	59	205	61	228	120	433
02:00	3	6	0	0	9	14:00	46	61	0	0	107	
02:15	2	8	0	0	10	14:15	66	60	0	0	126	
02:30	2	3	0	0	5	14:30	50	62	0	0	112	
02:45	1	8	6	23	7	14:45	55	217	60	243	115	460
03:00	4	6	0	0	10	15:00	55	59	0	0	114	
03:15	0	4	0	0	4	15:15	41	60	0	0	101	
03:30	3	3	0	0	6	15:30	68	56	0	0	124	
03:45	1	8	0	13	1	15:45	60	224	63	238	123	462
04:00	1	0	0	0	1	16:00	54	60	0	0	114	
04:15	1	4	0	0	5	16:15	60	55	0	0	115	
04:30	3	3	0	0	6	16:30	59	55	0	0	114	
04:45	2	7	1	8	3	16:45	63	236	58	228	121	464
05:00	2	4	0	0	6	17:00	49	60	0	0	109	
05:15	2	5	0	0	7	17:15	73	67	0	0	140	
05:30	4	4	0	0	8	17:30	58	60	0	0	118	
05:45	7	15	9	22	16	17:45	44	224	60	247	104	471
06:00	7	3	0	0	10	18:00	50	56	0	0	106	
06:15	11	14	0	0	25	18:15	32	43	0	0	75	
06:30	19	11	0	0	30	18:30	37	55	0	0	92	
06:45	11	48	16	44	27	18:45	32	151	46	200	78	351
07:00	16	25	0	0	41	19:00	26	39	0	0	65	
07:15	22	14	0	0	36	19:15	28	33	0	0	61	
07:30	27	24	0	0	51	19:30	28	36	0	0	64	
07:45	23	88	27	90	50	19:45	22	104	44	152	66	256
08:00	24	27	0	0	51	20:00	26	44	0	0	70	
08:15	28	21	0	0	49	20:15	20	33	0	0	53	
08:30	40	23	0	0	63	20:30	26	29	0	0	55	
08:45	41	133	29	100	70	20:45	32	104	31	137	63	241
09:00	43	28	0	0	71	21:00	22	47	0	0	69	
09:15	51	34	0	0	85	21:15	21	20	0	0	41	
09:30	46	25	0	0	71	21:30	23	38	0	0	61	
09:45	61	201	37	124	98	21:45	24	90	35	140	59	230
10:00	58	38	0	0	96	22:00	14	31	0	0	45	
10:15	61	37	0	0	98	22:15	23	34	0	0	57	
10:30	50	40	0	0	90	22:30	14	24	0	0	38	
10:45	57	226	45	160	102	22:45	12	63	22	111	34	174
11:00	58	42	0	0	100	23:00	20	17	0	0	37	
11:15	47	40	0	0	87	23:15	12	14	0	0	26	
11:30	47	53	0	0	100	23:30	9	21	0	0	30	
11:45	61	213	54	189	115	23:45	13	54	10	62	23	116
TOTALS	973	848			1821	TOTALS	1890	2211			4101	
SPLIT %	53.4%	46.6%			30.7%	SPLIT %	46.1%	53.9%			69.3%	

DAILY TOTALS						NB	SB					Total
						2,863	3,059					5,922
AM Peak Hour	09:45	11:45			11:45	PM Peak Hour	16:30	17:00			16:45	
AM Pk Volume	230	232			456	PM Pk Volume	244	247			488	
Pk Hr Factor	0.943	0.951			0.942	Pk Hr Factor	0.836	0.922			0.871	
7 - 9 Volume	221	190	0	0	411	4 - 6 Volume	460	475	0	0	935	
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	17:00			16:45	
7 - 9 Pk Volume	133	100	0	0	233	4 - 6 Pk Volume	244	247	0	0	488	
Pk Hr Factor	0.811	0.862	0.000	0.000	0.832	Pk Hr Factor	0.836	0.922	0.000	0.000	0.871	



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.13: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/7/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave Bet. S Montezuma Way & S Coral Tree Dr

Day: Thursday  
Date: 9/7/2023

City: West Covina  
Project #: CA23\_020288\_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						6,276	6,385	12,661	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	8	13	21		12:00	0	0	84	95	179			
0:15	0	0	3	6	9		12:15	0	0	87	74	161			
0:30	0	0	7	10	17		12:30	0	0	84	84	168			
0:45	0	0	4	4	8		12:45	0	0	82	85	167		675	
1:00	0	0	3	4	7		13:00	0	0	95	103	198			
1:15	0	0	2	7	9		13:15	0	0	68	131	199			
1:30	0	0	6	4	10		13:30	0	0	79	88	167			
1:45	0	0	2	13	15		13:45	0	0	94	87	181		745	
2:00	0	0	6	2	8		14:00	0	0	82	94	176			
2:15	0	0	6	2	8		14:15	0	0	116	82	198			
2:30	0	0	7	1	8		14:30	0	0	132	109	241			
2:45	0	0	4	4	8		14:45	0	0	100	430	530		854	
3:00	0	0	2	2	4		15:00	0	0	123	102	225			
3:15	0	0	1	1	2		15:15	0	0	131	99	230			
3:30	0	0	3	5	8		15:30	0	0	171	128	299			
3:45	0	0	5	11	16		15:45	0	0	135	560	695		1026	
4:00	0	0	4	5	9		16:00	0	0	102	121	223			
4:15	0	0	10	3	13		16:15	0	0	149	90	239			
4:30	0	0	13	4	17		16:30	0	0	145	100	245			
4:45	0	0	8	35	43		16:45	0	0	143	539	682		962	
5:00	0	0	15	10	25		17:00	0	0	129	130	259			
5:15	0	0	13	15	28		17:15	0	0	115	144	259			
5:30	0	0	32	18	50		17:30	0	0	131	140	271			
5:45	0	0	35	95	130		17:45	0	0	136	511	647		1052	
6:00	0	0	26	22	48		18:00	0	0	138	94	232			
6:15	0	0	45	48	93		18:15	0	0	142	102	244			
6:30	0	0	60	55	115		18:30	0	0	108	79	187			
6:45	0	0	63	194	257		18:45	0	0	84	472	556		863	
7:00	0	0	84	124	208		19:00	0	0	69	99	168			
7:15	0	0	102	139	241		19:15	0	0	99	71	170			
7:30	0	0	140	158	298		19:30	0	0	58	73	131			
7:45	0	0	141	467	608		19:45	0	0	54	280	334		601	
8:00	0	0	140	144	284		20:00	0	0	56	75	131			
8:15	0	0	155	145	300		20:15	0	0	45	80	125			
8:30	0	0	96	131	227		20:30	0	0	40	83	123			
8:45	0	0	113	504	617		20:45	0	0	46	187	233		498	
9:00	0	0	106	71	177		21:00	0	0	30	55	85			
9:15	0	0	106	85	191		21:15	0	0	32	63	95			
9:30	0	0	98	86	184		21:30	0	0	26	43	69			
9:45	0	0	65	375	440		21:45	0	0	34	122	156		326	
10:00	0	0	71	80	151		22:00	0	0	27	48	75			
10:15	0	0	69	69	138		22:15	0	0	19	51	70			
10:30	0	0	71	72	143		22:30	0	0	25	17	42			
10:45	0	0	80	291	371		22:45	0	0	12	83	95		220	
11:00	0	0	105	62	167		23:00	0	0	18	31	49			
11:15	0	0	78	93	171		23:15	0	0	16	17	33			
11:30	0	0	67	84	151		23:30	0	0	7	19	26			
11:45	0	0	92	342	434		23:45	0	0	6	47	53		128	
TOTALS			2372	2339	4711		TOTALS			3904	4046	7950			
SPLIT %			50.4%	49.6%	37.2%		SPLIT %			49.1%	50.9%	62.8%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						6,276	6,385	12,661	
AM Peak Hour			7:30	7:30	7:30		PM Peak Hour			16:15	17:00	17:00			
AM Pk Volume			576	585	1161		PM Pk Volume			566	541	1052			
Pk Hr Factor			0.929	0.926	0.968		Pk Hr Factor			0.950	0.939	0.970			
7 - 9 Volume	0	0	971	1061	2032		4 - 6 Volume	0	0	1050	964	2014			
7 - 9 Peak Hour			7:30	7:30	7:30		4 - 6 Peak Hour			16:15	17:00	17:00			
7 - 9 Pk Volume	0	0	576	585	1161		4 - 6 Pk Volume	0	0	566	541	1052			
Pk Hr Factor	0.000	0.000	0.929	0.926	0.968		Pk Hr Factor	0.000	0.000	0.950	0.939	0.970			



CITY OF WEST COVINA



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 1.14: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/9/2023)

Prepared by National Data & Surveying Services

### VOLUME

E Cameron Ave Bet. S Montezuma Way & S Coral Tree Dr

Day: Saturday  
Date: 9/9/2023

City: West Covina  
Project #: CA23\_020288\_002

DAILY TOTALS					NB	SB						EB	WB	Total		
					0	0						4,619	4,593	9,212		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	7	13	20		12:00	0	0	91	95	186				
0:15	0	0	13	21	34		12:15	0	0	89	82	171				
0:30	0	0	10	14	24		12:30	0	0	78	90	168				
0:45	0	0	9	39	14	62	12:45	0	0	94	352	85	352	179	704	
1:00	0	0	9	9	18		13:00	0	0	99	74	173				
1:15	0	0	8	14	22		13:15	0	0	87	95	182				
1:30	0	0	12	9	21		13:30	0	0	98	149	247				
1:45	0	0	4	33	5	37	13:45	0	0	92	376	86	404	178	780	
2:00	0	0	7	6	13		14:00	0	0	107	100	207				
2:15	0	0	3	9	12		14:15	0	0	91	79	170				
2:30	0	0	4	6	10		14:30	0	0	115	84	199				
2:45	0	0	4	18	6	27	14:45	0	0	91	404	86	349	177	753	
3:00	0	0	4	5	9		15:00	0	0	82	71	153				
3:15	0	0	5	3	8		15:15	0	0	84	66	150				
3:30	0	0	5	3	8		15:30	0	0	99	87	186				
3:45	0	0	5	19	3	14	15:45	0	0	72	337	96	320	168	657	
4:00	0	0	3	6	9		16:00	0	0	74	84	158				
4:15	0	0	5	5	10		16:15	0	0	83	71	154				
4:30	0	0	7	3	10		16:30	0	0	90	83	173				
4:45	0	0	11	26	4	18	16:45	0	0	74	321	81	319	155	640	
5:00	0	0	8	10	18		17:00	0	0	66	80	146				
5:15	0	0	4	5	9		17:15	0	0	77	77	154				
5:30	0	0	14	10	24		17:30	0	0	65	80	145				
5:45	0	0	17	43	8	33	17:45	0	0	89	297	85	322	174	619	
6:00	0	0	12	11	23		18:00	0	0	78	62	140				
6:15	0	0	15	19	34		18:15	0	0	73	73	146				
6:30	0	0	25	15	40		18:30	0	0	74	68	142				
6:45	0	0	36	88	19	64	18:45	0	0	77	302	75	278	152	580	
7:00	0	0	23	21	44		19:00	0	0	59	74	133				
7:15	0	0	31	24	55		19:15	0	0	56	74	130				
7:30	0	0	39	27	66		19:30	0	0	52	72	124				
7:45	0	0	41	134	28	100	19:45	0	0	48	215	50	270	98	485	
8:00	0	0	35	31	66		20:00	0	0	40	44	84				
8:15	0	0	59	40	99		20:15	0	0	38	55	93				
8:30	0	0	63	31	94		20:30	0	0	38	60	98				
8:45	0	0	57	214	47	149	20:45	0	0	41	157	50	209	91	366	
9:00	0	0	50	41	91		21:00	0	0	37	39	76				
9:15	0	0	74	56	130		21:15	0	0	45	63	108				
9:30	0	0	67	62	129		21:30	0	0	27	41	68				
9:45	0	0	69	260	48	207	21:45	0	0	40	149	47	190	87	339	
10:00	0	0	74	70	144		22:00	0	0	34	67	101				
10:15	0	0	68	67	135		22:15	0	0	41	43	84				
10:30	0	0	61	61	122		22:30	0	0	35	45	80				
10:45	0	0	67	270	74	272	22:45	0	0	31	141	36	191	67	332	
11:00	0	0	95	65	160		23:00	0	0	30	34	64				
11:15	0	0	63	73	136		23:15	0	0	17	32	49				
11:30	0	0	82	66	148		23:30	0	0	19	29	48				
11:45	0	0	98	338	84	288	23:45	0	0	20	86	23	118	43	204	
TOTALS					1482	1271	2753	TOTALS					3137	3322	6459	
SPLIT %					53.8%	46.2%	29.9%	SPLIT %					48.6%	51.4%	70.1%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						4,619	4,593	9,212	
AM Peak Hour					11:30	11:45	11:45	PM Peak Hour					13:45	13:15	13:15
AM Pk Volume					360	351	707	PM Pk Volume					405	430	814
Pk Hr Factor					0.918	0.924	0.950	Pk Hr Factor					0.880	0.721	0.824
7 - 9 Volume	0	0	348	249	597	4 - 6 Volume	0	0	618	641	1259				
7 - 9 Peak Hour					8:00	8:00	8:00	4 - 6 Peak Hour					16:00	17:00	16:00
7 - 9 Pk Volume	0	0	214	149	363	4 - 6 Pk Volume	0	0	321	322	640				
Pk Hr Factor	0.000	0.000	0.849	0.793	0.873	Pk Hr Factor	0.000	0.000	0.892	0.947	0.925				



CITY OF WEST COVINA



# Attachment 2.1: 24-Hr Speed Survey Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/19/2023)

Prepared by National Data & Surveying Services

## SPEED

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Thursday

Date: 1/19/2023

City: West Covina

Project #: CA22\_020021\_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
00:00 AM	0	0	0	0	2	4	10	9	2	0	0	0	0	27
01:00	0	0	0	0	0	7	12	10	3	0	0	0	0	32
02:00	0	0	1	0	0	7	9	6	3	0	0	0	0	26
03:00	0	0	0	0	2	3	11	4	3	0	0	1	0	24
04:00	0	0	0	1	2	7	19	20	10	5	1	0	0	65
05:00	0	0	0	0	5	16	41	51	23	7	0	0	0	143
06:00	0	0	0	5	14	39	121	126	54	17	3	0	0	379
07:00	0	0	1	6	17	78	299	321	117	28	0	0	0	867
08:00	0	0	4	5	25	160	353	333	109	27	4	0	0	1020
09:00	0	0	1	4	22	79	206	158	65	10	0	0	0	545
10:00	1	2	6	7	24	105	222	165	57	14	1	0	0	604
11:00	2	0	1	4	31	76	177	149	47	8	1	0	0	496
12:00 PM	1	1	3	7	33	99	222	182	67	14	2	0	1	632
13:00	0	0	4	6	26	118	272	196	63	9	2	0	0	696
14:00	0	1	6	11	25	150	286	249	61	12	2	0	0	803
15:00	0	0	3	10	28	164	388	230	61	17	4	0	0	905
16:00	0	0	3	17	48	195	341	252	64	17	3	1	0	941
17:00	0	0	1	9	66	207	322	209	54	8	1	0	0	877
18:00	0	0	2	11	47	158	248	175	37	12	0	0	0	690
19:00	0	0	6	15	20	100	169	108	26	5	2	0	0	451
20:00	0	0	1	4	18	66	155	107	23	6	3	0	0	383
21:00	1	0	2	3	10	51	97	72	19	3	1	0	0	259
22:00	0	0	2	2	2	28	71	67	20	9	0	0	0	201
23:00	0	0	0	0	3	18	40	34	13	2	0	0	0	110
Totals	5	4	47	127	470	1935	4091	3233	1001	230	30	2	1	11176
% of Totals	0%	0%	0%	1%	4%	17%	37%	29%	9%	2%	0%	0%	0%	100%

AM Volumes	3	2	14	32	144	581	1480	1352	493	116	10	1	0	4228
% AM	0%	0%	0%	0%	1%	5%	13%	12%	4%	1%	0%	0%	0%	38%
AM Peak Hour	11:00	10:00	10:00	10:00	11:00	08:00	08:00	08:00	07:00	07:00	08:00	03:00		08:00
Volume	2	2	6	7	31	160	353	333	117	28	4	1		1020
PM Volumes	2	2	33	95	326	1354	2611	1881	508	114	20	1	1	6948
% PM	0%	0%	0%	1%	3%	12%	23%	17%	5%	1%	0%	0%	0%	62%
PM Peak Hour	12:00	12:00	14:00	16:00	17:00	17:00	15:00	16:00	12:00	15:00	15:00	16:00	12:00	16:00
Volume	1	1	6	17	66	207	388	252	67	17	4	1	1	941
Directional Peak Periods	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds	Volume 1887 ↔ % 17%				Volume 1328 ↔ % 12%				Volume 1818 ↔ % 16%				Volume 6143 ↔ % 55%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	38	44	44	49	54	11176



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.2: 24-Hr Speed Survey Counts: E Cameron Ave E/O S Citrus Street (1/19/2023)

Prepared by National Data & Surveying Services

### SPEED

E Cameron Ave E/O S Citrus St

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_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
00:00 AM	0	0	0	0	4	16	14	8	3	1	0	0	0	46
01:00	0	0	0	0	2	4	2	6	0	1	0	0	0	15
02:00	0	0	0	0	1	6	8	3	0	0	0	0	0	18
03:00	0	0	0	1	1	3	14	4	2	3	0	0	0	28
04:00	0	0	1	0	9	11	23	16	7	1	0	0	0	68
05:00	0	0	0	4	4	29	55	28	4	5	1	0	0	130
06:00	1	0	1	4	24	103	153	71	23	6	1	0	0	387
07:00	1	0	4	18	112	275	341	127	28	5	0	0	0	911
08:00	65	26	36	50	125	303	310	118	19	4	0	0	0	1056
09:00	1	1	0	4	36	156	205	91	20	5	1	0	0	520
10:00	0	3	2	3	43	169	196	70	14	4	0	0	0	504
11:00	0	2	3	10	50	170	148	64	15	2	0	0	0	464
12:00 PM	4	2	2	13	54	209	216	93	19	4	0	0	0	616
13:00	1	0	5	25	92	245	233	69	11	0	1	0	0	682
14:00	1	3	5	27	106	310	262	85	18	2	2	0	0	821
15:00	1	3	28	68	178	358	277	82	17	1	0	0	0	1013
16:00	3	6	14	22	118	350	332	107	16	1	0	0	0	969
17:00	0	0	4	20	120	307	278	102	13	3	0	0	0	847
18:00	0	1	3	19	82	210	209	62	6	1	0	0	0	593
19:00	0	1	2	9	54	132	134	46	11	0	0	0	0	389
20:00	0	0	2	3	40	124	111	34	6	1	0	0	0	321
21:00	0	0	1	11	35	69	87	36	4	1	0	0	0	244
22:00	0	0	3	1	13	67	59	26	6	4	0	0	0	179
23:00	0	0	1	3	5	22	40	15	6	0	0	0	0	92
Totals	78	48	117	315	1308	3648	3707	1363	268	55	6			10913
% of Totals	1%	0%	1%	3%	12%	33%	34%	12%	2%	1%	0%			100%

AM Volumes	68	32	47	94	411	1245	1469	606	135	37	3	0	0	4147
% AM	1%	0%	0%	1%	4%	11%	13%	6%	1%	0%	0%			38%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00	06:00	05:00			08:00
Volume	65	26	36	50	125	303	341	127	28	6	1			1056
PM Volumes	10	16	70	221	897	2403	2238	757	133	18	3	0	0	6766
% PM	0%	0%	1%	2%	8%	22%	21%	7%	1%	0%	0%			62%
PM Peak Hour	12:00	16:00	15:00	15:00	15:00	15:00	16:00	16:00	12:00	12:00	14:00			15:00
Volume	4	6	28	68	178	358	332	107	19	4	2			1013
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			1967	↔	18%	1298	↔	12%	1816	↔	17%	5832	↔	53%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	34	40	40	45	49	10913



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.3: 24-Hr Speed Survey Counts: S Citrus Street N/O E Cameron Ave (1/19/2023)

Prepared by National Data & Surveying Services

### SPEED

S Citrus St N/O E Cameron Ave

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_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
00:00 AM	0	0	0	0	5	10	7	1	0	0	0	0	0	23
01:00	0	0	0	1	7	9	3	2	1	0	0	0	0	23
02:00	0	0	0	2	4	9	4	1	0	1	0	0	0	21
03:00	0	0	1	0	9	8	6	1	0	0	0	0	0	25
04:00	0	0	2	3	20	12	3	2	3	0	0	0	0	45
05:00	0	1	2	16	47	42	10	4	2	0	0	0	0	124
06:00	2	1	5	27	71	78	22	5	0	0	0	0	0	211
07:00	1	1	14	46	225	205	58	16	1	0	0	0	0	567
08:00	2	1	13	85	268	282	90	11	1	1	0	0	0	754
09:00	0	2	7	67	197	190	58	7	1	0	0	0	0	529
10:00	1	3	7	48	181	193	63	5	3	0	0	0	0	504
11:00	0	1	10	68	229	200	57	14	2	0	0	0	0	581
12:00 PM	1	2	17	65	245	243	63	11	4	0	0	0	0	651
13:00	2	1	16	66	268	237	61	13	3	0	0	0	0	667
14:00	1	3	14	103	306	254	60	10	0	0	0	0	0	751
15:00	2	3	19	178	318	245	40	1	2	0	0	0	0	808
16:00	0	2	29	130	340	241	41	6	1	0	0	0	0	790
17:00	1	1	13	118	298	237	50	7	0	0	0	0	0	725
18:00	2	7	9	98	292	179	41	9	0	1	0	0	0	638
19:00	1	2	17	87	211	131	28	5	1	0	0	0	0	483
20:00	0	0	12	55	173	116	29	6	0	1	0	0	0	392
21:00	0	2	2	50	117	85	21	1	0	0	0	0	0	278
22:00	0	1	2	22	69	54	20	4	2	0	0	0	0	174
23:00	0	1	5	11	42	43	13	2	1	1	0	0	0	119
Totals	16	35	216	1346	3942	3303	848	144	28	5				9883
% of Totals	0%	0%	2%	14%	40%	33%	9%	1%	0%	0%				100%

AM Volumes	6	10	61	363	1263	1238	381	69	14	2	0	0	0	3407
% AM	0%	0%	1%	4%	13%	13%	4%	1%	0%	0%				34%
AM Peak Hour	06:00	10:00	07:00	08:00	08:00	08:00	08:00	07:00	04:00	02:00				08:00
Volume	2	3	14	85	268	282	90	16	3	1				754
PM Volumes	10	25	155	983	2679	2065	467	75	14	3	0	0	0	6476
% PM	0%	0%	2%	10%	27%	21%	5%	1%	0%	0%				66%
PM Peak Hour	13:00	18:00	16:00	15:00	16:00	14:00	12:00	13:00	12:00	18:00				15:00
Volume	2	7	29	178	340	254	63	13	4	1				808
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume      %				Volume      %				Volume      %				Volume      %
		1321      ↔      13%				1318      ↔      13%				1515      ↔      15%				5729      ↔      58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	30	34	34	39	43	9883



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.4: 24-Hr Speed Survey Counts: S Citrus Street S/O E Cameron Ave (1/19/2023)

Prepared by National Data & Surveying Services

### SPEED

S Citrus St S/O E Cameron Ave

Day: Thursday  
Date: 1/19/2023

City: West Covina  
Project #: CA22\_020025\_003

#### 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
00:00 AM	0	0	12	8	9	0	0	0	0	0	0	0	0	29
01:00	0	0	3	10	4	0	0	0	0	0	0	0	0	17
02:00	0	0	4	3	6	0	0	0	0	0	0	0	0	13
03:00	0	0	3	10	2	0	0	0	0	0	0	0	0	15
04:00	0	1	4	11	5	0	0	0	0	0	0	0	0	21
05:00	0	3	24	32	15	3	1	0	0	0	0	0	0	78
06:00	0	2	30	68	25	3	0	0	0	0	0	0	0	128
07:00	2	16	100	201	70	11	1	0	0	0	0	0	0	401
08:00	3	14	106	243	114	15	0	0	0	0	0	0	0	495
09:00	0	8	85	186	77	6	0	0	0	0	0	0	0	362
10:00	0	6	57	133	91	8	0	0	0	0	0	0	0	295
11:00	1	7	91	208	79	10	2	0	0	0	0	0	0	398
12:00 PM	3	14	97	206	80	14	1	0	0	0	0	0	0	415
13:00	0	16	114	224	74	9	1	0	0	0	0	0	0	438
14:00	7	16	123	249	68	11	0	1	0	0	0	0	0	475
15:00	8	27	165	253	71	9	0	2	0	0	0	0	0	535
16:00	0	16	138	251	90	12	1	0	0	0	0	0	0	508
17:00	1	12	100	238	83	17	1	0	0	0	0	0	0	452
18:00	1	8	108	202	83	13	3	0	0	0	0	0	0	418
19:00	1	6	71	150	69	9	0	0	0	0	0	0	0	306
20:00	0	0	48	150	46	7	0	0	0	0	0	0	0	251
21:00	0	4	35	99	38	5	0	0	0	0	0	0	0	181
22:00	0	2	27	65	18	8	0	0	0	0	0	0	0	120
23:00	0	1	17	48	13	1	0	0	0	0	0	0	0	80
Totals	27	179	1562	3248	1230	171	11	3						6431
% of Totals	0%	3%	24%	51%	19%	3%	0%	0%						100%

AM Volumes	6	57	519	1113	497	56	4	0	0	0	0	0	0	2252
% AM	0%	1%	8%	17%	8%	1%	0%							35%
AM Peak Hour	08:00	07:00	08:00	08:00	08:00	08:00	11:00							08:00
Volume	3	16	106	243	114	15	2							495
PM Volumes	21	122	1043	2135	733	115	7	3	0	0	0	0	0	4179
% PM	0%	2%	16%	33%	11%	2%	0%	0%						65%
PM Peak Hour	15:00	15:00	15:00	15:00	16:00	17:00	18:00	15:00						15:00
Volume	8	27	165	253	90	17	3	2						535
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume 896 ↔ 14%				Volume 853 ↔ 13%				Volume 960 ↔ 15%				Volume 3722 ↔ 58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	22	27	27	32	34	6431



CITY OF WEST COVINA

# Attachment 2.5: 24-Hr Speed Survey Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/20/2023)

Prepared by National Data & Surveying Services

## SPEED

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Friday

Date: 1/20/2023

City: West Covina

Project #: CA22\_020021\_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
00:00 AM	0	0	0	0	3	6	9	16	5	0	0	0	0	39
01:00	0	0	0	2	3	8	7	12	5	1	0	0	0	38
02:00	0	0	0	0	3	6	4	5	3	1	2	0	0	24
03:00	0	0	0	0	0	1	8	3	0	2	0	0	0	14
04:00	0	0	0	1	1	8	14	18	16	6	0	0	0	64
05:00	0	0	1	2	5	18	44	59	14	2	2	0	0	147
06:00	0	0	1	6	14	27	67	88	40	8	3	0	0	254
07:00	0	0	5	5	18	55	223	262	91	18	3	0	0	680
08:00	0	0	1	5	26	98	319	294	99	20	7	2	0	871
09:00	0	0	2	6	15	82	213	152	54	12	1	0	0	537
10:00	0	1	2	3	24	97	200	144	29	12	0	0	0	512
11:00	0	1	2	10	21	101	217	140	47	10	1	0	0	550
12:00 PM	0	0	5	9	26	122	215	207	58	9	2	0	0	653
13:00	1	1	4	11	29	134	252	185	61	13	4	0	0	695
14:00	0	1	2	6	35	116	345	278	87	13	3	0	0	886
15:00	1	0	0	7	26	167	375	290	89	23	6	0	0	984
16:00	0	0	2	8	40	184	404	265	81	9	0	0	0	993
17:00	0	0	0	13	64	210	341	264	57	9	0	0	0	958
18:00	0	0	5	6	38	196	321	189	45	7	4	0	0	811
19:00	1	0	3	9	27	118	219	127	38	11	1	0	0	554
20:00	0	0	1	8	28	92	176	113	35	8	1	0	0	462
21:00	0	0	0	3	14	56	118	97	30	4	3	0	0	325
22:00	0	0	0	0	11	50	100	60	23	3	0	0	0	247
23:00	1	0	0	0	6	34	58	29	10	1	0	0	0	139
Totals	4	4	36	120	477	1986	4249	3297	1017	202	43	2		11437
% of Totals	0%	0%	0%	1%	4%	17%	37%	29%	9%	2%	0%	0%		100%

AM Volumes	0	2	14	40	133	507	1325	1193	403	92	19	2	0	3730
% AM		0%	0%	0%	1%	4%	12%	10%	4%	1%	0%	0%		33%
AM Peak Hour		10:00	07:00	11:00	08:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00		08:00
Volume		1	5	10	26	101	319	294	99	20	7	2		871
PM Volumes	4	2	22	80	344	1479	2924	2104	614	110	24	0	0	7707
% PM	0%	0%	0%	1%	3%	13%	26%	18%	5%	1%	0%			67%
PM Peak Hour	13:00	13:00	12:00	17:00	17:00	17:00	16:00	15:00	15:00	15:00	15:00			16:00
Volume	1	1	5	13	64	210	404	290	89	23	6			993
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume 1551 ↔ % 14%				Volume 1348 ↔ % 12%				Volume 1951 ↔ % 17%				Volume 6587 ↔ % 58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	38	44	44	49	53	11437



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.6: 24-Hr Speed Survey Counts: E Cameron Ave E/O S Citrus Street (1/20/2023)

Prepared by National Data & Surveying Services

### SPEED

E Cameron Ave E/O S Citrus St

Day: Friday

Date: 1/20/2023

City: West Covina

Project #: CA22\_020025\_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
00:00 AM	0	0	1	0	4	13	12	5	0	0	0	0	0	35
01:00	0	0	0	2	7	8	7	6	3	1	0	0	0	34
02:00	0	0	0	1	2	4	8	1	1	1	0	0	0	18
03:00	0	0	0	0	1	3	8	3	3	1	1	0	0	20
04:00	0	0	0	0	3	11	22	20	5	2	0	0	0	63
05:00	0	0	0	1	10	36	62	22	3	0	0	0	0	134
06:00	0	1	2	4	19	87	108	60	18	8	0	0	0	307
07:00	0	0	0	10	44	217	307	135	23	6	0	0	0	742
08:00	10	17	34	58	176	317	331	89	18	9	1	0	0	1060
09:00	1	0	5	5	37	149	195	67	14	0	0	0	0	473
10:00	2	1	1	9	34	134	172	62	11	4	1	0	0	431
11:00	2	1	1	10	36	134	177	67	21	4	0	0	0	453
12:00 PM	1	2	1	4	53	169	269	94	17	6	1	0	0	617
13:00	0	2	2	9	65	198	253	101	11	2	0	0	0	643
14:00	9	12	14	37	90	269	343	117	22	6	1	0	0	920
15:00	0	1	9	36	150	337	339	111	20	7	0	0	0	1010
16:00	0	0	2	19	113	357	390	111	27	5	0	0	0	1024
17:00	0	0	2	15	114	327	321	119	16	6	0	0	0	920
18:00	0	0	5	27	109	293	219	82	6	1	0	0	0	742
19:00	0	1	4	12	77	191	154	58	11	3	0	0	0	511
20:00	0	1	2	14	62	136	106	42	9	2	0	0	0	374
21:00	0	0	2	5	45	106	94	40	7	1	0	0	0	300
22:00	1	1	2	3	26	66	79	21	3	0	0	0	0	202
23:00	0	0	0	4	12	45	44	16	7	0	0	0	0	128
Totals	26	40	89	285	1289	3607	4020	1449	276	75	5			11161
% of Totals	0%	0%	1%	3%	12%	32%	36%	13%	2%	1%	0%			100%

AM Volumes	15	20	44	100	373	1113	1409	537	120	36	3	0	0	3770
% AM	0%	0%	0%	1%	3%	10%	13%	5%	1%	0%	0%			34%
AM Peak Hour	08:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	08:00	03:00			08:00
Volume	10	17	34	58	176	317	331	135	23	9	1			1060
PM Volumes	11	20	45	185	916	2494	2611	912	156	39	2	0	0	7391
% PM	0%	0%	0%	2%	8%	22%	23%	8%	1%	0%	0%			66%
PM Peak Hour	14:00	14:00	14:00	14:00	15:00	16:00	16:00	17:00	16:00	15:00	12:00			16:00
Volume	9	12	14	37	150	357	390	119	27	7	1			1024
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume      %				Volume      %				Volume      %				Volume      %
		1802      ↔      16%				1260      ↔      11%				1944      ↔      17%				6155      ↔      55%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	35	40	40	45	49	11161



CITY OF WEST COVINA



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.7: 24-Hr Speed Survey Counts: S Citrus Street N/O E Cameron Ave (1/20/2023)

Prepared by National Data & Surveying Services

### SPEED

S Citrus St N/O E Cameron Ave

Day: Friday

Date: 1/20/2023

City: West Covina

Project #: CA22\_020025\_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
00:00 AM	0	0	2	5	6	14	6	0	0	1	0	0	0	34
01:00	0	0	0	4	4	10	2	0	2	1	0	0	0	23
02:00	0	1	0	3	7	6	4	0	0	0	0	0	0	21
03:00	0	0	0	5	6	6	5	3	0	0	0	0	0	25
04:00	0	0	0	6	19	12	9	2	0	0	1	0	0	49
05:00	0	0	4	12	44	46	9	2	0	0	0	0	0	117
06:00	0	0	3	32	74	69	29	8	0	0	0	0	0	215
07:00	4	0	11	57	200	202	53	12	0	0	0	0	0	539
08:00	0	2	14	91	310	304	86	13	2	0	0	0	0	822
09:00	1	6	8	45	183	179	59	8	1	0	0	0	0	490
10:00	2	1	4	56	193	206	66	9	1	0	0	0	0	538
11:00	2	2	13	78	222	235	64	12	3	0	0	0	0	631
12:00 PM	1	3	14	67	275	240	62	12	5	0	0	0	0	679
13:00	2	3	11	74	268	244	72	12	2	0	0	0	0	688
14:00	1	3	10	96	313	283	86	13	4	0	0	0	0	809
15:00	3	0	17	119	345	288	77	12	1	0	0	0	0	862
16:00	1	2	18	131	358	254	64	7	0	1	0	0	0	836
17:00	2	0	25	140	383	233	60	6	1	0	0	0	0	850
18:00	2	1	13	120	334	197	49	7	2	0	0	0	0	725
19:00	0	1	19	91	226	155	31	2	0	0	0	0	0	525
20:00	0	2	11	68	208	138	35	4	1	0	0	0	0	467
21:00	1	1	8	55	156	104	21	6	2	0	0	0	0	354
22:00	0	0	6	39	91	74	21	3	1	0	0	0	0	235
23:00	0	1	1	17	53	47	29	6	2	0	0	0	0	156
Totals	22	29	212	1411	4278	3546	999	159	30	3	1			10690
% of Totals	0%	0%	2%	13%	40%	33%	9%	1%	0%	0%	0%			100%

AM Volumes	9	12	59	394	1268	1289	392	69	9	2	1	0	0	3504
% AM	0%	0%	1%	4%	12%	12%	4%	1%	0%	0%	0%			33%
AM Peak Hour	07:00	09:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00		04:00			08:00
Volume	4	6	14	91	310	304	86	13	3	1	1			822
PM Volumes	13	17	153	1017	3010	2257	607	90	21	1	0	0	0	7186
% PM	0%	0%	1%	10%	28%	21%	6%	1%	0%	0%				67%
PM Peak Hour	15:00	12:00	17:00	17:00	17:00	15:00	14:00	14:00	12:00	16:00				15:00
Volume	3	3	25	140	383	288	86	13	5	1				862
Directional Peak Periods	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds	Volume 1361 ↔ % 13%				Volume 1367 ↔ % 13%				Volume 1686 ↔ % 16%				Volume 6276 ↔ % 59%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	30	34	34	39	43	10690



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.8: 24-Hr Speed Survey Counts: S Citrus Street S/O E Cameron Ave (1/20/2023)

Prepared by National Data & Surveying Services

### SPEED

S Citrus St S/O E Cameron Ave

Day: Friday

Date: 1/20/2023

City: West Covina

Project #: CA22\_020025\_003

#### 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
00:00 AM	0	1	2	8	6	0	1	0	0	0	0	0	0	18
01:00	0	3	2	8	1	0	0	0	0	0	0	0	0	14
02:00	0	0	0	8	4	0	0	0	0	0	0	0	0	12
03:00	0	0	6	9	5	0	0	0	0	0	0	0	0	20
04:00	1	1	7	8	9	2	0	0	0	0	0	0	0	28
05:00	0	4	20	38	10	0	0	0	0	0	0	0	0	72
06:00	0	3	33	80	26	0	0	0	0	0	0	0	0	142
07:00	3	18	69	193	71	13	0	1	0	0	0	0	0	368
08:00	1	16	128	229	102	11	1	0	0	0	0	0	0	488
09:00	0	12	64	160	81	8	2	0	0	0	0	0	0	327
10:00	0	11	67	163	93	9	2	0	0	0	0	0	0	345
11:00	1	7	97	195	99	11	4	1	0	0	0	0	0	415
12:00 PM	2	8	103	214	78	8	0	0	0	0	0	0	0	413
13:00	2	11	93	210	109	9	0	1	0	0	0	0	0	435
14:00	2	18	123	249	112	15	0	0	0	0	0	0	0	519
15:00	2	24	134	258	119	11	1	0	0	0	0	0	0	549
16:00	1	25	140	257	96	11	1	0	0	0	0	0	0	531
17:00	4	41	134	247	116	18	1	0	0	0	0	0	0	561
18:00	1	13	131	214	99	8	2	1	0	0	0	0	0	469
19:00	3	8	68	171	67	8	0	0	0	1	0	0	0	326
20:00	0	2	54	139	52	6	0	0	0	0	0	0	0	253
21:00	1	4	45	109	62	5	0	1	1	0	0	0	0	228
22:00	0	4	46	71	28	2	0	1	0	0	0	0	0	152
23:00	0	1	19	49	23	6	0	0	1	0	0	0	0	99
Totals	24	235	1585	3287	1468	161	15	6	2	1				6784
% of Totals	0%	3%	23%	48%	22%	2%	0%	0%	0%	0%				100%

AM Volumes	6	76	495	1099	507	54	10	2	0	0	0	0	0	2249
% AM	0%	1%	7%	16%	7%	1%	0%	0%						33%
AM Peak Hour	07:00	07:00	08:00	08:00	08:00	07:00	11:00	07:00						08:00
Volume	3	18	128	229	102	13	4	1						488
PM Volumes	18	159	1090	2188	961	107	5	4	2	1	0	0	0	4535
% PM	0%	2%	16%	32%	14%	2%	0%	0%	0%	0%				67%
PM Peak Hour	17:00	17:00	16:00	15:00	15:00	17:00	18:00	13:00	21:00	19:00				17:00
Volume	4	41	140	258	119	18	2	1	1	1				561
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes		
All Speeds		Volume 856 ↔ 13%				Volume 848 ↔ 13%				Volume 1092 ↔ 16%		Volume 3988 ↔ 59%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	22	27	27	32	34	6784



CITY OF WEST COVINA

# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.9: 24-Hr Speed Survey Counts: E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way (1/21/2023)

Prepared by National Data & Surveying Services

### SPEED

E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way

Day: Saturday

Date: 1/21/2023

City: West Covina

Project #: CA22\_020021\_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
00:00 AM	0	0	1	1	4	19	34	19	7	2	0	0	0	87
01:00	0	0	2	0	1	16	14	20	5	0	0	0	0	58
02:00	0	0	0	0	1	5	12	18	0	0	0	0	0	36
03:00	0	0	0	0	1	4	7	6	2	0	0	1	0	21
04:00	0	0	0	0	2	4	7	9	4	0	1	0	0	27
05:00	0	0	0	0	3	11	9	14	13	1	1	0	0	52
06:00	0	0	1	1	3	14	25	28	10	4	0	0	0	86
07:00	0	0	2	5	15	34	76	55	21	6	0	0	0	214
08:00	0	0	1	4	17	44	122	104	32	9	4	0	0	337
09:00	1	0	1	6	28	102	165	124	44	11	0	0	0	482
10:00	0	0	3	8	20	72	217	191	57	21	3	1	0	593
11:00	0	0	2	3	28	89	250	242	74	16	1	0	0	705
12:00 PM	0	1	2	3	20	96	238	183	59	19	5	0	0	626
13:00	0	0	0	6	18	109	237	225	60	13	0	1	0	669
14:00	0	0	2	3	32	106	246	226	71	11	2	0	0	699
15:00	0	0	3	4	24	132	237	217	53	10	3	1	0	684
16:00	0	4	3	6	28	147	273	154	47	14	2	0	0	678
17:00	0	0	2	14	39	167	269	163	34	8	1	0	0	697
18:00	0	0	1	3	33	128	192	115	23	9	1	0	0	505
19:00	0	0	1	1	15	83	174	95	33	8	0	0	0	410
20:00	0	0	1	4	18	78	134	76	22	4	0	0	0	337
21:00	0	0	1	6	13	69	102	80	18	3	0	0	0	292
22:00	0	0	0	4	15	44	93	82	16	3	0	0	0	257
23:00	0	0	0	0	9	33	53	50	11	2	1	0	0	159
Totals	1	5	29	82	387	1606	3186	2496	716	174	25	4		8711
% of Totals	0%	0%	0%	1%	4%	18%	37%	29%	8%	2%	0%	0%		100%

AM Volumes	1	0	13	28	123	414	938	830	269	70	10	2	0	2698
% AM	0%		0%	0%	1%	5%	11%	10%	3%	1%	0%	0%		31%
AM Peak Hour	09:00		10:00	10:00	09:00	09:00	11:00	11:00	11:00	10:00	08:00	03:00		11:00
Volume	1		3	8	28	102	250	242	74	21	4	1		705
PM Volumes	0	5	16	54	264	1192	2248	1666	447	104	15	2	0	6013
% PM		0%	0%	1%	3%	14%	26%	19%	5%	1%	0%	0%		69%
PM Peak Hour		16:00	15:00	17:00	17:00	17:00	16:00	14:00	14:00	12:00	12:00	13:00		14:00
Volume		4	3	14	39	167	273	226	71	19	5	1		699
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			551	↔	6%	1295	↔	15%	1375	↔	16%	5490	↔	63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	37	44	44	49	53	8711



# Attachment 2.10: 24-Hr Speed Survey Counts: E Cameron Ave E/O S Citrus Street (1/21/2023)

Prepared by National Data & Surveying Services

## SPEED

E Cameron Ave E/O S Citrus St

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020025\_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
00:00 AM	0	0	0	3	6	23	25	9	1	2	0	0	0	69
01:00	0	0	0	1	3	16	19	3	4	0	0	0	0	46
02:00	0	0	0	1	8	5	18	1	0	0	0	0	0	33
03:00	0	0	0	2	1	8	5	4	5	1	0	0	0	26
04:00	0	0	0	3	2	7	11	2	4	0	0	0	0	29
05:00	0	0	0	1	4	9	20	8	4	1	0	0	0	47
06:00	0	0	2	1	13	26	43	10	3	1	0	0	0	99
07:00	1	1	0	6	25	59	86	35	3	4	1	0	0	221
08:00	0	1	0	3	20	104	113	54	17	4	0	0	0	316
09:00	0	0	1	4	45	132	179	77	12	4	1	0	0	455
10:00	2	1	1	9	27	165	195	94	17	3	0	0	0	514
11:00	1	0	1	7	35	198	253	111	14	3	0	0	0	623
12:00 PM	2	2	1	8	33	178	221	102	25	5	0	0	0	577
13:00	0	0	2	5	37	202	241	101	18	3	1	0	0	610
14:00	0	0	3	4	49	166	256	104	24	8	0	0	0	614
15:00	0	0	1	5	40	187	224	110	20	3	0	0	0	590
16:00	2	0	5	5	61	202	204	67	14	1	0	0	0	561
17:00	4	0	5	21	84	211	204	59	14	5	1	0	0	608
18:00	1	1	3	19	77	146	146	45	9	2	0	0	0	449
19:00	0	0	1	8	42	132	109	38	6	0	0	0	0	336
20:00	0	0	0	6	38	88	67	30	5	0	0	0	0	234
21:00	0	0	1	2	41	95	68	33	10	0	0	0	0	250
22:00	0	0	0	4	24	70	82	14	5	1	0	0	0	200
23:00	0	0	0	2	23	44	53	20	2	1	0	0	0	145
Totals	13	6	27	130	738	2473	2842	1131	236	52	4			7652
% of Totals	0%	0%	0%	2%	10%	32%	37%	15%	3%	1%	0%			100%

AM Volumes	4	3	5	41	189	752	967	408	84	23	2	0	0	2478
% AM	0%	0%	0%	1%	2%	10%	13%	5%	1%	0%	0%			32%
AM Peak Hour	10:00	07:00	06:00	10:00	09:00	11:00	11:00	11:00	08:00	07:00	07:00			11:00
Volume	2	1	2	9	45	198	253	111	17	4	1			623
PM Volumes	9	3	22	89	549	1721	1875	723	152	29	2	0	0	5174
% PM	0%	0%	0%	1%	7%	22%	25%	9%	2%	0%	0%			68%
PM Peak Hour	17:00	12:00	16:00	17:00	17:00	17:00	14:00	15:00	12:00	14:00	13:00			14:00
Volume	4	2	5	21	84	211	256	110	25	8	1			614
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
			537		7%	1187		16%	1169		15%	4759		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	35	41	41	46	50	7652



# REVIEW OF THE INTERSECTION OF CITRUS STREET AND CAMERON AVENUE

## Attachment 2.11: 24-Hr Speed Survey Counts: S Citrus Street N/O E Cameron Ave (1/21/2023)

Prepared by National Data & Surveying Services

### SPEED

S Citrus St N/O E Cameron Ave

Day: Saturday

Date: 1/21/2023

City: West Covina

Project #: CA22\_020025\_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
00:00 AM	0	0	2	14	41	26	5	2	1	0	0	0	0	91
01:00	0	1	3	6	26	22	2	1	0	0	0	0	0	61
02:00	1	1	2	7	10	16	5	1	0	0	0	0	0	43
03:00	0	0	1	5	6	7	5	1	1	0	0	0	0	26
04:00	0	0	0	3	12	7	6	1	0	0	0	0	0	29
05:00	1	1	2	12	20	16	6	0	0	0	0	0	0	58
06:00	1	1	5	17	32	34	14	5	1	0	0	0	0	110
07:00	0	1	4	36	101	89	26	9	1	0	0	0	0	267
08:00	0	0	3	30	106	134	48	7	0	1	0	0	0	329
09:00	3	3	6	56	204	182	65	6	1	1	0	0	0	527
10:00	3	1	10	56	206	225	74	15	2	0	0	0	0	592
11:00	1	1	8	64	230	240	75	8	1	0	0	0	0	628
12:00 PM	1	2	10	56	256	281	70	16	0	0	0	0	0	692
13:00	5	1	7	69	249	248	76	12	2	0	0	0	0	669
14:00	0	0	9	84	261	240	84	15	1	0	0	0	0	694
15:00	0	1	10	82	291	258	59	13	1	1	0	0	0	716
16:00	2	2	15	98	269	247	60	8	2	1	0	0	0	704
17:00	0	2	14	123	316	189	56	7	1	1	0	0	0	709
18:00	1	0	20	97	241	167	42	7	0	0	0	0	0	575
19:00	1	0	3	66	187	122	34	6	1	0	0	0	0	420
20:00	1	0	3	60	179	128	21	5	1	0	0	0	0	398
21:00	2	0	6	49	161	93	26	3	1	0	0	0	0	341
22:00	0	0	2	46	110	95	19	6	1	1	0	0	0	280
23:00	0	0	3	18	70	64	17	0	2	0	0	0	0	174
Totals	23	18	148	1154	3584	3130	895	154	21	6				9133
% of Totals	0%	0%	2%	13%	39%	34%	10%	2%	0%	0%				100%

AM Volumes	10	10	46	306	994	998	331	56	8	2	0	0	0	2761
% AM	0%	0%	1%	3%	11%	11%	4%	1%	0%	0%				30%
AM Peak Hour	09:00	09:00	10:00	11:00	11:00	11:00	11:00	10:00	10:00	08:00				11:00
Volume	3	3	10	64	230	240	75	15	2	1				628
PM Volumes	13	8	102	848	2590	2132	564	98	13	4	0	0	0	6372
% PM	0%	0%	1%	9%	28%	23%	6%	1%	0%	0%				70%
PM Peak Hour	13:00	12:00	18:00	17:00	17:00	12:00	14:00	12:00	13:00	15:00				15:00
Volume	5	2	20	123	316	281	84	16	2	1				716
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume      %				Volume      %				Volume      %				Volume      %
		596      ↔      7%				1361      ↔      15%				1413      ↔      15%				5763      ↔      63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	30	34	35	40	43	9133



Attachment 2.12: 24-Hr Speed Survey Counts: S Citrus Street S/O E Cameron Ave (1/21/2023)

Prepared by National Data & Surveying Services

**SPEED**

S Citrus St S/O E Cameron Ave

Day: Saturday  
Date: 1/21/2023

City: West Covina  
Project #: CA22\_020025\_003

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
00:00 AM	0	0	11	35	11	2	0	0	0	0	0	0	0	59
01:00	0	1	8	22	8	2	1	0	0	0	0	0	0	42
02:00	0	1	7	13	7	3	0	0	0	0	0	0	0	31
03:00	1	2	3	9	5	1	0	0	0	0	0	0	0	21
04:00	1	0	1	10	2	0	1	0	0	0	0	0	0	15
05:00	1	2	8	18	7	1	0	0	0	0	0	0	0	37
06:00	0	4	29	31	24	4	0	0	0	0	0	0	0	92
07:00	0	2	39	95	38	4	0	0	0	0	0	0	0	178
08:00	1	7	45	122	51	5	1	1	0	0	0	0	0	233
09:00	0	14	66	171	63	9	2	0	0	0	0	0	0	325
10:00	0	16	84	178	86	21	1	0	0	0	0	0	0	386
11:00	0	6	72	215	102	6	1	0	0	0	0	0	0	402
12:00 PM	1	5	97	234	92	12	1	1	0	0	0	0	0	443
13:00	1	4	93	205	114	15	1	0	0	0	0	0	0	433
14:00	0	12	90	222	119	15	2	0	0	0	0	0	0	460
15:00	1	10	89	234	108	17	2	1	0	0	0	0	0	462
16:00	0	12	100	247	86	15	4	0	0	0	0	0	0	464
17:00	3	22	117	208	107	11	2	1	0	0	0	0	0	471
18:00	0	10	75	188	66	11	1	0	0	0	0	0	0	351
19:00	0	2	51	135	60	7	1	0	0	0	0	0	0	256
20:00	0	1	47	128	55	8	1	1	0	0	0	0	0	241
21:00	0	3	52	117	45	10	2	1	0	0	0	0	0	230
22:00	0	2	39	94	32	6	0	1	0	0	0	0	0	174
23:00	0	1	21	67	26	1	0	0	0	0	0	0	0	116
Totals	10	139	1244	2998	1314	186	24	7						5922
% of Totals	0%	2%	21%	51%	22%	3%	0%	0%						100%

AM Volumes	4	55	373	919	404	58	7	1	0	0	0	0	0	1821
% AM	0%	1%	6%	16%	7%	1%	0%	0%						31%
AM Peak Hour	03:00	10:00	10:00	11:00	11:00	10:00	09:00	08:00						11:00
Volume	1	16	84	215	102	21	2	1						402
PM Volumes	6	84	871	2079	910	128	17	6	0	0	0	0	0	4101
% PM	0%	1%	15%	35%	15%	2%	0%	0%						69%
PM Peak Hour	17:00	17:00	17:00	16:00	14:00	15:00	16:00	12:00						17:00
Volume	3	22	117	247	119	17	4	1						471
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume      %				Volume      %				Volume      %				Volume      %
		411      ↔      7%				876      ↔      15%				935      ↔      16%				3700      ↔      62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
S Citrus St	Summary	23	28	28	32	35	5922





# Attachment 2.13: 24-Hr Speed Survey Counts: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/7/2023)

Prepared by National Data & Surveying Services

## SPEED

E Cameron Ave Bet. S Montezuma Way & S Coral Tree Dr

Day: Thursday

Date: 9/7/2023

City: West Covina

Project #: CA23\_020288\_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	0	1	2	1	8	15	20	7	1	0	0	0	55
1:00	1	0	1	0	4	1	3	11	10	1	0	0	0	32
2:00	1	0	0	1	1	4	9	8	3	4	1	0	0	32
3:00	0	1	0	1	0	0	7	6	2	2	1	0	0	20
4:00	0	0	1	0	1	6	10	16	11	7	0	0	0	52
5:00	0	0	1	1	11	17	52	32	33	11	2	0	0	160
6:00	0	2	4	3	13	42	150	123	50	14	1	0	0	402
7:00	0	1	8	6	28	120	341	368	135	16	3	0	0	1026
8:00	0	1	6	5	33	132	367	305	128	24	3	2	0	1006
9:00	0	2	7	2	23	95	241	232	64	18	5	0	0	689
10:00	0	2	3	4	17	87	194	183	68	13	2	0	0	573
11:00	1	0	1	7	13	97	204	221	94	21	4	1	0	664
12:00 PM	0	3	3	7	11	82	231	221	87	21	9	0	0	675
13:00	1	1	5	8	27	92	212	262	104	28	4	1	0	745
14:00	0	2	4	7	28	110	284	278	100	33	6	0	2	854
15:00	0	1	3	5	32	114	328	367	146	23	7	0	0	1026
16:00	0	1	3	4	20	128	311	317	150	23	5	0	0	962
17:00	0	1	6	8	16	134	374	322	157	27	6	1	0	1052
18:00	0	2	4	5	16	127	301	272	112	22	2	0	0	863
19:00	0	1	2	7	33	123	239	143	42	7	3	0	1	601
20:00	0	0	4	5	23	83	193	145	34	9	2	0	0	498
21:00	0	0	1	4	14	66	119	87	28	6	1	0	0	326
22:00	0	1	2	2	10	34	72	62	30	5	2	0	0	220
23:00	0	1	1	1	5	26	43	34	12	4	1	0	0	128
Totals	4	23	71	95	380	1728	4300	4035	1607	340	70	5	3	12661
% of Totals	0%	0%	1%	1%	3%	14%	34%	32%	13%	3%	1%	0%	0%	100%

AM Volumes	3	9	33	32	145	609	1593	1525	605	132	22	3	0	4711
% AM	0%	0%	0%	0%	1%	5%	13%	12%	5%	1%	0%	0%	0%	37%
AM Peak Hour	1:00	6:00	7:00	11:00	8:00	8:00	8:00	7:00	7:00	8:00	9:00	8:00		7:00
Volume	1	2	8	7	33	132	367	368	135	24	5	2		1026
PM Volumes	1	14	38	63	235	1119	2707	2510	1002	208	48	2	3	7950
% PM	0%	0%	0%	0%	2%	9%	21%	20%	8%	2%	0%	0%	0%	63%
PM Peak Hour	13:00	12:00	17:00	13:00	19:00	17:00	17:00	15:00	17:00	14:00	12:00	13:00	14:00	17:00
Volume	1	3	6	8	33	134	374	367	157	33	9	1	2	1052
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume				Volume				Volume				Volume
		2032				1420				2014				7195
		↔				↔				↔				↔
		16%				11%				16%				57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	39	45	45	50	54	12661



# Attachment 2.14: 24-Hr Speed Survey Counts: E Cameron Ave bet. S Montezuma Way and S Coral Tree Road (9/9/2023)

Prepared by National Data & Surveying Services

## SPEED

E Cameron Ave Bet. S Montezuma Way & S Coral Tree Dr

Day: Saturday

Date: 9/9/2023

City: West Covina

Project #: CA23\_020288\_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	0	0	3	3	12	35	37	6	3	2	0	0	101
1:00	0	0	0	3	2	11	20	18	11	5	0	0	0	70
2:00	0	0	1	1	4	9	10	7	11	1	1	0	0	45
3:00	0	1	0	0	1	5	6	11	6	2	1	0	0	33
4:00	2	0	1	3	1	5	9	13	6	3	1	0	0	44
5:00	0	1	0	0	2	19	25	15	13	1	0	0	0	76
6:00	0	0	1	2	6	30	46	43	15	7	2	0	0	152
7:00	0	1	2	2	9	27	75	67	37	13	1	0	0	234
8:00	1	2	1	5	19	56	117	107	39	14	2	0	0	363
9:00	1	1	2	4	19	75	158	126	70	9	1	1	0	467
10:00	0	1	7	6	23	85	187	167	53	12	1	0	0	542
11:00	0	1	2	6	12	78	225	187	92	19	3	1	0	626
12:00 PM	0	2	6	2	21	86	246	221	86	32	2	0	0	704
13:00	0	3	4	5	14	89	261	277	90	32	4	1	0	780
14:00	0	2	3	10	15	81	245	255	108	27	6	1	0	753
15:00	2	2	2	4	18	85	222	206	84	25	7	0	0	657
16:00	0	1	3	2	15	71	219	233	63	24	8	1	0	640
17:00	0	1	5	2	30	114	211	170	63	17	4	2	0	619
18:00	0	1	4	5	21	98	210	167	52	20	2	0	0	580
19:00	0	1	5	3	34	95	197	112	30	7	1	0	0	485
20:00	0	1	1	6	26	103	132	74	21	2	0	0	0	366
21:00	0	1	2	4	22	71	121	75	37	6	0	0	0	339
22:00	1	1	3	3	15	71	130	78	22	5	3	0	0	332
23:00	0	2	1	2	12	32	75	54	21	3	2	0	0	204
Totals	7	26	56	83	344	1408	3182	2720	1036	289	54	7		9212
% of Totals	0%	0%	1%	1%	4%	15%	35%	30%	11%	3%	1%	0%		100%

AM Volumes	4	8	17	35	101	412	913	798	359	89	15	2	0	2753
% AM	0%	0%	0%	0%	1%	4%	10%	9%	4%	1%	0%	0%		30%
AM Peak Hour	4:00	8:00	10:00	10:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	9:00		11:00
Volume	2	2	7	6	23	85	225	187	92	19	3	1		626
PM Volumes	3	18	39	48	243	996	2269	1922	677	200	39	5	0	6459
% PM	0%	0%	0%	1%	3%	11%	25%	21%	7%	2%	0%	0%		70%
PM Peak Hour	15:00	13:00	12:00	14:00	19:00	17:00	13:00	13:00	14:00	12:00	16:00	17:00		13:00
Volume	2	3	6	10	34	114	261	277	108	32	8	2		780
Directional Peak Periods														
All Speeds		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
		Volume			%	Volume			%	Volume			%	Volume
		597	↔		6%	1484	↔		16%	1259	↔		14%	5872

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
E Cameron Ave	Summary	38	44	44	50	54	9212



Attachment 3.1: Peak Hour Intersection Count for Cameron Avenue and Citrus Street (1/26/2023)

TURNING MOVEMENT COUNT

PROJECT NAME:	WEST COVINA
PROJECT NO:	221948
DATE:	1/26/2023

TIME	N-S STREET: CITRUS STREET							E-W STREET: CAMERON AVENUE						
	NORTH BOUND			SOUTH BOUND			N-S TOTAL	EAST BOUND			WEST BOUND			E-W TOTAL
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:00-07:15	5	12	10	9	12	17	65	12	45	1	5	64	9	136
07:15-07:30	3	32	20	17	25	30	127	15	65	3	10	96	15	204
07:30-07:45	5	33	17	21	29	23	128	15	90		3	128	9	245
07:45-08:00	5	49	27	18	43	25	167	33	86	1	17	120	10	267
08:00-08:15	1	62	36	23	37	25	184	40	101	2	17	123	36	319
08:15-08:30	3	39	43	50	40	42	217	29	87	3	42	121	38	320
08:30-08:45	5	41	23	39	38	28	174	38	88	1	30	134	38	329
08:45-09:00	1	40	14	19	24	22	120	26	57	1	21	69	22	196
13:30-13:45	5	34	11	12	59	26	147	21	47	4	11	50	14	147
13:45-14:00	2	40	18	7	41	38	146	49	69	2	13	71	44	248
14:00-14:15	3	45	10	14	36	31	139	30	46	3	11	56	21	167
14:15-14:30	2	50	7	24	39	21	143	54	67	2	15	59	17	214
14:30-14:45	4	63	21	18	34	29	169	39	90	2	17	47	18	213
14:45-15:00	3	51	25	17	51	28	175	48	69	1	29	120	43	310
15:00-15:15	1	61	28	23	54	32	199	35	81	3	12	63	20	214
15:15-15:30	4	51	19	17	39	36	166	49	74	2	9	58	16	208
17:00-17:15	3	38	20	15	45	22	143	28	108	2	17	77	17	249
17:15-17:30	2	45	16	20	43	28	154	29	89	1	20	71	19	229
17:30-17:45	5	40	11	16	60	35	167	38	78	2	19	87	16	240
17:45-18:00	2	48	15	8	48	28	149	57	92	4	21	107	15	296
18:00-18:15	1	36	19	9	68	23	156	51	79	2	12	61	17	222
18:15-18:30	1	41	14	13	54	26	149	36	66	2	14	68	13	199
18:30-18:45	2	33	11	9	62	25	142	45	46	3	11	56	13	174
18:45-19:00	1	39	12	12	55	24	143	39	59	3	9	42	15	167



Attachment 3.2: Peak Hour Intersection Count for Cameron Avenue and Citrus Street (1/26/2023)

PEAK-HOUR VOLUME ANALYSIS											
CALCULATED PEAK HOUR VOLUMES-AM						ADJUSTED PEAK HOUR VOLUMES-AM					
		120	158	130							
		SR	ST	SL				SR	ST	SL	
140	EL				WR	122					WR
362	ET		11:45-12:45		WT	498					WT
7	ER				WL	106					WL
		NL	NT	NR							
		14	191	129							
CALCULATED PEAK HOUR VOLUMES-NOON						ADJUSTED PEAK HOUR VOLUMES-NOON					
		125	178	75							
		SR	ST	SL							
171	EL				WR	97					WR
314	ET		14:30-15:30		WT	288					WT
8	ER				WL	67					WL
		NL	NT	NR							
		12	226	93							
CALCULATED PEAK HOUR VOLUMES-PM						ADJUSTED PEAK HOUR VOLUMES-PM					
		113	196	59							
		SR	ST	SL							
152	EL				WR	67					WR
367	ET		17:00-18:00		WT	342					WT
9	ER				WL	77					WL
		NL	NT	NR							
		12	171	62							



Attachment 4.1: Pedestrian Movement Count for Cameron Avenue and Citrus Street (1/26/2023)

TURNING MOVEMENT COUNT

PROJECT NAME: WEST COVINA

PROJECT NO: 221948

DATE: 1/26/2023

Kids- School age pedestrian

A- Adult pedestrian

B=bikes

TIME	PED COUNT							
	North Leg		South Leg		East Leg		West Leg	
	Adult	Kids/B	Adult	Kids/B	Adult	Kids/B	Adult	Kids/B
07:00-07:15	2							
07:15-07:30	1				2			
07:30-07:45							1	
07:45-08:00	1	2	1		2			
08:00-08:15								
08:15-08:30	1		1	1			1	
08:30-08:45		1			3		1	
08:45-09:00	2						1	
13:30-13:45	1	1						
13:45-14:00		1				2		
14:00-14:15								
14:15-14:30		1						
14:30-14:45								
14:45-15:00		1						
15:00-15:15					1			
15:15-15:30	2	1			2			
17:00-17:15	2				1			
17:15-17:30							2	
17:30-17:45	1		1		1			
17:45-18:00								
18:00-18:15			2				2	
18:15-18:30	1							
18:30-18:45								
18:45-19:00								



Attachment 5.1: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/19/2023)

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

2,600' to Barranca Ave

COUNT DATE Thursday, 01/19/23

DIST CO RTE PM

Major St: Cameron Avenue Critical Approach Speed 49 mph

Minor St: Citrus Street Critical Approach Speed 39 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ } **RURAL (R)** 85<sup>th</sup> %

In built up area of isolated community of < 10,000 population..... ☐ **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES ☒ NO ☐  
(Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES ☒ NO ☐  
80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7-8 am	8-9 am	1-2 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm	Hour
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	845	972	729	830	971	955	879	652	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	275	362	294	372	394	378	370	342	

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES ☒ NO ☐  
80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7-8 am	8-9 am	1-2 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm	Hour
	U	R	U	R									
	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	845	972	729	830	971	955	879	652	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	275	362	294	372	394	378	370	342	

**Combination of Conditions A & B** SATISFIED YES ☒ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

COUNT DATE Thursday, 01/19/23

**WARRANT 2 - Four Hour Vehicular Volume**

**SATISFIED\*** YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	8-9 am	3-4 pm	4-5 pm	5-6 pm	Hour
Both Approaches - Major Street		✓	972	971	955	879	
Higher Approach - Minor Street		✓	362	394	378	370	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour**  
(Part A or Part B must be satisfied)

**SATISFIED** YES ☒ NO ☐

**PART A**

**SATISFIED** YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**PART B**

**SATISFIED** YES ☒ NO ☐

APPROACH LANES	One	2 or More	3-4 pm	Hour
Both Approaches - Major Street		✓	971	
Higher Approach - Minor Street		✓	394	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

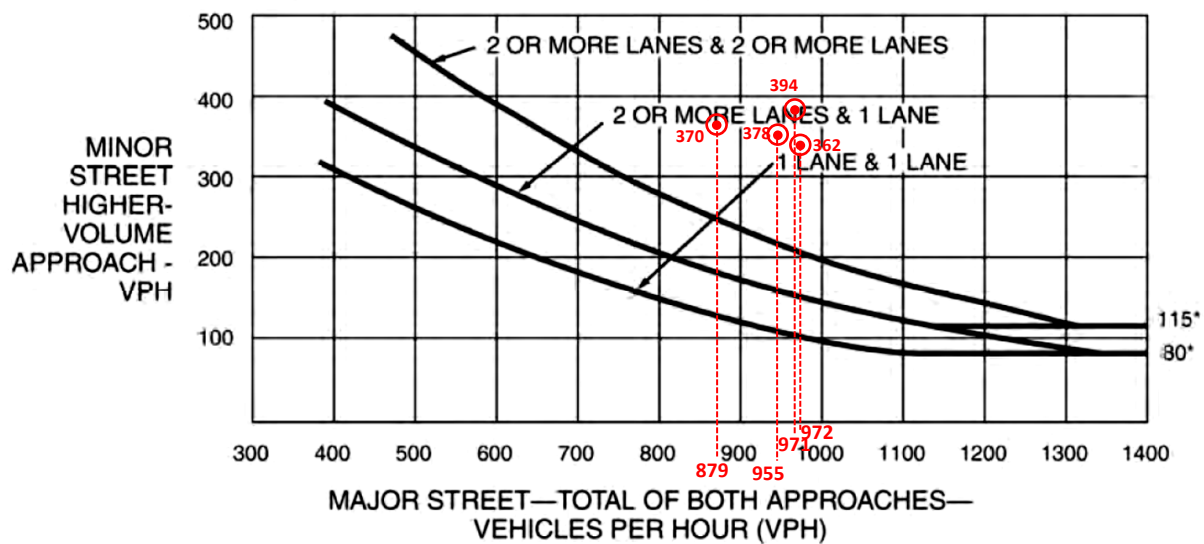


**Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)**

Based on Traffic Counts and proposed vehicle trips, on Cameron Avenue and Citrus Street Traffic Signal Warrants were analyzed. The figures below represent the Traffic Signal Warrants used for the subject intersection located in the City of West Covina. These figures are per the California MUTCD 2014 Edition Chapter 4C, Traffic Control Signal Needs Studies, Part 4, Highway Traffic Signals.

COUNT DATE Thursday, 01/19/23

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

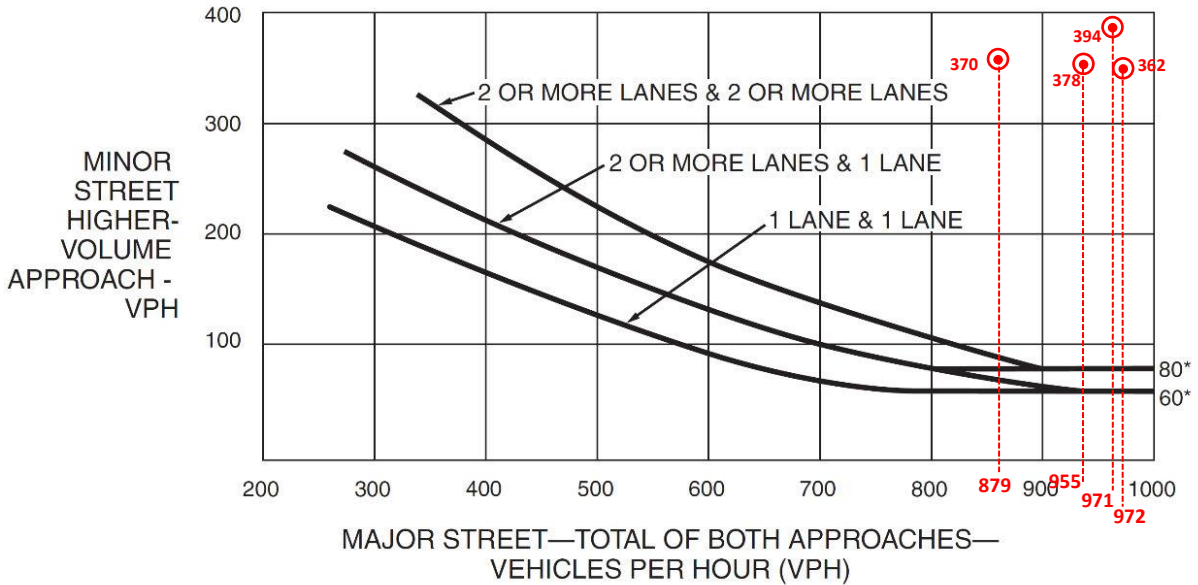


Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

COUNT DATE Thursday, 01/19/23

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**CAMUTCD Section 4C.03 Warrant 2, Four-Hour Vehicular Volume**

The Four-Hour Vehicle Volume signal warrant conditions are intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing as traffic control signal. There is a need for a traffic control signal if an engineering study finds that for each of any 4 hours of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve.

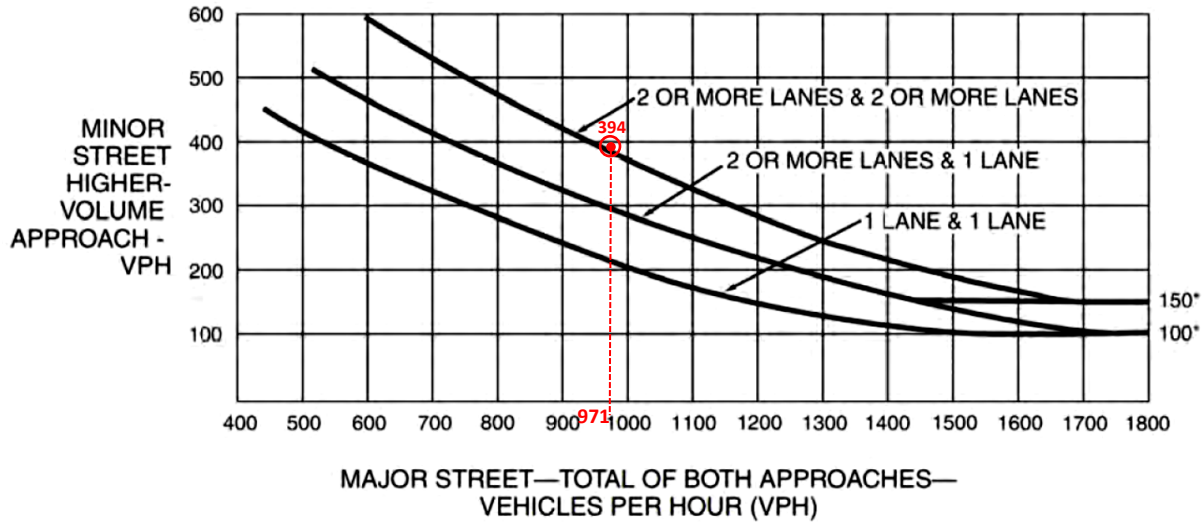
As shown in the graph above, the intersection of Cameron Avenue and Citrus Street MEETS Warrant 2, Four-Hour Vehicular Volume.



Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

COUNT DATE Thursday, 01/19/23

**Figure 4C-3. Warrant 3, Peak Hour**

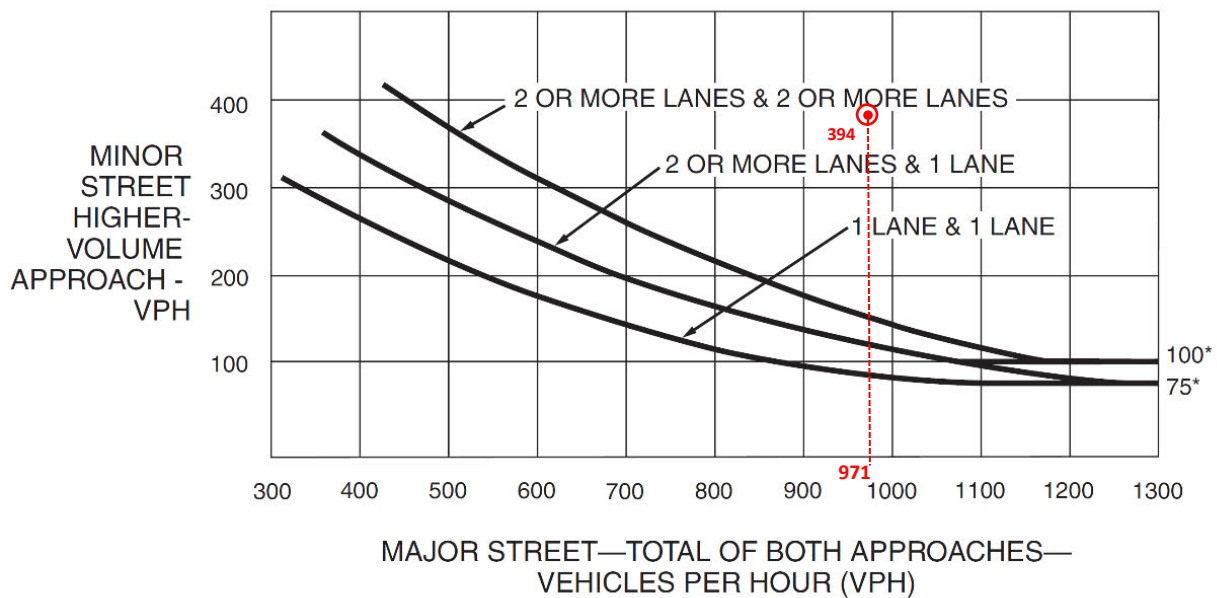


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

COUNT DATE Thursday, 01/19/23

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



**Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)**

**CAMUTCD Section 4C.04 Warrant 3, Peak Hour**

The Peak Hour Signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. There is a need for a traffic control signal if an engineering study finds that for the peak hour of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve. Cameron Avenue is classified as a 2 or more lanes road, and Citrus Street is classified as a 2 or more lanes road. For the warrant to be met, the plotted point must fall above the line in the graph specified as “2 or More Lanes & 2 or More Lanes.”

As shown in the graph above, the intersection of Cameron Avenue and Citrus Street MEETS Warrant 3, Peak Hour under Rural conditions (Major Street with higher than 40mph speeds).





Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

COUNT DATE Thursday, 01/19/23

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume**  
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

**Part 1 (Parts A or B must be satisfied)**

Hours -->

	8-9 am	2-3 pm	3-4 pm	5-6 pm
A. Vehicles per hour for any 4 hours	972	830	971	879
Pedestrians per hour for any 4 hours	12	2	6	8

Figure 4C-5 or Figure 4C-6  
SATISFIED YES ☐ NO ☒

Hours -->

	8-9 am	2-3 pm	3-4 pm	5-6 pm
B. Vehicles per hour for any 1 hour	972	830	971	879
Pedestrians per hour for any 1 hour	12	2	6	8

Figure 4C-7 or Figure 4C-8  
SATISFIED YES ☐ NO ☒

**Part 2**

SATISFIED YES ☒ NO ☐

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 5 - School Crossing**  
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

**Part A**

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour	Gaps < Minutes	YES <input type="checkbox"/> NO <input type="checkbox"/>
Number of Adequate Gaps			AND Children / hr	YES <input type="checkbox"/> NO <input type="checkbox"/>
School Age Pedestrians Crossing / hr				
AND, Consideration has been given to less restrictive remedial measures.				Yes <input type="checkbox"/> No <input type="checkbox"/>

**Part B**

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

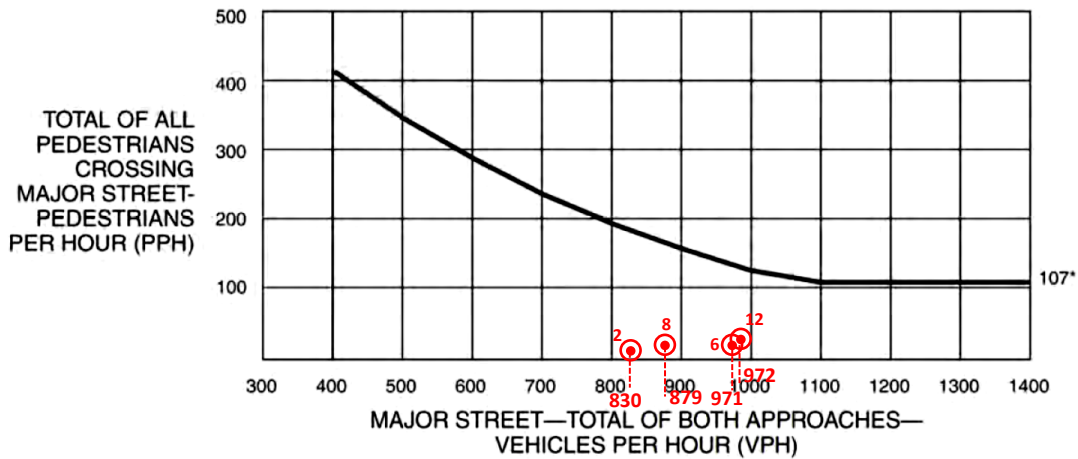




Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

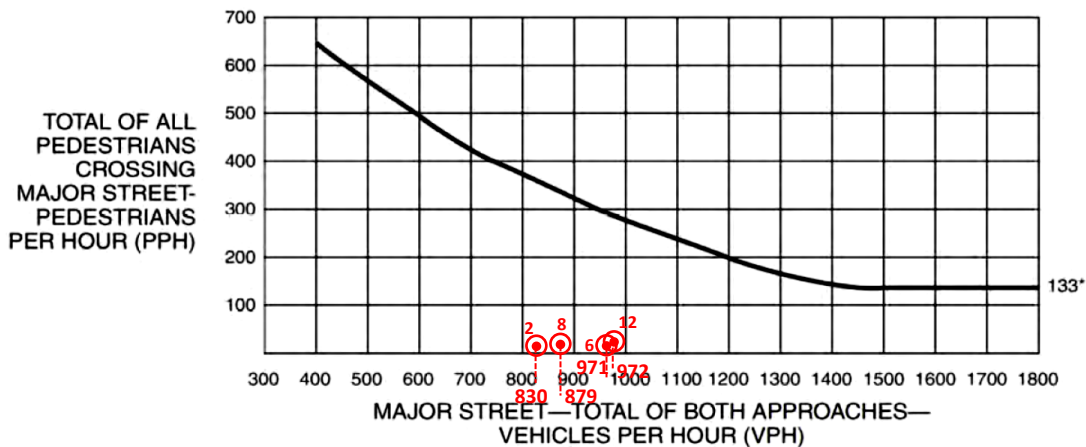
COUNT DATE Thursday, 01/19/23

**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**



COUNT DATE Thursday, 01/19/23

**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**



**CAMUTCD Section 4C.05 Warrant 4, Pedestrian Volume** states that The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

- A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in [Figure 4C-5](#); or



- B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in [Figure 4C-7](#).

As shown in the graph above, the intersection of Cameron Avenue and Citrus Street does NOT MEET Warrant 4, Pedestrian Volume.



Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

COUNT DATE Thursday, 01/19/23

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System  
(All Parts Must Be Satisfied)**

**SATISFIED YES ☐ NO ☒**

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N <u>3,400'</u> ft, S <u>N/A</u> ft, E <u>2,620'</u> ft, W <u>2,600'</u> ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant  
(All Parts Must Be Satisfied)**

**SATISFIED YES ☒ NO ☐**

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
5 OR MORE	<u>Three in 2021, Three in 2022, Five in 2023</u>		
REQUIREMENTS	CONDITIONS	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes <input checked="" type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		Yes <input checked="" type="checkbox"/>
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour OR, Ped Vol ≥ 80 for any 4 hours		No <input type="checkbox"/>

**WARRANT 8 - Roadway Network  
(All Parts Must Be Satisfied)**

**SATISFIED YES ☐ NO ☒**

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1634</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun <u>      </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Attachment 5.1: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/19/2023)

COUNT DATE Thursday, 01/19/23

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)**

**WARRANT 9 - Intersection Near a Grade Crossing  
(Both Parts A and B Must Be Satisfied)**

**SATISFIED YES ☐ NO ☐**

<p><b>PART A</b></p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>PART B</b></p> <p>There is one minor street approach lane at the track crossing. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH          Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>OR, There are two or more minor street approach lanes at the track crossing -</b>          During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches : _____ VPH          Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day \_\_\_\_\_ Adjustment factor from table 4C-2 \_\_\_\_\_
- 2- Percentage of High-Occupancy Buses on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-3 \_\_\_\_\_
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-4 \_\_\_\_\_

NOTE: If no data is available or known, then use AF = 1 (no adjustment)



Attachment 5.2: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/20/2023)

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE Friday, 01/20/23

DIST 2,600' to Barranca Ave CO            RTE            PM           

Major St: Cameron Avenue Critical Approach Speed 45 - 49 mph

Minor St: Citrus Street Critical Approach Speed 39 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ } **RURAL (R)** 85<sup>th</sup> %

In built up area of isolated community of < 10,000 population..... ☐ } **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES ☒ NO ☐  
(Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES ☒ NO ☐  
80% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				80% SATISFIED   YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>									
APPROACH LANES	U	R	U	R									
	1		2 or More		8-9 am	12-1pm	1-2pm	2-3pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm	Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	975	644	662	923	1028	1008	913	775	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	340	302	351	393	391	401	447	359	

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES ☒ NO ☐  
80% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				80% SATISFIED   YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>									
	U	R	U	R									
APPROACH LANES	1		2 or More										
					8-9 am	12-1 pm	1-2 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	6-7 pm	Hour
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	975	644	662	923	1028	1008	913	775	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	340	302	351	393	391	401	447	359	

**Combination of Conditions A & B** SATISFIED YES ☒ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Attachment 5.2: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/20/2023)

COUNT DATE Friday, 01/20/23

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

**SATISFIED\*** YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2-3 pm	3-4 pm	4-5 pm	5-6 pm	Hour
Both Approaches - Major Street		✓	923	1028	1008	913	
Higher Approach - Minor Street		✓	393	391	401	447	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour  
(Part A or Part B must be satisfied)**

**SATISFIED** YES ☒ NO ☐

**PART A**

**SATISFIED** YES ☒ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**PART B**

**SATISFIED** YES ☒ NO ☐

APPROACH LANES	One	2 or More	3-4 pm	Hour
Both Approaches - Major Street		✓	1028	
Higher Approach - Minor Street		✓	391	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



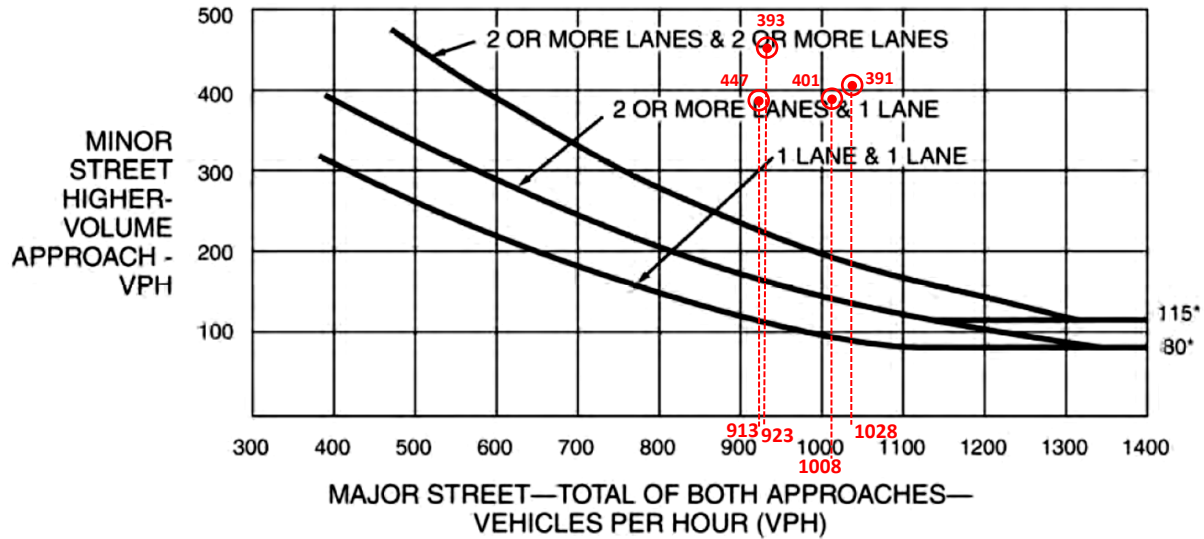


**Attachment 5.2: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/20/2023)**

Based on Traffic Counts and proposed vehicle trips, on **Cameron Avenue and Citrus Street** Traffic Signal Warrants were analyzed. The figures below represent the Traffic Signal Warrants used for the subject intersection located in the City of West Covina. These figures are per the California MUTCD 2014 Edition Chapter 4C, Traffic Control Signal Needs Studies, Part 4, Highway Traffic Signals.

COUNT DATE Friday, 01/20/23

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

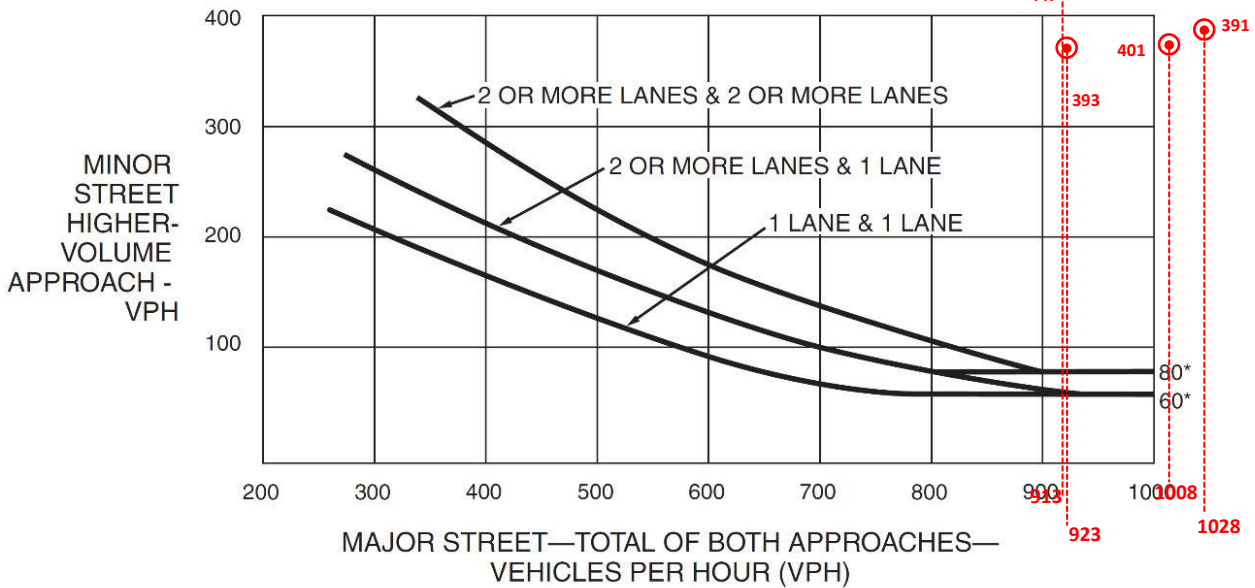


Attachment 5.2: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street

COUNT DATE Friday, 01/20/23

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**CAMUTCD Section 4C.03 Warrant 2, Four-Hour Vehicular Volume**

The Four-Hour Vehicle Volume signal warrant conditions are intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing as traffic control signal. There is a need for a traffic control signal if an engineering study finds that for each of any 4 hours of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve.

As shown in the graph above, the intersection of Cameron Avenue and Citrus Street MEETS Warrant 2, Four-Hour Vehicular Volume.



Attachment 5.2: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/20/2023)

COUNT DATE Friday, 01/20/23

**Figure 4C-3. Warrant 3, Peak Hour**

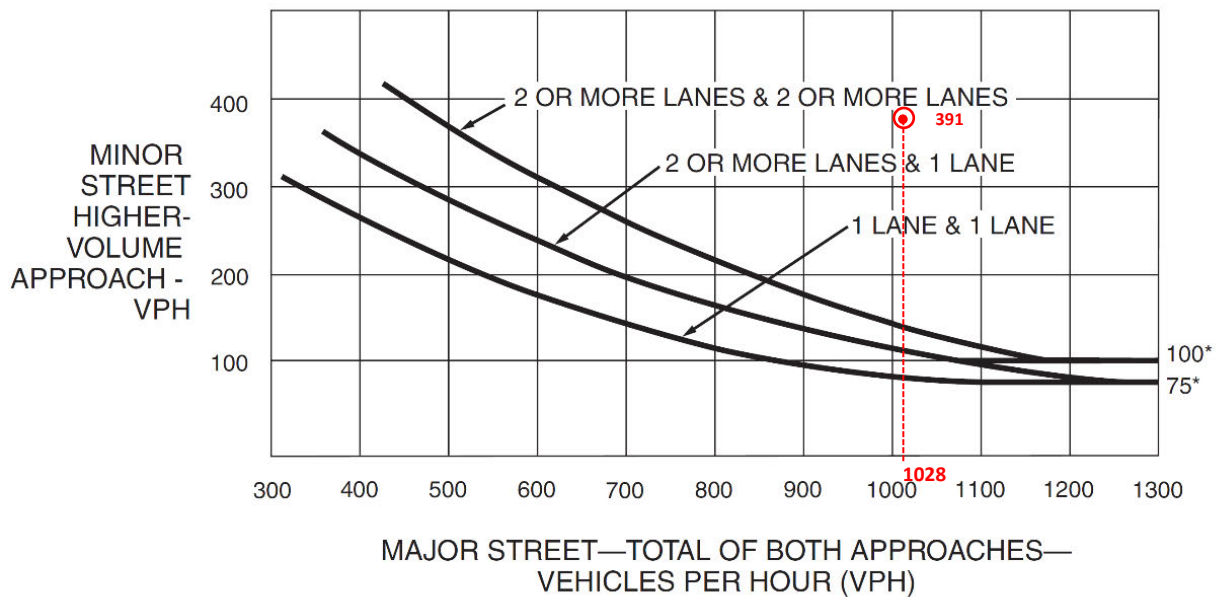


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

COUNT DATE Friday, 01/20/23

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



**Attachment 5.2: Traffic Signal Warrant Worksheet for Cameron Avenue and Citrus Street (1/20/2023)**

**CAMUTCD Section 4C.04 Warrant 3, Peak Hour**

The Peak Hour Signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. There is a need for a traffic control signal if an engineering study finds that for the peak hour of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve. Cameron Avenue is classified as a 2 or more lanes road, and Citrus Street is classified as a 2 or more lanes road. For the warrant to be met, the plotted point must fall above the line in the graph specified as "2 or More Lanes & 2 or More Lanes."

As shown in the graph above, the intersection of Cameron Avenue and Citrus Street MEETS Warrant 3, Peak Hour.

**WARRANTS 4, 5, 6, 7, 8 AND 9 WERE NOT CONSIDERED FOR FRIDAY AND SATURDAY SINCE THEY HAVE THE SAME OUTCOME AS THURSDAY.**



Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE Saturday, 01/21/23

DIST 2,600' to Barranca Ave CO            RTE            PM           

Major St: Cameron Avenue Critical Approach Speed 46/49 mph

Minor St: Citrus Street Critical Approach Speed 32/40 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ } **RURAL (R)** 85<sup>th</sup> %

In built up area of isolated community of < 10,000 population..... ☐ } **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES ☒ NO ☐  
(Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES ☒ NO ☐  
80% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				80% SATISFIED   YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>									
APPROACH LANES	U	R	U	R									
	1		2 or More		10-11am	11am-12 pm	12-1pm	1-2pm	2-3pm	3-4 pm	4-5 pm	5-6 pm	Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	568	651	616	671	649	656	618	661	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	250	316	337	327	373	349	356	370	

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES ☐ NO ☒  
80% SATISFIED YES ☒ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED   YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>								
		U	R										
				U	R								
APPROACH LANES	1		2 or More										
					10-11am	11am-12pm	12-1 pm	1-2 pm	2-3 pm	3-4 pm	4-5 pm	5-6 pm	Hour
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	568	651	616	671	649	656	618	661	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	250	316	337	327	373	349	356	370	

**Combination of Conditions A & B** SATISFIED YES ☒ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.





Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)

COUNT DATE Saturday, 01/21/23

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

**SATISFIED\*** YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	11-12 pm	1-2 pm	3-4 pm	5-6 pm	Hour
Both Approaches - Major Street		✓	651	671	656	661	
Higher Approach - Minor Street		✓	316	327	349	370	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour  
(Part A or Part B must be satisfied)**

**SATISFIED** YES ☒ NO ☐

**PART A**

**SATISFIED** YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <b>AND</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <b>AND</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**PART B**

**SATISFIED** YES ☒ NO ☐

APPROACH LANES	One	2 or More	5-6 pm	Hour
Both Approaches - Major Street		✓	661	
Higher Approach - Minor Street		✓	370	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



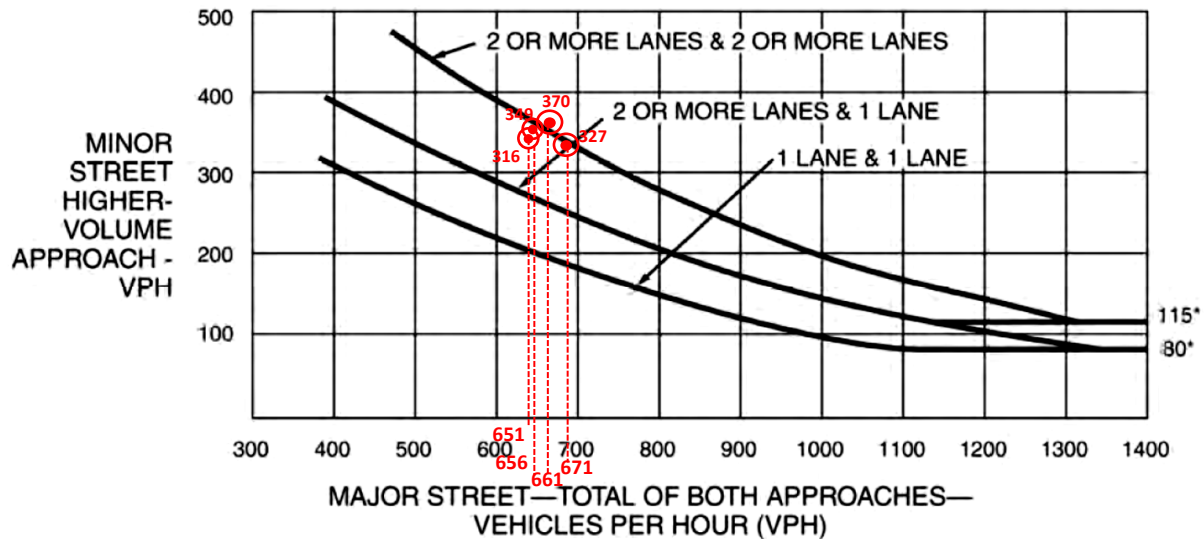


**Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)**

Based on Traffic Counts and proposed vehicle trips, on **Cameron Avenue and Citrus Street** Traffic Signal Warrants were analyzed. The figures below represent the Traffic Signal Warrants used for the subject intersection located in the City of West Covina. These figures are per the California MUTCD 2014 Edition Chapter 4C, Traffic Control Signal Needs Studies, Part 4, Highway Traffic Signals.

COUNT DATE Saturday, 01/21/23

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

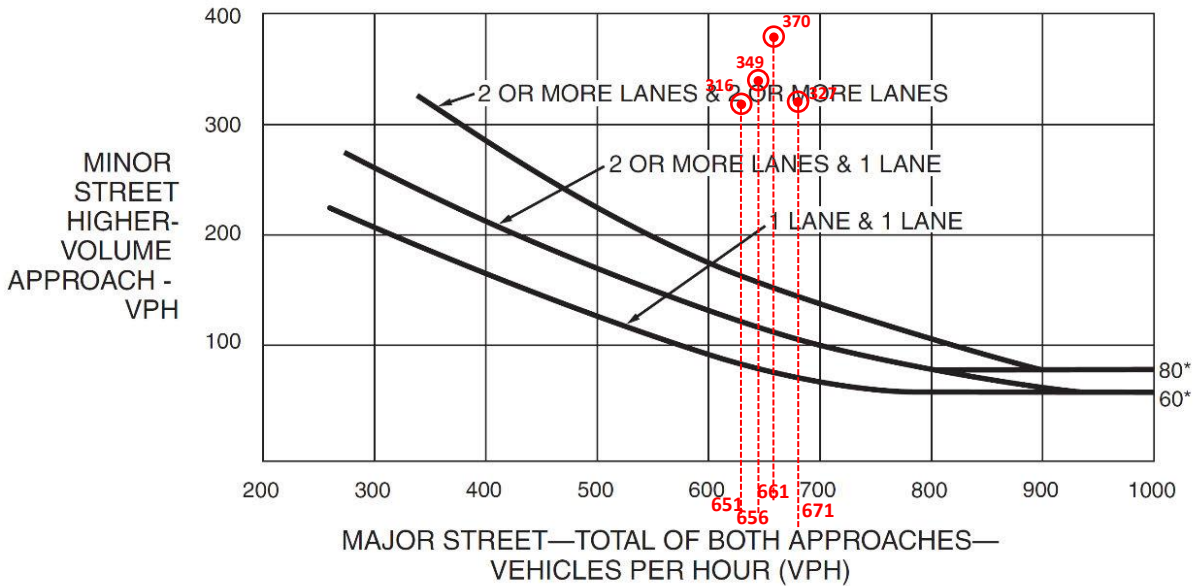


Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)

COUNT DATE Saturday, 01/21/23

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**CAMUTCD Section 4C.03 Warrant 2, Four-Hour Vehicular Volume**

The Four-Hour Vehicle Volume signal warrant conditions are intended to be applied where the volume of the intersecting traffic is the principal reason to consider installing as traffic control signal. There is a need for a traffic control signal if an engineering study finds that for each of any 4 hours of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve.

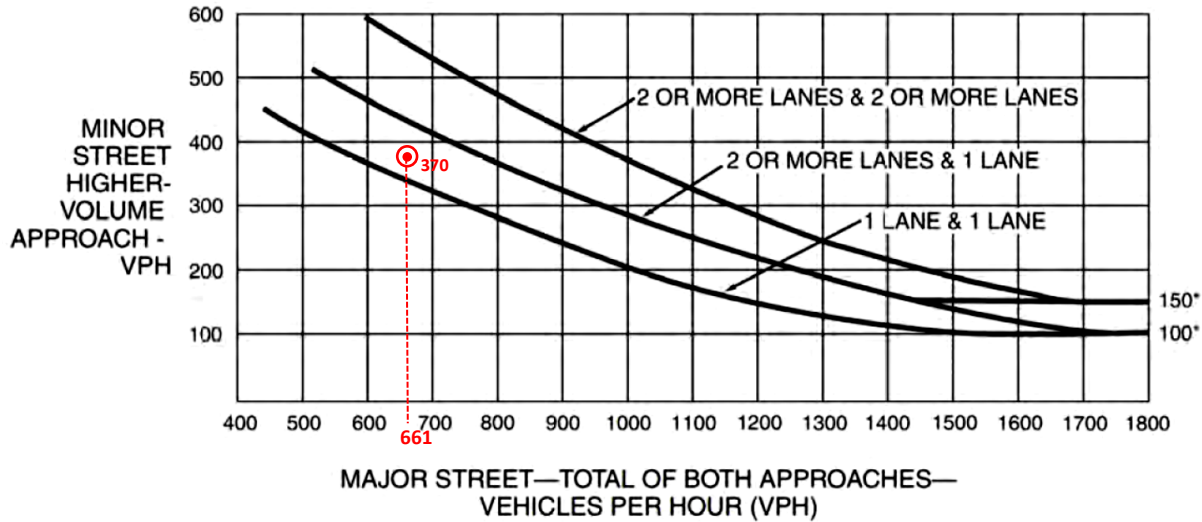
As shown in the graph above, the intersection of Cameron Avenue and Citrus Street Meets Warrant 2, Four-Hour Vehicular Volume under (70% factor) Rural Conditions.



Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)

COUNT DATE Saturday, 01/21/23

**Figure 4C-3. Warrant 3, Peak Hour**

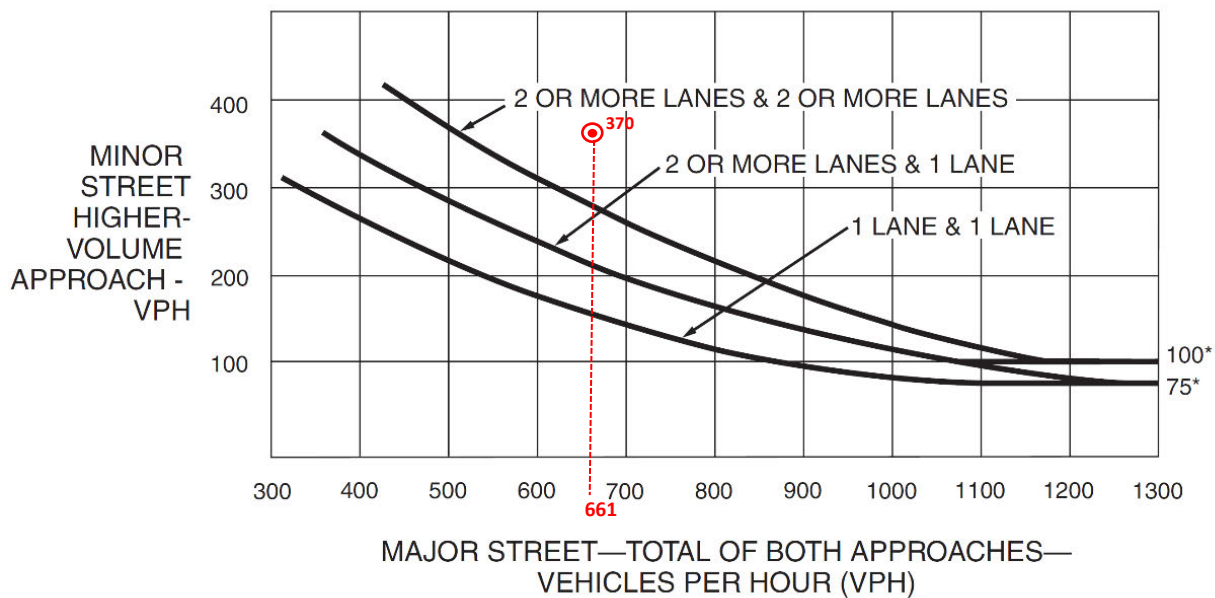


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

COUNT DATE Saturday, 01/21/23

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



**Attachment 5.3: Traffic Signal Warrants Worksheets – Cameron Avenue and Citrus Street (1/21/2023)**

**CAMUTCD Section 4C.04 Warrant 3, Peak Hour**


The Peak Hour Signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. There is a need for a traffic control signal if an engineering study finds that for the peak hour of an average day, the plotted points representing the minor and major vehicle per hour counts fall above the applicable curve. Cameron Avenue is classified as a 2 or more lanes road, and Citrus Street is classified as a 2 or more lanes road. For the warrant to be met, the plotted point must fall above the line in the graph specified as “2 or More Lanes & 2 or More Lanes.”

As shown in the graph above, the intersection of Cameron Avenue and Citrus Street Meets Warrant 3, Peak Hour under (70%) or Rural Conditions.





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



**WEST COVINA COMMUNITY SURVEY**

NAME: Mr. H. Davis EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 3/29/2023

Unit No. [REDACTED] St. No. [REDACTED] Street [REDACTED] Town/City/Suburb CA 91791 State USA Zip Code 91791 Country USA

ADDRESS: [REDACTED]

**INSTRUCTIONS**

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☐ Commuting to Work ☐ School ☐ Shopping ☒ Other I live there

IF OTHER, PLEASE LIST: My house is on Cameron

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School

☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☐ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST: Whose turn it is to go.

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☐ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☒ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

People turning right from Citrus to Cameron South to East

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 2 3 4 5	Your Speed Feedback Signs	1 2 3 4 5	White Side Stripes	1 2 3 4 5	Flashing Stop Signs	1 2 3 4 5	Signal at Barranca	1 2 3 4 5	Additional Signage
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7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	Medians on Cameron	YES NO	Bike Lanes on Cameron	YES NO	Buffered Bike Lanes on Cameron	YES NO	Reduced Lanes on Cameron	YES NO	Added Enforcement for Speeding
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WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Enforcement

IF OTHER, PLEASE LIST: Stop Sign N Citrus to E Cameron

ADDITIONAL MEASURES WANTED: Widen my driveway entrance.

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	Signal at Citrus & Cameron	YES NO	Raised Crosswalks	YES NO	Lane Narrowing	YES NO	Advanced Flashing Beacon Signs	YES NO	Traffic Circle
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WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Stop sign N Citrus to E Cameron

ADDITIONAL MEASURES WANTED: \_\_\_\_\_



Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: DAN MILLER EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 3-29-23

Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
ADDRESS: [REDACTED] WEST COVINA CA 91791 LA

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☒ Visiting Family/Friends ☐ Commuting to Work ☐ School ☒ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☒ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☒ Speeding ☒ # of Collisions ☒ Pedestrian Safety on Cameron ☒ Difficulty turning onto Cameron ☒ Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 2 3 4 5	Your Speed Feedback Signs	1 2 3 4 5	White Side Stripes	1 2 3 4 5	Flashing Stop Signs	1 2 3 4 5	Signal at Barranca	1 2 3 4 5	Additional Signage
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7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES	Medians on Cameron	YES	Bike Lanes on Cameron	YES	Buffered Bike Lanes on Cameron	YES	Reduced Lanes on Cameron	YES	Added Enforcement for Speeding
NO		NO		NO		NO		NO	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES	Signal at Citrus & Cameron	YES	Raised Crosswalks	YES	Lane Narrowing	YES	Advanced Flashing Beacon Signs	YES	Traffic Circle
NO		NO		NO		NO		NO	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: RICARDO ROYAS II EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 03/29/2023  
 Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
 ADDRESS: [REDACTED] W. Covina CA 91791

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☒ Commuting to Work ☐ School ☐ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☒ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: HOME

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST: SPEED

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☒ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☐ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

☒ 1 Your Speed Feedback Signs ☐ 2 White Side Stripes ☐ 3 Flashing Stop Signs ☐ 4 Signal at Barranca ☐ 5 Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ YES Medians on Cameron ☐ YES Bike Lanes on Cameron ☐ YES Buffered Bike Lanes on Cameron ☐ YES Reduced Lanes on Cameron ☐ YES Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: DRIVEWAY ACCESS

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: SPEED BUMPS & TRAFFIC ENFORCEMENT. MORE SIGNAGE

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☐ YES Signal at Citrus & Cameron ☒ YES Raised Crosswalks ☐ YES Lane Narrowing ☐ YES Advanced Flashing Beacon Signs ☐ YES Traffic Circle

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: ACCESS DRIVEWAY

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: - SPEED BUMPS  
- SIGNAGE  
- LANE NARROWING  
- RESIDENTS ACCESS TO DRIVEWAY



Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: PICARDO POTAS JR EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
ADDRESS: [REDACTED] WEST COVINA CA 91791

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☒ Commuting to Work ☐ School ☐ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☒ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☐ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: ABILITY TO ACCESS MY DRIVE WAY

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

1 Speeding 5 # of Collisions 4 Pedestrian Safety on Cameron 3 Difficulty turning onto Cameron 2 Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 Your Speed Feedback Signs 1 White Side Stripes 1 Flashing Stop Signs 1 Signal at Barranca 1 Additional Signage  
2 3 4 5 2 3 4 5 2 3 4 5 2 3 4 5

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ Medians on Cameron ☒ Bike Lanes on Cameron ☒ Buffered Bike Lanes on Cameron ☒ Reduced Lanes on Cameron ☒ Added Enforcement for Speeding  
☐ NO ☐ NO ☐ NO ☐ NO ☐ NO

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ Signal at Citrus & Cameron ☒ Raised Crosswalks ☒ Lane Narrowing ☒ Advanced Flashing Beacon Signs ☒ Traffic Circle  
☐ NO ☐ NO ☐ NO ☐ NO ☐ NO

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: -MORE SIGNAGE

-TRAFFIC ENFORCEMENT

-SPEED BUMPS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Lance Volk EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 3.30.23

Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
ADDRESS: [REDACTED] West Covina CA

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☐ Commuting to Work ☐ School ☐ Shopping ☐ Other

IF OTHER, PLEASE LIST: I live on Cameron

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☒ Speeding ☒ # of Collisions ☐ Pedestrian Safety on Cameron ☐ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

☒ 1 Your Speed Feedback Signs ☐ 2 White Side Stripes ☐ 3 Flashing Stop Signs ☐ 4 Signal at Barranca ☐ 5 Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ YES Medians on Cameron ☐ YES Bike Lanes on Cameron ☐ YES Buffered Bike Lanes on Cameron ☐ YES Reduced Lanes on Cameron ☐ YES Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Added enforcement for speeding

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

\_\_\_\_\_

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☐ YES Signal at Citrus & Cameron ☐ YES Raised Crosswalks ☐ YES Lane Narrowing ☐ YES Advanced Flashing Beacon Signs ☐ YES Traffic Circle

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: No signal at Cameron & Citrus

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: A traffic signal will allow for higher speed and unimpeded traffic flow which is likely to result in more fatal accidents.



Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Helen Nakatsui EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 3/29/23  
 Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
 ADDRESS [REDACTED] W. Covina CA 91791

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☒ Visiting Family/Friends ☒ Commuting to Work ☒ School ☒ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: Bethany Church (piano lessons)

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☒ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: speeding, must long wait times to turn into our cul de sac, fear getting rear ended, turning left

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

3 Speeding 5 # of Collisions 4 Pedestrian Safety on Cameron 1 Difficulty turning onto Cameron 2 Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 Your Speed Feedback Signs 1 White Side Stripes 1 Flashing Stop Signs 1 Signal at Barranca 1 Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES Medians on Cameron YES Bike Lanes on Cameron YES Buffered Bike Lanes on Cameron YES Reduced Lanes on Cameron YES Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES Signal at Citrus & Cameron YES Raised Crosswalks YES Lane Narrowing YES Advanced Flashing Beacon Signs YES Traffic Circle

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: EDDIE BONEZ EMAIL: \_\_\_\_\_

CONTACT NUMBER: \_\_\_\_\_ DATE: 3-29-23

Unit No. \_\_\_\_\_ St. No. \_\_\_\_\_ Street \_\_\_\_\_ Town/City/Suburb \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ Country \_\_\_\_\_  
ADDRESS: \_\_\_\_\_ WE CA 91791

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☒ Commuting to Work ☐ School ☐ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☒ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☐ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: SPEEDING AND LOUD ENGINES

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☒ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☐ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

1

2

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 Your Speed Feedback Signs ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 White Side Stripes ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 Flashing Stop Signs ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 Signal at Barranca ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES Medians on Cameron YES Bike Lanes on Cameron YES Buffered Bike Lanes on Cameron YES Reduced Lanes on Cameron YES Added Enforcement for Speeding  
NO NO NO NO NO

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: LOWERING THE 45 SPEED LIMIT  
IF OTHER, PLEASE LIST: TO 35 MPH ON CAMERON

ADDITIONAL MEASURES WANTED: SPEED BUMPS ON CAMERON TO SLOW THE SPEEDSTERS DOWN

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES Signal at Citrus & Cameron YES Raised Crosswalks YES Lane Narrowing YES Advanced Flashing Beacon Signs YES Traffic Circle  
NO NO NO NO NO

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: LOWERING THE  
IF OTHER, PLEASE LIST: SPEED ON CAMERON FROM

ADDITIONAL MEASURES WANTED: 45 TO 35 SPEED LIMIT





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Brandi Gomez EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 3-29-23  
 ADDRESS: [REDACTED] Suburb: WC State: CA Zip Code: 91791 Country: USA

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☒ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☒ Commuting to Work ☐ School ☒ Shopping ☒ Other

IF OTHER, PLEASE LIST: I live on Cameron + Magnolia

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☒ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☐ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: Speed + Noise

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

1 ☐ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☐ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

I have little concerns with the rest of the options

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

5 ☐ Your Speed Feedback Signs 1 ☐ White Side Stripes 4 ☐ Flashing Stop Signs 5 ☐ Signal at Barranca 5 ☐ Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES ☐ Medians on Cameron YES ☒ Bike Lanes on Cameron YES ☐ Buffered Bike Lanes on Cameron YES ☐ Reduced Lanes on Cameron YES ☒ Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Added Enforcement for Speeding

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: Lower speed limit from 45 to 40

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES ☒ Signal at Citrus & Cameron YES ☐ Raised Crosswalks YES ☐ Lane Narrowing YES ☐ Advanced Flashing Beacon Signs YES ☐ Traffic Circle

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: Lower speed limit from 45 to 40





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Milce Garcia EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 3/29/23  
 ADDRESS: [REDACTED] City/Suburb State Zip Code Country

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☐ Commuting to Work ☐ School ☐ Shopping ☒ Other

IF OTHER, PLEASE LIST: travel to home

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: N/A

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☐ Ped/Bike Safety ☐ Veh's not obeying Stop Control ☐ Long Queues ☒ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☐ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☒ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
Your Speed Feedback Signs	White Side Stripes	Flashing Stop Signs	Signal at Barranca	Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	YES NO	YES NO	YES NO	YES NO	YES NO
Medians on Cameron	Bike Lanes on Cameron	Buffered Bike Lanes on Cameron	Reduced Lanes on Cameron	Added Enforcement for Speeding	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: \_\_\_\_\_

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: Flashing yellow.

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	YES NO	YES NO	YES NO	YES NO	YES NO
Signal at Citrus & Cameron	Raised Crosswalks	Lane Narrowing	Advanced Flashing Beacon Signs	Traffic Circle	

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Flashing Signs

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Lindsey Miller EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 3/29/23  
 ADDRESS: [REDACTED] City/Suburb: West Covina State: CA Zip Code: 91791 Country:

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☒ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☐ Visiting Family/Friends ☒ Commuting to Work ☐ School ☐ Shopping ☒ Other

IF OTHER, PLEASE LIST: Walking my dogs

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST:

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☒ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☒ Long Queues ☒ Long delays at Intersection ☐ Other

IF OTHER, PLEASE LIST:

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

4 Speeding 5 # of Collisions 1 Pedestrian Safety on Cameron 2 Difficulty turning onto Cameron 3 Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

5 Your Speed Feedback Signs 4 White Side Stripes 3 Flashing Stop Signs 1 Signal at Barranca 2 Additional Signage

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☐ YES Medians on Cameron ☐ YES Bike Lanes on Cameron ☐ YES Buffered Bike Lanes on Cameron ☐ YES Reduced Lanes on Cameron ☒ YES Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Added enforcement

IF OTHER, PLEASE LIST:

ADDITIONAL MEASURES WANTED: I want a traffic signal to help improve the flow of traffic and provide better safety measures for pedestrian crosswalks.

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ YES Signal at Citrus & Cameron ☒ YES Raised Crosswalks ☐ YES Lane Narrowing ☒ YES Advanced Flashing Beacon Signs ☐ YES Traffic Circle

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU:


IF OTHER, PLEASE LIST:

ADDITIONAL MEASURES WANTED:





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



**WEST COVINA COMMUNITY SURVEY**

NAME: ANDREW MILLER EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 3-29-23

ADDRESS: [REDACTED] Suburb: COVINA State: CA Zip Code: 91791 Country: USA

**INSTRUCTIONS**

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☐ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☒ Visiting Family/Friends ☐ Commuting to Work ☐ School ☒ Shopping ☒ Other

IF OTHER, PLEASE LIST: ERRANDS

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☐ South Hills High School ☐ Covina High School ☐ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School

☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☒ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: PEOPLE DON'T KNOW WHO'S TURN IT IS.

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

3 Speeding 5 # of Collisions 4 Pedestrian Safety on Cameron 1 Difficulty turning onto Cameron 2 Pedestrian Safety at Intersections

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

1 2 3 4 5	Your Speed Feedback Signs	1 2 3 4 5	White Side Stripes	1 2 3 4 5	Flashing Stop Signs	1 2 3 4 5	Signal at Barranca	1 2 3 4 5	Additional Signage
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7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	Medians on Cameron	YES NO	Bike Lanes on Cameron	YES NO	Buffered Bike Lanes on Cameron	YES NO	Reduced Lanes on Cameron	YES NO	Added Enforcement for Speeding
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WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: ADDED ENFORCEMENT

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: TRAFFIC SIGNAL @ CITRUS & CAMERON

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

YES NO	Signal at Citrus & Cameron	YES NO	Raised Crosswalks	YES NO	Lane Narrowing	YES NO	Advanced Flashing Beacon Signs	YES NO	Traffic Circle
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WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: MAYBE

IF OTHER, PLEASE LIST: \_\_\_\_\_

ADDITIONAL MEASURES WANTED: \_\_\_\_\_





Attachment 6.1 Community Meeting Resident Response Surveys (3/29/2023)



WEST COVINA COMMUNITY SURVEY

NAME: Jason Powert EMAIL: [REDACTED]  
 CONTACT NUMBER: [REDACTED] DATE: 03/29/2023  
 Unit No. St. No. Street Town/City/Suburb State Zip Code Country  
 ADDRESS: [REDACTED] West Covina CA 91791 USA

INSTRUCTIONS

Please mark the circle next to the answer that best fits your description. If multiple is true, mark multiple circles.

1. What is your main mode of transportation on Cameron Avenue?

☒ Motor Vehicle ☒ Pedestrian ☐ Bicyclist ☐ Bus Rider ☐ Other

2. What is your main reason for traveling on Cameron Avenue?

☒ Visiting Family/Friends ☒ Commuting to Work ☒ School ☐ Shopping ☐ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

3. If traveling on Cameron Avenue for school, which school are you visiting/attending?

☒ South Hills High School ☐ Covina High School ☒ Mesa Elementary School ☐ Vine Elementary School ☐ Cameron Elementary School  
☐ Hollencrest Middle School ☐ Christ Lutheran School ☐ College/University ☐ Other ☐ None

IF OTHER, PLEASE LIST: \_\_\_\_\_

4. What is your main concern when traveling through the intersection of Cameron Avenue at Citrus Street?

☒ Ped/Bike Safety ☒ Veh's not obeying Stop Control ☐ Long Queues ☐ Long delays at Intersection ☒ Other

IF OTHER, PLEASE LIST: \_\_\_\_\_

5. Rank your safety concerns along Cameron Avenue with #1 being most important (1 to 5)

☒ Speeding ☐ # of Collisions ☐ Pedestrian Safety on Cameron ☐ Difficulty turning onto Cameron ☐ Pedestrian Safety at Intersections  
1 5 3 4 2

6. Please rank the recent improvements made to Cameron Avenue with #1 being "most satisfied" and #5 being "not happy with results". Please circle your number choice that is listed next to each option.

5 Your Speed Feedback Signs 3 White Side Stripes 1 Flashing Stop Signs 1 Signal at Barranca 5 Additional Signage  
*need more* *Yellow is better* *need more*

7. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Cameron Avenue between Azusa Avenue and Barranca Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ Medians on Cameron ☒ Bike Lanes on Cameron ☒ Buffered Bike Lanes on Cameron ☒ Reduced Lanes on Cameron ☒ Added Enforcement for Speeding

WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: Buffered lanes

IF OTHER, PLEASE LIST: More paint

ADDITIONAL MEASURES WANTED: I suggest to look at Main in Baldwin Part - green paint, buffered lanes, etc.

8. Please take a moment to provide your opinion on what additional measures you would like the City to consider on Citrus Street and Cameron Avenue. Any potential measures would need to meet engineering standards and guidelines found in the California Manual on Uniform Traffic Control Devices (CAMUTCD) and the California Vehicle Code (CVC).

☒ Signal at Citrus & Cameron ☒ Raised Crosswalks ☒ Lane Narrowing ☒ Advanced Flashing Beacon Signs ☒ Traffic Circle


WHICH OF THE ABOVE OPTIONS IS MOST IMPORTANT TO YOU: needs further discussion

IF OTHER, PLEASE LIST: More paint (visual queues work)

ADDITIONAL MEASURES WANTED: more police patrol - it works.



Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting  
(12/12/2023)



**WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS**

NAME: LANCE VOLT EMAIL: \_\_\_\_\_

CONTACT NUMBER: [REDACTED] DATE: Dec 12

ADDRESS: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code

Please check the box that applies.

☐ In favor of Signal Installation

☒ Against Signal Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.

A traffic signal will entice drivers to take more risky action with the strong possibility of increased collisions.

Traffic signals create an environment in which there is an increase in collisions with serious injury and fatalities.

Drivers will increase their speed in order to "beat the light."

A traffic signal will cause traffic to back up during all hours of the day and not only peak hours.

In order to avoid the inconvenience of stopping at a traffic signal, drivers will use the alleyways and side streets which will cause major safety concerns.

Curbs Red Stops Access To Home 5 hours Access IN ALIX

Inability for neighbors to safely enter and exit their driveways.

City of West Covina | Community Development Department | Engineering Division | traffic@transtech.org | (626)939.8425

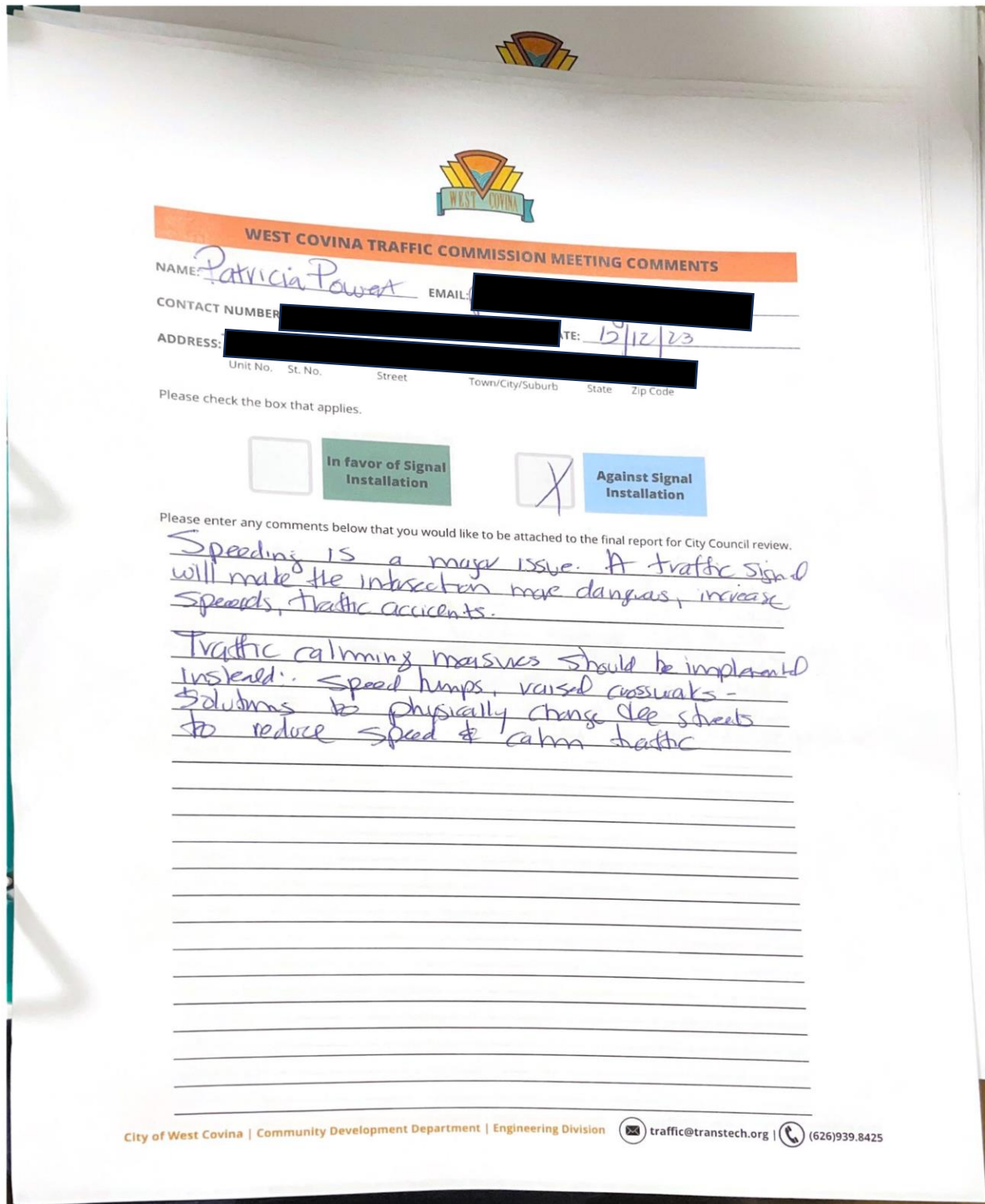








Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting (12/12/2023)



**WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS**

NAME: Patricia Power EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 12/12/23

ADDRESS: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code

Please check the box that applies.

☐ In favor of Signal Installation

☒ Against Signal Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.


Speeding is a major issue. A traffic signal will make the intersection more dangerous, increase speeds, traffic accidents.

Traffic calming measures should be implemented instead. Speed humps, raised crosswalks - solutions to physically change the streets to reduce speed & calm traffic

City of West Covina | Community Development Department | Engineering Division | traffic@transtech.org | (626)939.8425



Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting  
(12/12/2023)



**WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS**

NAME: Peter H. Davis EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 12/12/2023

ADDRESS: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code

Please check the box that applies.

☐

In favor of Signal Installation



☒

Against Signal Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.

Wont be able get out of driveway  
on Cameron because of right turns  
on green from Citrus going north to  
Cameron going east. In the first driveway.  
Traffic on Cameron is so bad  
and will be worse as people race  
without having to stop on green or yellow  
lights.


City of West Covina | Community Development Department | Engineering Division

 [traffic@transtech.org](mailto:traffic@transtech.org) | 
  (626)939.8425





Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting  
(12/12/2023)



**WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS**

NAME: Shannon Volk EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 12.12.2023

ADDRESS: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code

Please check the box that applies.

☐

In favor of Signal Installation

☒



Against Signal Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.

- Will Increase collision severity & Deaths, AS is the case with Hollenbeck/Cameron & Barranca/Cameron
- Will make it Dangerous to pull out at ADJACENT STREETS & ALLEYS.
- Will Increase SPEEDS on Cameron, which are already TO FAST. (49mph Average)

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City of West Covina | Community Development Department | Engineering Division

 traffic@transtech.org | 
  (626)939.8425










Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting  
(12/12/2023)



**WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS**

NAME: Byron Roberts EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: 12-12-23

ADDRESS: [REDACTED]

Unit No. St. No. Street Town/City/Suburb State Zip Code

Please check the box that applies.

☐

In favor of Signal Installation

☒

Against Signal Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.

*Signals does not mean a violation will stop*

*TRAF ENF. + Education -*

*IF you have A <sup>valid</sup> driving Test, you should*

*now when its your turn*

*A's + K's , Placing a vacant Police Vehicle*

*Light on Red w/ Kapers for*

*Individuals crossing street*



*Speed Bumps 25 miles or less on *Chetlands**

*✓ NARROWING LANES*

*Speed Limit Reduc*

*✓ RADAR ~~EN~~ ENFORCEMENT*

City of West Covina | Community Development Department | Engineering Division


 traffic@transtech.org | 
  (626)939.8425







**Attachment 7.1 Resident Comment Card Response Sheets from Traffic Committee Meeting (12/12/2023)**



WEST COVINA TRAFFIC COMMISSION MEETING COMMENTS

NAME: Arlene Shutt EMAIL: [REDACTED]

CONTACT NUMBER: [REDACTED] DATE: Dec. 12, 2023

ADDRESS: [REDACTED]

Unit No.   St. No.   Street   Town/City/Suburb   State   Zip Code

Please check the box that applies.

☐

In favor of Signal  
Installation

X

Against Signal  
Installation

Please enter any comments below that you would like to be attached to the final report for City Council review.

Safety my number one concern  
with a stop sign people might get in a  
fender bender, but their alive to talk about  
it.

With a light people will be flying thru  
the intersection and thats a danger. of  
becoming a fatality with high speeds!!

City of West Covina | Community Development Department | Engineering Division

traffic@transtech.org | 
 (626) 939.8425





**Attachment 7.2 Resident Emails from those not at the 12/12/2023 Traffic Committee Meeting**

**From:** Ella Carrillo [REDACTED]  
**Sent:** Tuesday, December 5, 2023 8:20 AM  
**To:** Transtech Traffic Department <traffic@transtech.org>  
**Subject:** Traffic Committee Oral Communications

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

My name is Pamella Carrillo and I live 1 block from the intersection of Cameron & Citrus. I have 3 children and we take walks daily in this direction and pass through this intersection. My son will be attending South Hills High School and as many children do, he hopes to walk to and from school. As much as my husband and I would like for this to be a healthy and fun part of his life experience, he will not allow it due to the danger in crossing the intersection in question.

In our unfortunate experience, this intersection is commonly ignored or missed. I have been in very "close calls" while crossing Citrus on both foot or vehicle.

For those who are driving upwards from Cortez and the 10 freeway, they are accelerating because of the elevation and for those who are driving "down" from Vine and Country Club direction, they are speeding down. Both directions are dangerous.

Thank you for your time and consideration in this matter and keeping our families safe. Now and for a bright future.

Pamella Carrillo  
[REDACTED]



**Attachment 7.2 Resident Emails from those not at the 12/12/2023 Traffic Committee Meeting**

**From:** Helen Nakatsui [REDACTED]  
**Sent:** Monday, December 11, 2023 10:48 PM  
**To:** Transtech Traffic Department <traffic@transtech.org>  
**Cc:** olliecantos@icloud.com  
**Subject:** Traffic Committee Oral Communications

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Committee,

I am not able to make the meeting regarding the signal on Citrus & Cameron Ave. but would like to voice my concerns regarding this issue.

My name is Helen Nakatsui. I live on [REDACTED] Magnolia Ave. We have lived here for 11 years, and over the years, the traffic on Cameron has increased significantly. It is especially difficult to get out of our cul de sac during rush hours when cars are stopped at the stop sign. My husband and I are in favor of placing a signal at the intersection to increase the flow of traffic.

Thank you for your consideration.

Sincerely,  
Helen Nakatsui



**Attachment 7.2 Resident Emails from those not at the 12/12/2023 Traffic Committee Meeting**

**From:** Audrey and Dan Miller [REDACTED]  
**Sent:** Sunday, December 10, 2023 7:45 PM  
**To:** Transtech Traffic Department <traffic@transtech.org>  
**Cc:** Nicole Robbins <nicole.robbins@transtech.org>; PMorales@westcovina.org; JRobbins@westcovina.org; Olegario Vii <olliecantos@icloud.com>  
**Subject:** TRAFFIC COMMITTEE ORAL COMMUNICATIONS

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We are writing in regard to the City of West Covina Traffic Commission Meeting to be held on Tuesday, December 12th, 2023 at 3:00pm.

In May and June, 2020, we participated in the Virtual Community Workshop for the intersection of Citrus St. and Cameron Ave. and the corridor between Hollenbeck St. and Citrus St.

Then in December 2022, we expressed our concerns regarding the intersection at Citrus and Cameron and the need for a traffic signal to City Councilman Ollie Cantos and have since attended the Community Workshop Presentation on the matter held in March, 2023.



As evidenced in the results of the March 2023 Workshop Presentation, five out of the seven accidents recorded at this intersection were Broadside accidents. The other two were rear-end accidents. And this doesn't account for smaller fender-bender type accidents at the intersection that were probably never reported.

Just in the last four days, there have been two accidents at the intersection. We don't know the particulars as to what caused the accidents, only that they happened as evidenced in the attached videos and photo. One happened this past Thursday, 12/7 at approximately 4:00pm which I (Dan Miller) came upon and the police were on scene. The other happened just today, Sunday,

12/10 at approximately 8:50 this morning. Our next door neighbor had just started out on a walk with her infant son in a stroller, her young daughter, and their dog, when she came upon this accident and took a short video and a picture showing the accident in the middle of the intersection and the damage to the cars. It looks like no one was injured, and was perhaps only a fender-bender (that probably wasn't reported).



So while we appreciate the traffic calming measures the city has implemented like wider, more visible crosswalks and flashing stop signs, this intersection is still very problematic. Because it is a large intersection with 8-lanes of traffic at a 4-way stop, a lot of the time people simply don't seem to know who's turn it is to go, whether turning right, left, or going straight, causing confusion and accidents. Then there are those who either roll through or completely blow through the stop sign, also causing accidents.

We feel it is safer to jay-walk across Cameron when out walking our dog, where we can visually see the cars coming and know we have enough time to cross safely, than use the crosswalks at Citrus and Cameron near our house. That's how bad it is. Both my son and I have come close to being hit by a car on more than one occasion at the intersection. There is also concern for all the students from South Hills High School who walk to and from school that have to try to cross the intersection, not to mention the cross-country teams from both South Hills and West Covina High School that have to cross here.





Because Citrus St. is one of the main ways to get to the new housing which has been built in the South Hills area over the past several years, and because when Interstate 10 was under construction in the West Covina area for many years, traffic apps like Waze began routing cars off of the freeway to Cameron Ave. as an alternate route, and still does, so traffic has increased on both Citrus and Cameron over the years and the intersection becomes more and more backed up with traffic now during peak times.

And while we can appreciate some residents not wanting a traffic signal to impact their on-street parking, which is really more important? Having a few families inconvenienced by having their curbs painted red or the safety of a whole community needing to use this intersection? We are talking about human lives here and we should be proactive about getting a signal put in at Citrus and Cameron rather than reactive after serious injuries or (God forbid) a fatality occurs. The issue of a traffic signal at this intersection has apparently been the topic of discussion for several years, although we were never made aware of it until the Virtual Community Workshop in 2020. Had we known we would have been more involved in the process sooner. We understand that the city's budget is tight, but let's hope that the installation of a traffic signal at this intersection can become a higher priority and will be accomplished sooner rather than later.

Sincerely,  
Dan and Audrey Miller



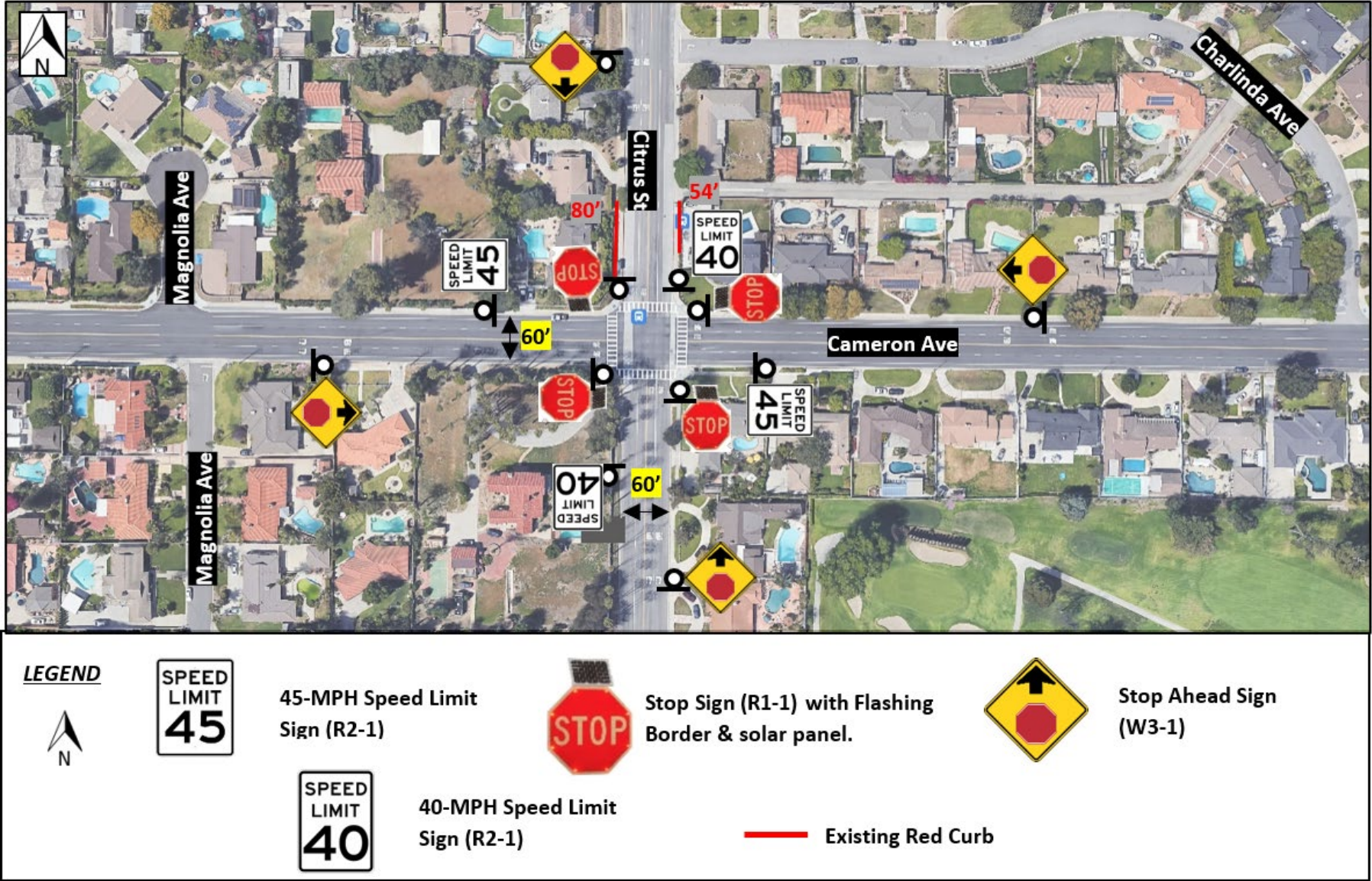
# Citrus Street at Cameron Avenue

City of West Covina – City Council Meeting  
Tuesday, April 16, 2024





# EXISTING CONDITIONS AT CITRUS STREET AND CAMERON AVENUE



## AVERAGE DAILY TRAFFIC (ADT) DATA

Table 4: COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES BY DAY			
Location	<i>Vehicles per Day (vpd) Thursday 1/19/23</i>	<i>Vehicles per Day (vpd) Friday 1/20/2023</i>	<i>Vehicles per Day (vpd) Saturday 1/21/2023</i>
<b>E Cameron Ave Bet. S Coral Tree Dr &amp; S Montezuma Way</b>	11,176	11,437	8,711
<b>E Cameron Ave E/O S Citrus Street</b>	10,913	11,161	7,652
<b>S Citrus Street N/O E Cameron Ave</b>	9,883	10,690	9,133
<b>S Citrus Street S/O E Cameron Ave</b>	6,431	6,784	5,922



## 24 HOUR SPEED DATA

Table 8: COMPARISON OF SPEED SURVEY DATA BY DAY			
Location	85%ile Speed (MPH) <i>Thursday 1/19/23</i>	85%ile Speed (MPH) <i>Friday 1/20/2023</i>	85%ile Speed (MPH) <i>Saturday 1/21/2023</i>
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way	49	49	49
E Cameron Ave E/O S Citrus Street	45	45	46
S Citrus Street N/O E Cameron Ave	39	39	40
S Citrus Street S/O E Cameron Ave	32	32	32





# ADT AND SPEED COMPARISON DATA

Table 9: COMPARISON OF ADT AND SPEED BY DAY					
Location	<i>Vehicles per Day (vpd) Thursday 1/19/23</i>	<i>Vehicles per Day (vpd) Friday 1/20/2023</i>	<i>Vehicles per Day (vpd) Saturday 1/21/2023</i>	<i>Vehicles per Day (vpd) Thursday 9/7/23</i>	<i>Vehicles per Day (vpd) Saturday 9/9/23</i>
E Cameron Ave Bet. S Coral Tree Dr & S Montezuma Way – West of Citrus Street	11,176	11,437	8,711	12,661	9,212
	<b>85%ile Speed (MPH)</b> <i>Thursday 1/19/23</i>	<b>85%ile Speed (MPH)</b> <i>Friday 1/20/2023</i>	<b>85%ile Speed (MPH)</b> <i>Saturday 1/21/2023</i>	<b>85%ile Speed (MPH)</b> <i>Thursday 9/7/2023</i>	<b>85%ile Speed (MPH)</b> <i>Saturday 9/9/2023</i>
	49	49	49	50	50

# PEAK HOUR AND PEDESTRIAN COUNT DATA

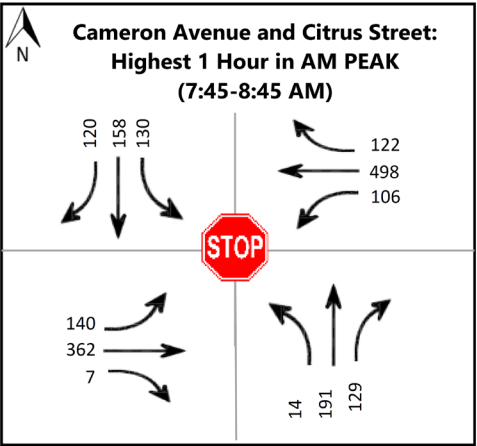


Figure 3: AM Peak Hour Count 7:45-8:45 AM

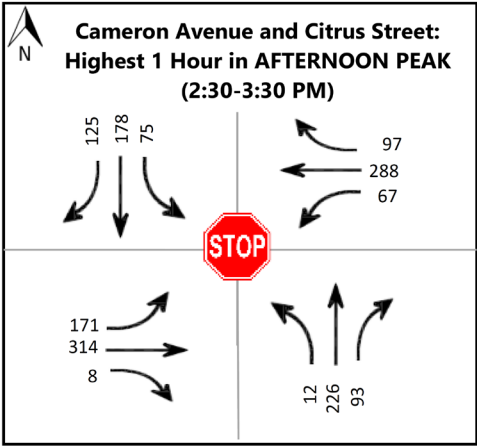


Figure 4: AFTERNOON Peak Hour Count 2:30-3:30 PM

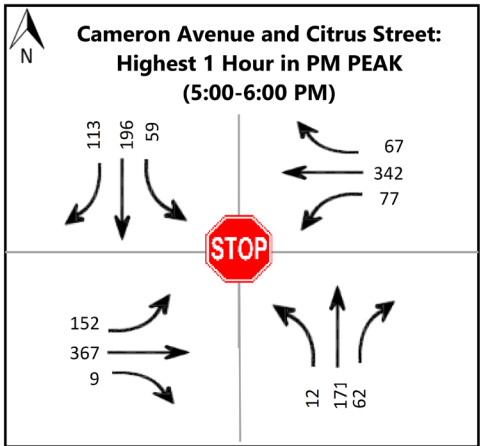


Figure 5: PM Peak Hour Count 5:00-6:00 PM

Table 10: Pedestrian Count at Cameron Avenue and Citrus Street								
	North Leg		South Leg		East Leg		West Leg	
Field Observations	Adults	School Age	Adults	School Age	Adults	School Age	Adults	School Age
7:00am-8:00am	4	2	1	0	4	0	1	0
8:00am-9:00am	3	1	1	1	3	0	3	0
1:30pm-2:30pm	1	3	0	0	0	2	0	0
2:30pm-3:30pm	2	2	0	0	3	0	0	0
5:00pm-6:00pm	3	0	1	0	2	0	2	0
6:00pm-7:00pm	1	0	2	0	0	0	2	0
Total Pedestrians	14	8	5	1	12	2	8	0

# COLLISION DATA

ID #	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collision Factor and Detail Descriptions	Primary Collision Factor	# Inj
1	05/20/23	CAMERON AVE	CITRUS ST	0	16:32	SAT	DAYLIGHT	BROADSIDE	4	OTHER MV	EB THRU VEH HIT NB THRU VEH	STOP SGN SIG	2
2	11/17/23	CAMERON AVE	CITRUS ST	15'W	18:15	FRI	DARK-ST	REAR END	5	OTHER MV	EB THRU VEH HIT EB STOPPED VEH	DRVR ALC/DRG	0
3	2/8/2023	CAMERON AVE	CITRUS ST	0	14:00	WED	DAYLIGHT	BROADSIDE	5	OTHER MV	WB LFT TURN MV HIT EB THRU MV	R-O-W AUTO	0
4	4/18/2023	CAMERON AVE	CITRUS ST	0	5:52	TUE	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	STOP SGN SIG	0
5	5/20/2023	CAMERON AVE	CITRUS ST	0	16:32	SAT	DAYLIGHT	BROADSIDE	4	OTHER MV	EB THRU MV HIT NB TRU MV	STOP SGN SIG	2
6	7/5/2022	CAMERON AVE	CITRUS ST	0	12:47	TUE	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	STOP SGN SIG	0
7	1/20/2022	CITRUS ST	CAMERON AVE	38' N	12:35	THU	DAYLIGHT	REAR END	5	OTHER MV	SB THRU MV HIT NB STOPPED MV	UNSAFE SPEED	0
8	5/9/2022	CITRUS ST	CAMERON AVE	0	15:56	MON	DAYLIGHT	BROADSIDE	5	OTHER MV	SB THRU MV HIT WB THRU MV	R-O-W AUTO	0
9	6/9/2021	CAMERON AVE	CITRUS ST	21' W	17:22	WED	DAYLIGHT	REAR END	4	OTHER MV	EB THRU SLOWING MV HIT EB STOPPED MV	UNSAFE SPEED	1
10	12/8/2021	CAMERON AVE	CITRUS ST	0	14:16	WED	DAYLIGHT	BROADSIDE	5	OTHER MV	WB THRU MV HIT SB THRU MV	STOP SGN SIG	0
11	1/24/2021	CITRUS ST	CAMERON AVE	0	21:17	SUN	DARK-ST	BROADSIDE	3	OTHER MV	SB THRU MV HIT WB THRU MV	R-O-W AUTO	2

\* Documented collisions as found in available SWITRS and submitted PD reports.



# TRAFFIC SIGNAL WARRANT ANALYSIS

- **TRAFFIC SIGNAL WARRANTS:** Are based on Traffic Counts and collision data gathered for East Cameron Avenue and South Citrus Street.
- When determining if an intersection should be considered for signalization, an engineering study that includes existing traffic conditions, pedestrian characteristics, and physical characteristics of the location is completed to determine whether installation of a traffic control signal is justified or warranted.
- When properly used, traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. They assign the right-of-way to the various traffic movements and thereby profoundly influence traffic flow.
- The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.
- The California Manual on Uniform Traffic Control Devices (CAMUTCD) lists 9 warrants for evaluating traffic signals:
  - Warrant 1, Eight-hour vehicular volume
  - Warrant 2, Four-hour vehicular volume
  - Warrant 3, Peak hour vehicular volume
  - Warrant 4, Pedestrian volume
  - Warrant 5, School crossing
  - Warrant 6, Coordinated signal system
  - Warrant 7, Crash experience
  - Warrant 8, Roadway network
  - Warrant 9, Intersection near a grade crossing

## Warrant 1

- Eight-Hour Vehicular Volume warrant and consists of two different conditions that can be met for the warrant to be satisfied.
  - Condition A - The Minimum Vehicle Volume warrant
  - Condition B - The Interruption of Continuous Traffic

## Warrant 2

- Four-Hour Vehicular Volume warrant and is intended to be applied where the volume of intersection traffic is the principal reason to consider installing a traffic control signal.

## Warrant 3

- The Peak Hour warrant is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.

## Warrant 4

- The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

## Warrant 5

- The School Crossing warrant is intended for application where school children, grades K-8, cross the major street is the principal reason for installing a traffic signal.



# TRAFFIC SIGNAL WARRANT ANALYSIS TABLE

## Warrant 6

- Coordinated Signal System warrant and is intended to maintain proper platooning of vehicles.

## Warrant 7

- Crash Experience warrant and is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

## Warrant 8

- Roadway Network warrant and is intended to encourage concentration and organization of traffic flow on a roadway network.

## Warrant 9

- Intersection Near a Grade Crossing warrant and is intended for use when signal Warrants 1 through 8 are not met, but the proximity of a grade crossing is the principal reason to installing a traffic control signal.

- These Signal Warrants as defined in the CAMUTCD Section 4C, are based on counts conducted on three different consecutive days at the intersection.

- Only 1 of the 9 traffic signal warrants must be met to be warranted for a traffic signal.

**Table 13: Summary of Intersection Warrants**

	Thursday, 1/19/2023	Friday, 1/20/2023	Saturday, 1/21/2023
Warrant CAMUTCD Section 4C	<i>Warrant Was Met Based on Volume for Each Day</i>	<i>Warrant Was Met Based on Volume for Each Day</i>	<i>Warrant Was Met Based on Volume for Each Day</i>
Traffic Signal Warrant 1, Eight-Hour Vehicular Volume	YES	YES	YES
Traffic Signal Warrant 2, Four-Hour Vehicular Volume	YES	YES	YES
Traffic Signal Warrant 3, Peak Hour	YES	YES	YES
Traffic Signal Warrant 4, Pedestrian Volume	NO	NO	NO
Traffic Signal Warrant 5, School Crossing	N/A	N/A	N/A
Traffic Signal Warrant 6, Coordinated Signal System	NO	NO	NO
Traffic Signal Warrant 7, Crash Experience	YES	YES	YES
Traffic Signal Warrant 8, Roadway Network	N/A	N/A	N/A
Traffic Signal Warrant 9, Intersection Near a Grade Crossing	N/A	N/A	N/A



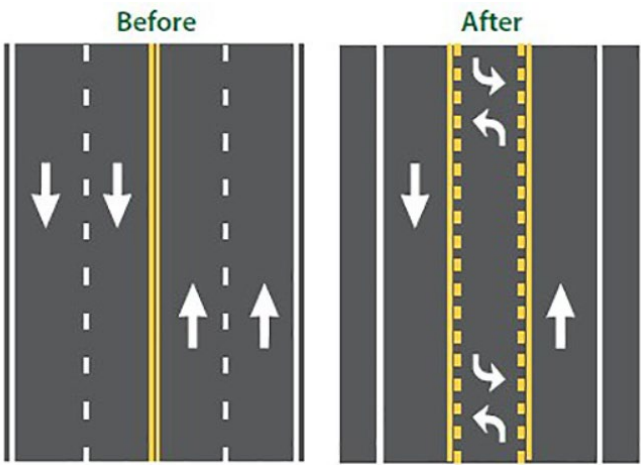
# CITY COUNCIL ACTION ITEMS OPTIONS (1)

## Option 1: No Signal Installation – with Road Diet Installation

- If Option 1 is chosen, the City will utilize a Road Diet as a traffic calming measure on Cameron Avenue leading up to the intersection of Cameron Avenue and Citrus Street.
- Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.
- Traffic calming reduces automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling.
- Due to resident comments denoting that the previously installed traffic calming measures not being fully effective, it is recommended within this option to perform a road diet

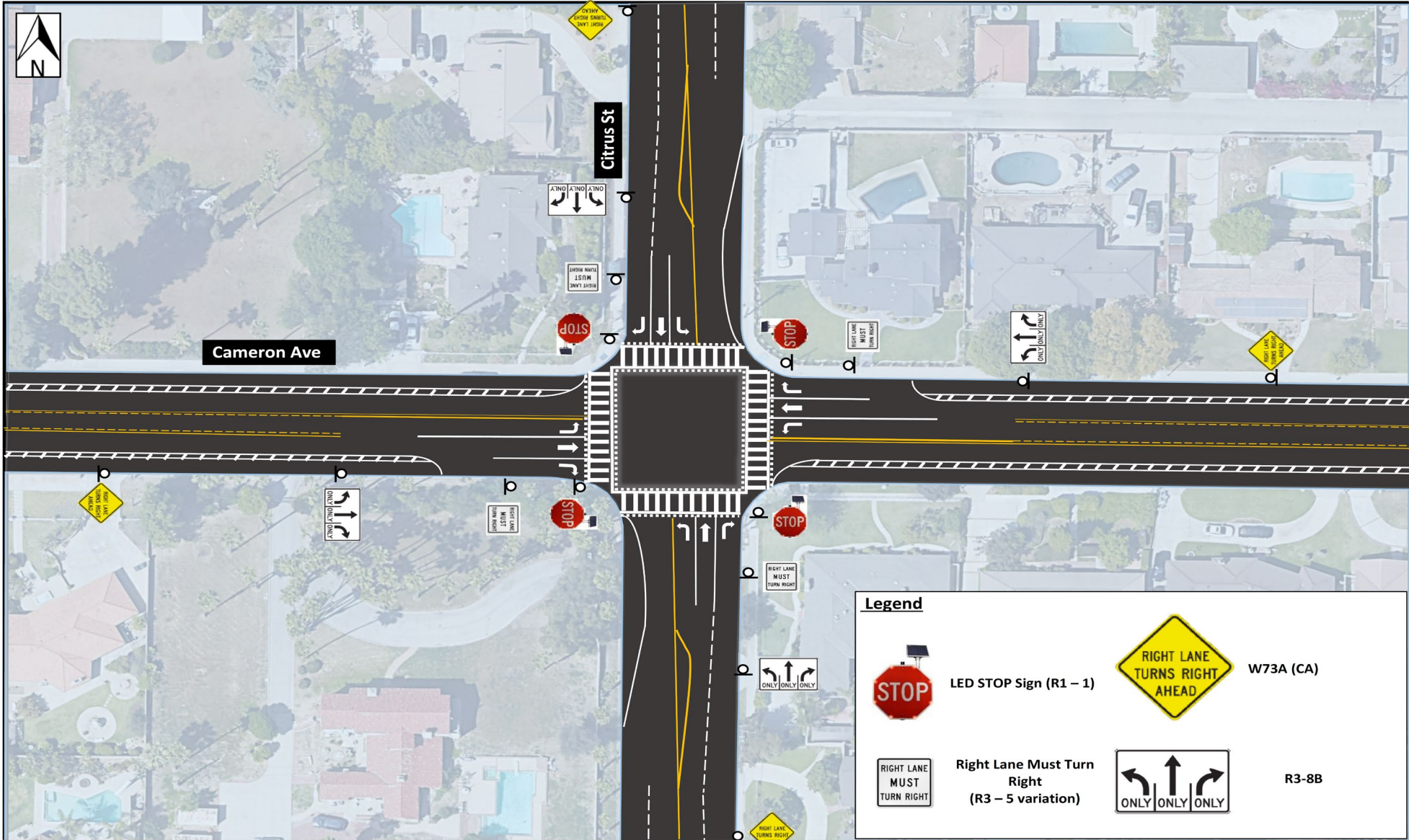
## Road Diet

- A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes.
- The reduction in the number of lanes permits the inclusion of facilities for other uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.
- Safety benefits from reduced vehicle speeds and from movement of left turning vehicles out of a through travel lane.
- If chosen, further analysis will need to be conducted in order to design a more accurate representation of exiting roadway condition and recommended measures at each major controlled intersection such as Hollenbeck Avenue, Barranca Street, and Citrus Street.



# CITY COUNCIL ACTION ITEMS OPTIONS

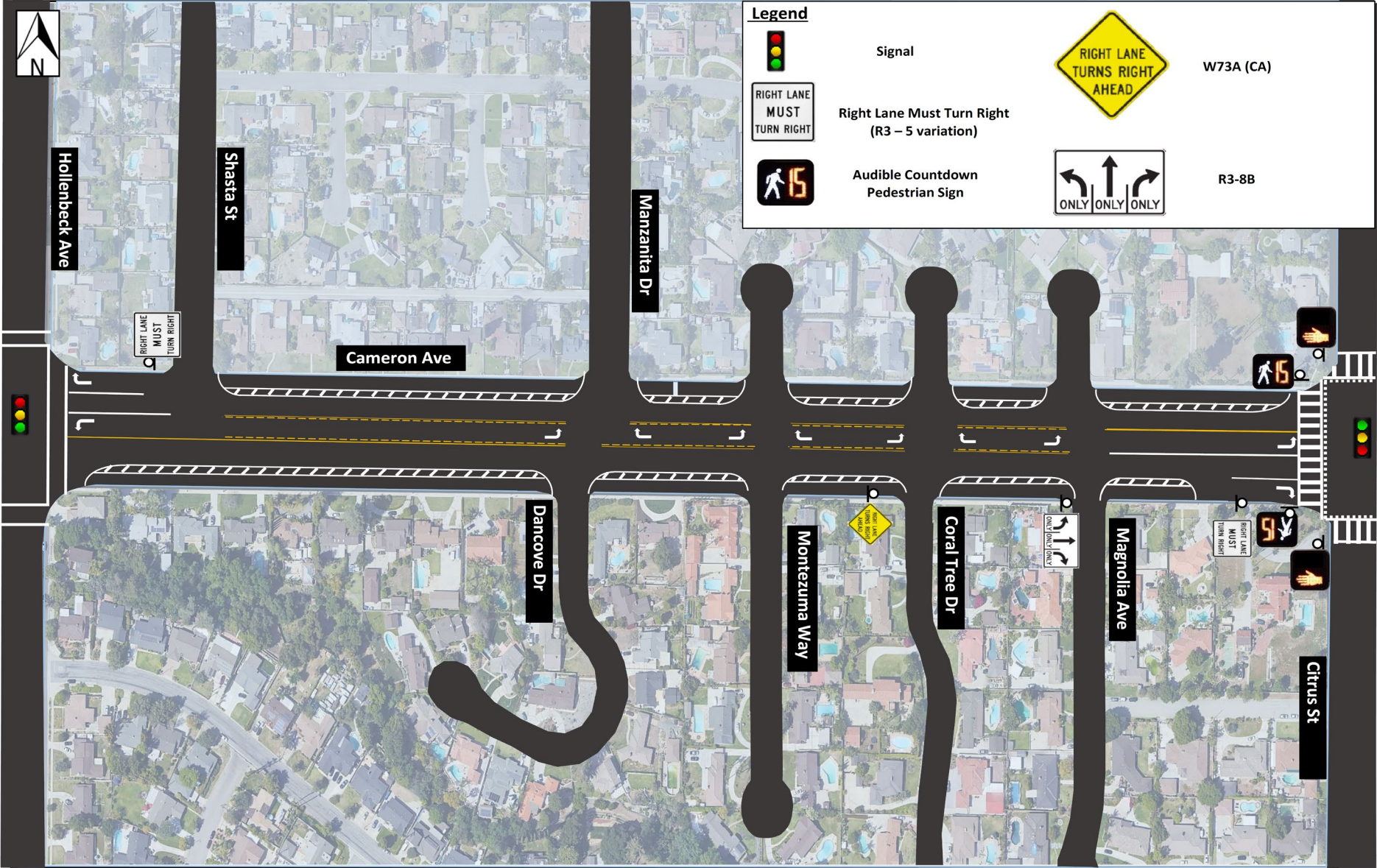
## Conceptual Exhibit of Option 1: No Signal Installation – with Road Diet Installation





# CITY COUNCIL ACTION ITEMS OPTIONS

Conceptual Exhibit of a Road Diet on Cameron Avenue



## CITY COUNCIL ACTION ITEMS OPTIONS (2-3)

### Option 2: Signal Installation – with Road Diet Installation

- If Option 2 is chosen, a signal will be installed at the intersection of Citrus Street and Cameron Avenue. In addition, the aforementioned road diet will also be installed.

### Option 3: Signal Installation – No Road Diet Installation

- If Option 3 is chosen, a signal will be installed at the intersection of Citrus Street and Cameron Avenue.

### Cost of a Signal

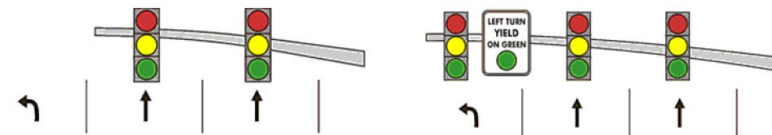
- If the City elects to install a traffic signal at this location it would involve the following steps:
  - Identifying a funding source – New signal construction and design runs in the \$700,000 range.
  - Advertising and hiring a contractor to provide Full signal design plans and signing and striping plans. (Draft design plans were completed in 2019 by Willdan – these plans would need to be checked to see if they are still applicable which would save in the total cost of installation)
  - Deciding on the phasing and lane configurations. Signal phasing can be set for all red phasing, split phase, protected permitted or protected left turn phasing. There are many types of Signal Operation that can be explored.

### Types of Phasing for Signalized Intersections

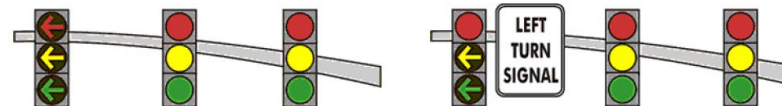
- Split phasing is a type of signal phasing scheme which separates vehicle conflicts by assigning the right-of-way sequentially to the two opposing approaches. No left turn pockets are required. No parking removal would be needed at intersection.



- Permissive left turn: Any traffic signal indication requiring vehicles to enter the intersection on a permissive green waiting to make a left turn when sufficient gaps occur in opposing through traffic. Left turn pockets may or may not be present.



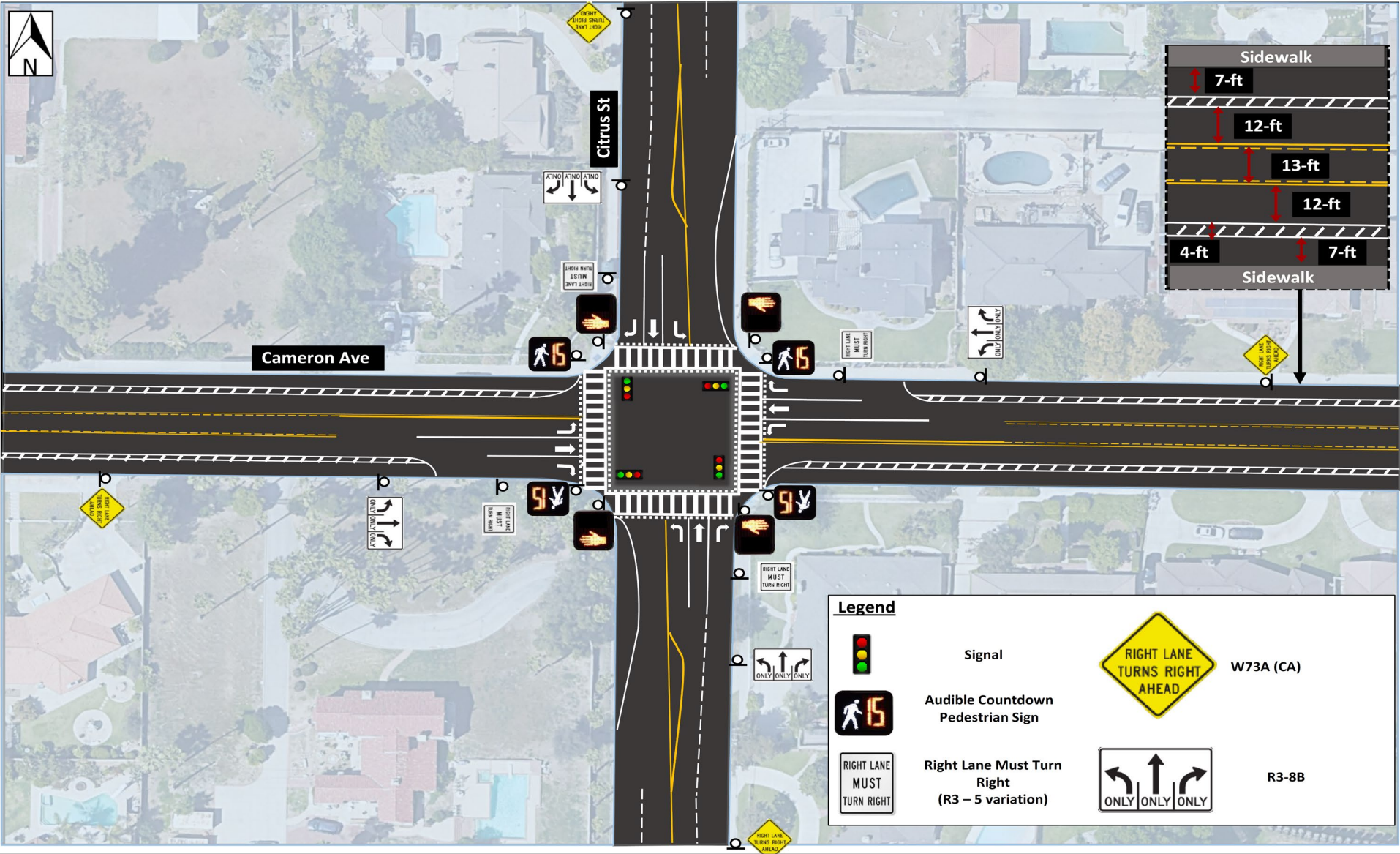
- Protected left turn: Any traffic signal indication (phase) giving left turns the right to enter the intersection free from conflict with drivers and pedestrians. Usually green and yellow turn arrows are used to indicate this phase. This requires a dedicated left turn pocket. Since the Road Diet will reduce Cameron Avenue to one thru lane in each direction, the additional intersection lane would be converted into a shared thru and right turn lane. Thus, maintaining parking at the intersection. However, right turn queueing in the shared lane might result in excess delay.





# CITY COUNCIL ACTION ITEMS OPTIONS

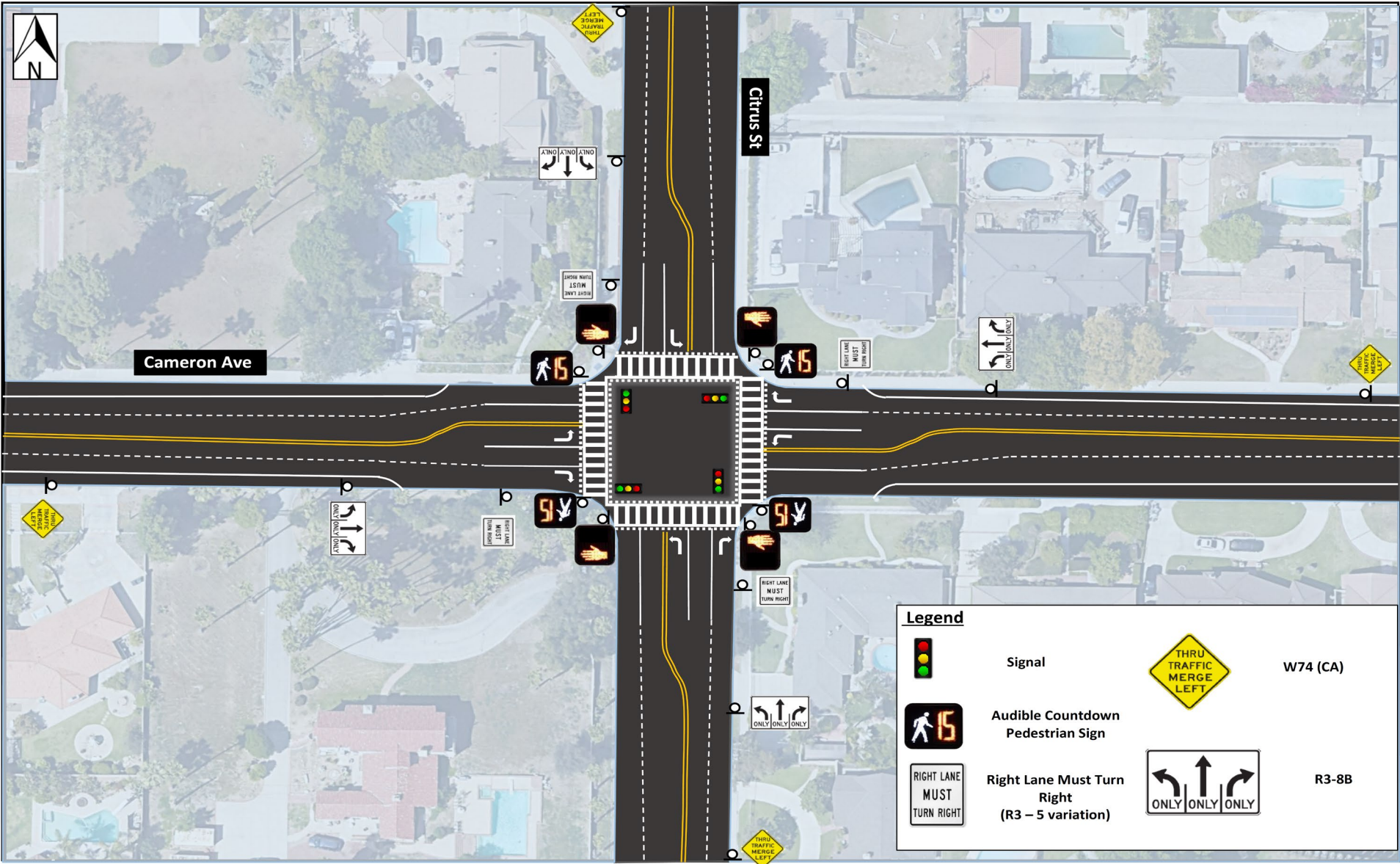
## Conceptual Exhibit of Option 2: Signal Installation – with Road Diet Installation





# CITY COUNCIL ACTION ITEMS OPTIONS

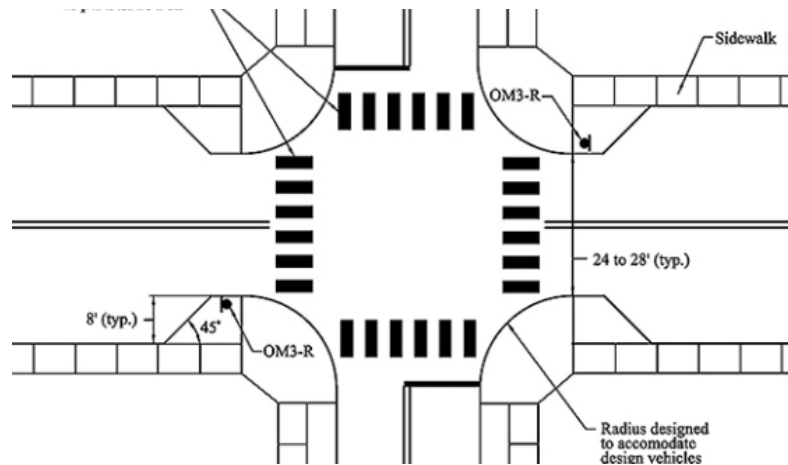
Conceptual Exhibit of Option 3: Signal Installation – with no Road Diet Installation



# ADDITIONAL TRAFFIC CALMING MEASURES TO CONSIDER

## Curb Extensions

- A curb extension at an intersection is called a corner extension or bulbout. When combined with on-street parking, a corner extension can create a protected parking bay.
- The effect of a corner extension on vehicle speeds is limited because of the absence of either a pronounced vertical or horizontal deflection. Its primary purpose is to "pedestrianize" an intersection. A corner extension (with a reduced corner radius) slows automobile turning speeds, shortens pedestrian crossing distance, and increases pedestrian visibility.
- Relocation of curbing and pedestrian queuing area may require relocation of drainage features such as catch basins, concrete channels, valley gutters, inlets, and trench drains.



## Additional Speed Feedback Signs

- Radar feedback signs are an effective way to alert Drivers of their speed. The sign is used as passive enforcement to inform Drivers of their travel speed. They can be affixed to streetlight poles and run on solar power or small battery packs.



# MEASURES NOT BEING CONSIDERED AT THIS TIME

## Speed Humps

- The City of West Covina has a Speed Hump Policy that was adopted and approved by the City. In order for a street to be eligible for speed humps it must meet certain guidelines or criteria.
  - Based on the City of West Covina's Speed Hump Policy, in order for a Speed Hump to be considered for installation the Street must meet the following requirements.
1. Local – Streets shall not be designated as an arterial or collector on City, County, State, or Federal plans. **Cameron Avenue is considered a Minor Arterial.**
  2. Residential – Majority of abutting development shall be residential.
  3. Minimum Length Uninterrupted by Stop Signs or Traffic Signals – 1,200 feet.
  4. Maximum Average Daily Traffic Volume – 3,000 vehicles per day. **In January 2023 Cameron Avenue carried 11,176 (Thurs) ADT, 11,437 (Fri) ADT, 8,711 (Sat) ADT. In September 2023 Cameron Avenue carried 12,661 (Thurs) ADT, 9,212 (Sat) ADT.**
  5. Minimum Average Daily Traffic Volume – 500 vehicles per day.
  6. Maximum Speed Limit – 25 miles per hour. **Cameron Avenue has a posted speed of 45 mph.**
  7. Minimum Critical Speed – more than 35 miles per hour. **In January 2023, 85%th percentile speed on Cameron is 49 MPH (Thurs), 49 MPH (Fri), 49 MPH (Sat). In September 2023, 85%th percentile speed on Cameron is 50 MPH (Thurs), 50 MPH (Sat).**
  8. Minimum Horizontal Curve Radius – 300 feet.
  9. Maximum grade – 8%
  10. Minimum diversion of traffic to adjacent streets.
  11. Not a priority route for emergency services.
  12. Not a bus route.

## Lowering of the Speed Limit

- In 2017 a Citywide Engineering and Traffic Survey was prepared for 195 street segments in the City of West Covina. E&T Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5 or 7 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC). The CVC also requires that the surveys be conducted based on the methodology required by The California Manual on Uniform Traffic Control Devices (California MUTCD) dated April 2017.
- A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions.
- Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed, except as shown in the two options below:

### Options:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).



# Thank You

