

Agenda

CITY COUNCIL-APPOINTED BOARDS & COMMISSIONS



Date: Thursday, April 9, 2026
Time: 6:00 p.m.
Location: Council Chambers, 276 Fourth Avenue, Chula Vista, CA

Traffic Safety Commission Regular Meeting

In-Person Public Comments: Join us for the Traffic Safety Commission meeting at the time and location specified on this agenda to make your comments. Each person will be allotted three minutes to address the Commission, unless otherwise adjusted by the presiding officer.

Electronic Public Comments: At www.chulavistaca.gov/boardmeetings, locate this meeting and click on the comment bubble icon. Select the item and click on "Leave Comment." The deadline to submit e-comments or any comments emailed to TSC@chulavistaca.gov will be noon on the day of the meeting.

Accessibility: Individuals with disabilities are invited to request modifications or accommodations in order to access and/or participate in a Traffic Safety Commission meeting by contacting the commission staff at TSC@chulavistaca.gov (California Relay Service is available for the hearing impaired by dialing 711) at least forty-eight hours in advance of the meeting.

We encourage community participation—sign up at www.ChulaVistaCA.gov/Boards to receive email notifications when agendas are available.

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1. **CALL TO ORDER**
 2. **PLEDGE OF ALLEGIANCE**
 3. **ROLL CALL**
Commissioners Becerra-Firsht, DeMarco, Galicia, Luke, Marroquin, and Orso-Delgado and Chair Caudillo
 4. **PUBLIC COMMENTS**
The public may address the Commission on any subject matter within the Commission's jurisdiction that is not listed as an item on the agenda. State law generally prohibits the Commission from discussing or taking action on any issue not included on the agenda. The Commission may schedule the topic for future discussion or refer the matter to staff.
 5. **ACTION ITEMS**
Action items are considered individually by the Commission and are expected to elicit discussion and deliberation.
 - 5.1 **RESOLUTION APPROVING AN ALL-WAY STOP AT THE INTERSECTION OF MAGDALENA AVE AND WELLBROOK ST AND TO ACCORDINGLY AMEND SCHEDULE II OF THE REGISTER OF SCHEDULES MAINTAINED IN THE OFFICE OF THE CITY ENGINEER** 4
Staff Recommendation: Adopt resolution.
 6. **PRESENTATIONS**
The following item(s) will be presentations given to the Commission. Action on these item(s) is typically limited to the Commission receiving the presentation and providing direction or feedback to staff, as appropriate.
 - 6.1 **AGUA VISTA DRIVE & COASTAL HILLS DRIVE PROPOSED STRIPING** 32
Staff Recommendation: Commission hear presentation.
 - 6.2 **E-BIKE SAFETY** 37
Staff Recommendation: Commission hear presentation.
 - 6.3 **POLICE DEPARTMENT TRAFFIC COLLISIONS/CITATIONS UPDATE** 62
Staff Recommendation: Commission hear presentation.
 - 6.4 **BIKEWAYS AND PEDESTRIAN FACILITIES CIP PROJECT UPDATE** 73
Staff Recommendation: Commission hear presentation.
 7. **STAFF COMMENTS**
 8. **COMMISSIONERS' COMMENTS**

9. ADJOURNMENT

to the regular meeting on May 14, 2026, at 6:00 p.m.

Materials provided to the Traffic Safety Commission related to any open-session item on this agenda are available for public review by contacting the Engineering Department at TSC@chulavistaca.gov.

TRAFFIC SAFETY COMMISSION STAFF REPORT

Item 5.1
Meeting Date 4/9/26

ITEM TITLE: RESOLUTION OF THE TRAFFIC SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING AN ALL-WAY STOP AT THE INTERSECTION OF MAGDALENA AVENUE AND WELLBROOK STREET, AND TO ACCORDINGLY AMEND SCHEDULE II OF THE REGISTER OF SCHEDULES MAINTAINED IN THE OFFICE OF THE CITY ENGINEER

SUBMITTED BY: City Traffic Engineer

At the request of a member of the community, Staff evaluated Magdalena Avenue and Wellbrook Street (“Intersection”) for all-way stop control. The warrant study determined that the Intersection accumulated 33 points out of a possible 100 points, where a minimum of 45 points is required to justify the installation of all-way stop control. However, the intersection received the maximum possible points under the Pedestrian Volume Warrant, satisfying the criterion for Case 2. Based on this finding, staff recommends the implementation of an all-way stop control at the Intersection.

RECOMMENDATION

That the Traffic Safety Commission approve the resolution.

DISCUSSION**Existing Conditions**

The Intersection is located in the Hillsborough neighborhood (Otay Ranch Village 6). Both Magdalena Avenue and Wellbrook Street are classified as minor roads. The Intersection is located in the vicinity of Veterans Elementary School and Santa Venetia Park, which is the primary generator of pedestrian and vehicular traffic during the peak hours. The Intersection is also near the Santa Venetia bus rapid transit (BRT) station on East Palomar Street.

All-Way Stop Warrant Study

Traffic Engineering staff studied the Intersection in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) and City Council Policy No. 478-03, which sets criteria for determining whether all-way stop control is warranted at an intersection based on its location, collision history, unusual conditions, pedestrian and traffic volumes, and how traffic volumes between the major and minor approach streets relate (Attachment 2).

In addition, there are three unique situations that suggest all-way stop control could be warranted irrespective of the total accumulated points, paraphrased below:

Case 1: CA MUTCD criteria are met

Case 2: One of the warrant criteria accumulated the maximum points available to that criterion

Case 3: If the Intersection: is in a residence district as defined by the California Vehicle Code, is not within 600 feet of another controlled intersection, and there is a parallel arterial road that can act as an alternative route; the Intersection can accumulate ten additional points.

The table below summarizes the points accumulated for each warrant criterion:

| Warrant Criteria | Maximum | Accumulated |
|---|-------------------------|--------------------|
| Case 1 Caltrans Criteria | | x |
| Case 2 Max Points on a Criterion | | ✓ |
| Case 3 Residence District | 10 | 0 |
| 1 Accidents in 12 Months | 25 | 0 |
| 2 Unusual Conditions | 21 | 10 |
| 3 Pedestrian Volume | 20 | 20 |
| 4 Traffic Volume | 24 | 0 |
| 5 Traffic Volume Difference | 10 | 3 |
| Total | 45 (Minimum to warrant) | 33 |

CONCLUSION

As shown on the above table, the Intersection accumulated a total of 33 points. However, the Intersection received the maximum possible points under the Pedestrian Volume Warrant, satisfying the criterion for Case 2. Based on this finding, staff recommends the implementation of an all-way stop control at the Intersection.

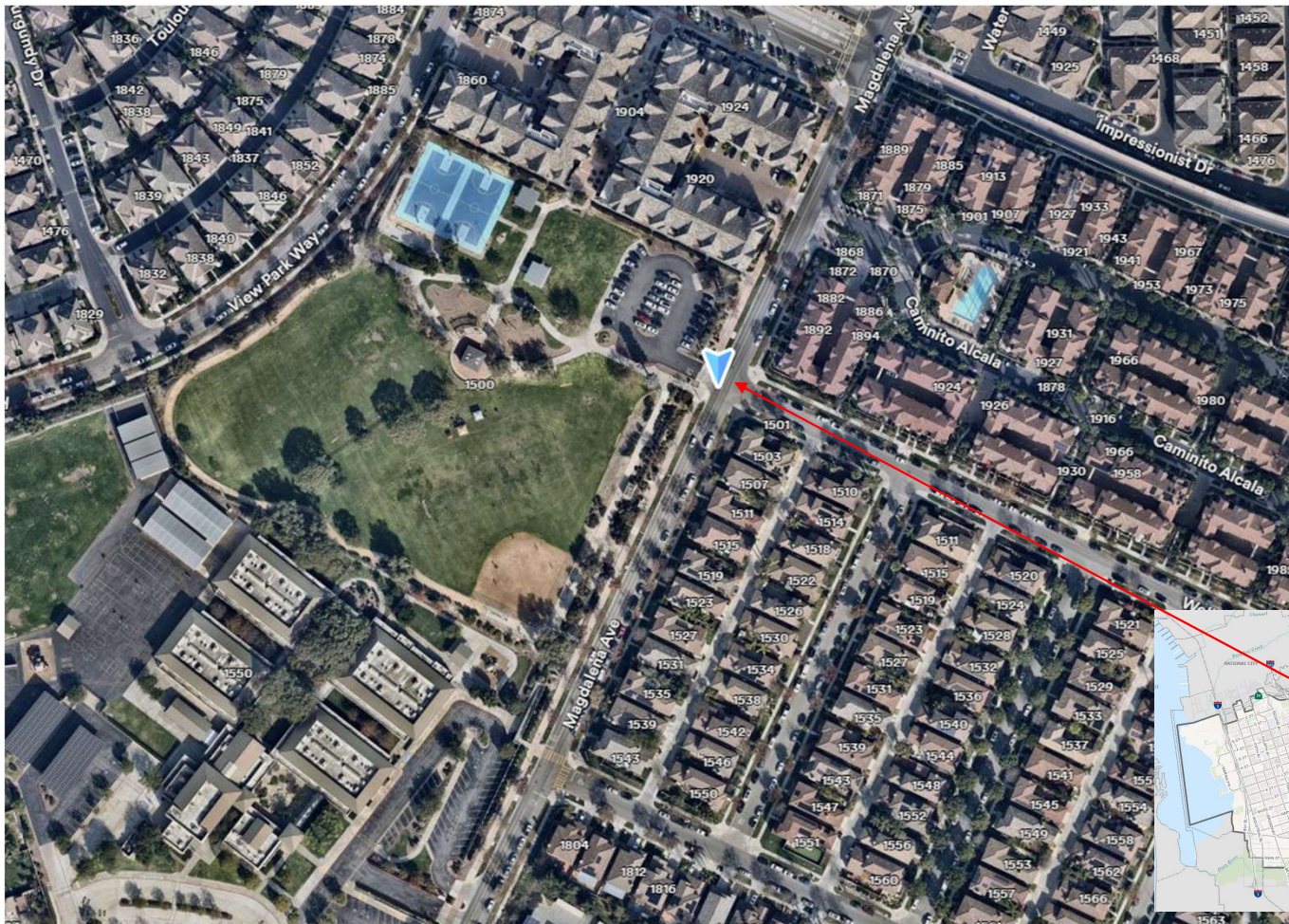
FISCAL IMPACT

The addition of two stop signs, limit lines, crosswalk lines, and “STOP” pavement legends would require nominal cost of approximately \$2,500. This work is anticipated to be performed by City forces, funded by capital improvement project TRF0332 “Signing and Striping Program.”

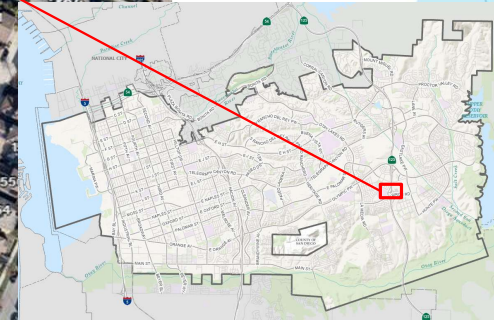
Attachments:

1. Location Plat
2. All-Way Stop Warrant Study

Location Plat



- ▶ Otay Ranch Village 6
- ▶ Veterans Elementary School on Southwest corner
- ▶ Stop Control on WB Wellbrook Street



| ALL-WAY STOP WARRANT SUMMARY | | | |
|------------------------------|---|----------------|----------|
| LOCATION | Magdalena Ave & Wellbrook St | | PAGE |
| DATE | 12/1/2025 | | 1 OF 6 |
| POLICY NUMBER | 478-03 | EFFECTIVE DATE | 3/6/2001 |

GENERAL

Points are assigned to each of these warrants. The total points possible are 100. The installation of an all-way stop control is justified with a minimum of 45 points, unless:

Case 1:
If Caltrans' criteria is met, the point system is not applicable.

Case 2:
If any of the five criteria is met to the extent of 100% an all-way stop control intersection may be warranted even though the minimum number of points is not accumulated.

Case 3:
If the following conditions are met:

- (a) The street to be controlled is within a residence district as defined in Section 515 of the California Vehicle Code, and
- (b) The street to be controlled is classified a collector or is functioning as a collector, and
- (c) The subject intersection is not within 600 feet from the nearest controlled intersection along the collector, and
- (d) There is a parallel arterial highway that can be used as an alternative route.

The subject intersection shall receive a bonus of 10 points. **POINTS:** 0

ALL-WAY STOP POINT SYSTEM CRITERIA:

1) ACCIDENT WARRANT: (25 points)

Five points are assigned for each accident susceptible to correction by an all-way stop control during any 12-month period prior to the investigation date.

Total number of accidents correctible by all-way stop: 0

(Maximum 25 points) Review Period: 12/1/2024 12/1/2025 **POINTS:** 0
Start Date End Date

2) UNUSUAL CONDITION WARRANT: (21 points)

1) Adjacent to school, fire station, playground, senior center and/or amusement park.
 (Maximum 7 points)

- a) within 100' of the intersection. 7 7 points
- b) between 101'-250' from the intersection. 5 points
- c) between 251'-400' from the intersection. 3 points
- d) within 500' of the intersection. 1 point

7 pts

| ALL-WAY STOP WARRANT SUMMARY | | | |
|------------------------------|---|----------------|----------|
| LOCATION | Magdalena Ave & Wellbrook St | | PAGE |
| DATE | 12/1/2025 | | 2 OF 6 |
| POLICY NUMBER | 478-03 | EFFECTIVE DATE | 3/6/2001 |

2) Any visibility obstruction including horizontal and/or vertical curves which result in limited stopping sight distance based on either the posted speed limit or the 85% tile speed, whichever is higher.
(Maximum 7 points)

| | | | | | |
|------------|---------|---|-------------|--|--------------|
| 428 | x 100 = | = | 276% | | 0 pts |
| 155 | | | | | |

- a) provides for less than 40% of the required sight distance. 7 points
- b) provides for less than 50% of the required sight distance. 6 points
- c) provides for less than 60% of the required sight distance. 5 points
- d) provides for less than 70% of the required sight distance. 4 points
- e) provides for less than 80% of the required sight distance. 3 points
- f) provides for less than 90% of the required sight distance. 2 points
- g) provides for less than 100 % of the required sight distance. 1 point

3) An intersection leading to an arterial from an interior (circular) collector. 2 points
0 pts

4) Intersection with steep grades within 500' from the intersection on the downhill approach.

- a) greater than 9% grade 7 points
- b) greater than 8% grade 5 points
- c) greater than 7% grade 3 points
- d) greater than 6% grade 1 point

0 pts

5) Intersection is on "Suggested Route To School" and no other controlled crossing is located within 600'.
(Maximum 7 points)

- a) intersection is 300' from school grounds. 7 points
- b) intersection is 400' from school grounds. 5 points
- c) intersection is 500' from school grounds. **3** 3 points
- d) intersection is 600' from school grounds. 1 point

3 pts

6) High approach speeds.

- a) prevailing speeds are up to 5 mph higher than posted speed. 1 point
- b) prevailing speeds are up to 10 mph higher than posted speed. 4 points
- c) prevailing speeds are more than 10 mph higher than posted speed. 7 points

0 pts

7) Adjacent to bus stop 2 points
Public mailbox 2 points
School bus drop-off 7 points

0 pts

(Maximum 21 points) **POINTS: 10**

| ALL-WAY STOP WARRANT SUMMARY | | | |
|------------------------------|---|----------------|----------|
| LOCATION | Magdalena Ave & Wellbrook St | | PAGE |
| DATE | 12/1/2025 | | 4 OF 6 |
| POLICY NUMBER | 478-03 | EFFECTIVE DATE | 3/6/2001 |

5) TRAFFIC VOLUME DIFFERENCE (10 POINTS)

All-way stops operate best when the major and minor street approach traffic volumes are nearly equal. Points shall be assigned in accordance with the following table:

| | | | | |
|-------------------------------------|---------|--------------|---------|------------|
| *24-Hour Minor St. Approach Volumes | x 100 = | 1,177 | x 100 = | 27% |
| *24-Hour Major St. Approach Volumes | | 4,330 | | |

| <u>PERCENTAGE</u> | <u>POINTS</u> |
|-------------------|---------------|
| 95-100 | 10 |
| 85-94 | 9 |
| 75-84 | 8 |
| 65-74 | 7 |
| 55-64 | 6 |
| 45-54 | 5 |
| 35-44 | 4 |
| 25-34 | 3 |
| 15-24 | 2 |
| 5-14 | 1 |
| 0-4 | 0 |

(Maximum 10 points) POINTS: 3

*To calculate the percentage for T-intersections, use the minor street approach volume to compare with the highest single leg approach volume on the major street.

CALTRANS CRITERIA (CA MUTCD 2B.07)

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour;
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the

ALL-WAY STOP WARRANT SUMMARY

| | | | |
|---------------|---|----------------|----------|
| LOCATION | Magdalena Ave & Wellbrook St | | PAGE |
| DATE | 12/1/2025 | | 6 OF 6 |
| POLICY NUMBER | 478-03 | EFFECTIVE DATE | 3/6/2001 |

RECOMMENDATIONS:

This intersection received a total of 33 points out of a possible 100 points, where a minimum of 45 points are required to justify the installation of all-way stop control. Note that the intersection accumulated maximum points for the Pedestrian Volume Warrant, which meets the conditions for Case 2. Therefore, staff recommends the installation of an all-way stop control at the subject intersection.

REMARKS:

[REDACTED]

Date:
 Prepared by: Zhelan Tahir 3/19/2026
 Reviewed by: Oscar Cortes 3/20/2026

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 27, 2026 &
Wednesday, January 28, 2026

City: Chula Vista

Project# 26-1102-004

Location : Magdalena Ave & Wellbrook St (EB & WB Approach)

2-DAY AVERAGE

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB |
|-----------|----|----|----|----|-----------|----|----|----|----|
| 00:00 | 0 | 0 | 0 | 0 | 12:00 | 0 | 0 | 5 | 6 |
| 00:15 | 0 | 0 | 0 | 0 | 12:15 | 0 | 0 | 10 | 4 |
| 00:30 | 0 | 0 | 0 | 2 | 12:30 | 0 | 0 | 9 | 10 |
| 00:45 | 0 | 0 | 0 | 1 | 12:45 | 0 | 0 | 15 | 38 |
| 01:00 | 0 | 0 | 0 | 1 | 13:00 | 0 | 0 | 15 | 7 |
| 01:15 | 0 | 0 | 0 | 0 | 13:15 | 0 | 0 | 12 | 8 |
| 01:30 | 0 | 0 | 0 | 0 | 13:30 | 0 | 0 | 10 | 10 |
| 01:45 | 0 | 0 | 0 | 1 | 13:45 | 0 | 0 | 13 | 49 |
| 02:00 | 0 | 0 | 0 | 0 | 14:00 | 0 | 0 | 10 | 8 |
| 02:15 | 0 | 0 | 0 | 1 | 14:15 | 0 | 0 | 15 | 11 |
| 02:30 | 0 | 0 | 0 | 0 | 14:30 | 0 | 0 | 13 | 10 |
| 02:45 | 0 | 0 | 0 | 1 | 14:45 | 0 | 0 | 4 | 42 |
| 03:00 | 0 | 0 | 0 | 1 | 15:00 | 0 | 0 | 7 | 7 |
| 03:15 | 0 | 0 | 0 | 2 | 15:15 | 0 | 0 | 13 | 8 |
| 03:30 | 0 | 0 | 0 | 2 | 15:30 | 0 | 0 | 22 | 12 |
| 03:45 | 0 | 0 | 0 | 0 | 15:45 | 0 | 0 | 17 | 58 |
| 04:00 | 0 | 0 | 0 | 1 | 16:00 | 0 | 0 | 19 | 12 |
| 04:15 | 0 | 0 | 0 | 2 | 16:15 | 0 | 0 | 14 | 9 |
| 04:30 | 0 | 0 | 0 | 2 | 16:30 | 0 | 0 | 10 | 12 |
| 04:45 | 0 | 0 | 0 | 4 | 16:45 | 0 | 0 | 20 | 62 |
| 05:00 | 0 | 0 | 0 | 5 | 17:00 | 0 | 0 | 26 | 5 |
| 05:15 | 0 | 0 | 0 | 4 | 17:15 | 0 | 0 | 17 | 13 |
| 05:30 | 0 | 0 | 0 | 4 | 17:30 | 0 | 0 | 17 | 11 |
| 05:45 | 0 | 0 | 0 | 7 | 17:45 | 0 | 0 | 13 | 72 |
| 06:00 | 0 | 0 | 2 | 6 | 18:00 | 0 | 0 | 12 | 16 |
| 06:15 | 0 | 0 | 1 | 5 | 18:15 | 0 | 0 | 13 | 8 |
| 06:30 | 0 | 0 | 1 | 5 | 18:30 | 0 | 0 | 9 | 11 |
| 06:45 | 0 | 0 | 4 | 8 | 18:45 | 0 | 0 | 17 | 51 |
| 07:00 | 0 | 0 | 3 | 8 | 19:00 | 0 | 0 | 37 | 12 |
| 07:15 | 0 | 0 | 6 | 12 | 19:15 | 0 | 0 | 20 | 7 |
| 07:30 | 0 | 0 | 7 | 19 | 19:30 | 0 | 0 | 7 | 6 |
| 07:45 | 0 | 0 | 11 | 26 | 19:45 | 0 | 0 | 2 | 65 |
| 08:00 | 0 | 0 | 1 | 4 | 20:00 | 0 | 0 | 4 | 8 |
| 08:15 | 0 | 0 | 3 | 10 | 20:15 | 0 | 0 | 6 | 3 |
| 08:30 | 0 | 0 | 3 | 9 | 20:30 | 0 | 0 | 2 | 6 |
| 08:45 | 0 | 0 | 9 | 16 | 20:45 | 0 | 0 | 6 | 17 |
| 09:00 | 0 | 0 | 5 | 7 | 21:00 | 0 | 0 | 12 | 8 |
| 09:15 | 0 | 0 | 3 | 9 | 21:15 | 0 | 0 | 4 | 3 |
| 09:30 | 0 | 0 | 5 | 10 | 21:30 | 0 | 0 | 2 | 3 |
| 09:45 | 0 | 0 | 6 | 19 | 21:45 | 0 | 0 | 3 | 20 |
| 10:00 | 0 | 0 | 5 | 7 | 22:00 | 0 | 0 | 4 | 3 |
| 10:15 | 0 | 0 | 5 | 4 | 22:15 | 0 | 0 | 1 | 5 |
| 10:30 | 0 | 0 | 11 | 6 | 22:30 | 0 | 0 | 1 | 3 |
| 10:45 | 0 | 0 | 8 | 29 | 22:45 | 0 | 0 | 0 | 6 |
| 11:00 | 0 | 0 | 5 | 4 | 23:00 | 0 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 8 | 4 | 23:15 | 0 | 0 | 0 | 2 |
| 11:30 | 0 | 0 | 5 | 9 | 23:30 | 0 | 0 | 0 | 2 |
| 11:45 | 0 | 0 | 7 | 4 | 23:45 | 0 | 0 | 0 | 0 |

| | | | | | | |
|-------------------------|------------------------|-------|--------------|---------------------|-----------|-----------------|
| Total Vol. | 120 | 202 | 322 | 477 | 344 | 821 |
| GPS Coordinates: | 32.625412, -116.975489 | | | Daily Totals | | |
| | | | | NB | SB | Combined |
| | | | | 597 | 546 | 1142 |
| Split % | AM | | | PM | | |
| | 37.3% | 62.7% | 28.2% | 58.1% | 41.9% | 71.8% |
| Peak Hour | 10:30 | 07:00 | 07:00 | 18:30 | 17:15 | 18:30 |
| Volume | 31 | 52 | 78 | 82 | 52 | 118 |
| P.H.F. | 0.70 | 0.70 | 0.76 | 0.56 | 0.83 | 0.61 |

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 27, 2026

City: Chula Vista

Project# 26-1102-004

Location : Magdalena Ave & Wellbrook St (EB & WB Approach)

DAY 1

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB |
|-----------|----|----|----|----|-----------|----|----|----|----|
| 00:00 | | | 0 | 0 | 12:00 | | | 2 | 5 |
| 00:15 | | | 0 | 0 | 12:15 | | | 4 | 5 |
| 00:30 | | | 0 | 1 | 12:30 | | | 2 | 9 |
| 00:45 | | | 0 | 0 | 12:45 | | | 1 | 9 |
| 01:00 | | | 0 | 1 | 13:00 | | | 12 | 4 |
| 01:15 | | | 0 | 0 | 13:15 | | | 11 | 8 |
| 01:30 | | | 0 | 0 | 13:30 | | | 8 | 10 |
| 01:45 | | | 0 | 0 | 13:45 | | | 7 | 38 |
| 02:00 | | | 0 | 0 | 14:00 | | | 7 | 8 |
| 02:15 | | | 0 | 0 | 14:15 | | | 17 | 11 |
| 02:30 | | | 0 | 0 | 14:30 | | | 17 | 11 |
| 02:45 | | | 0 | 0 | 14:45 | | | 6 | 47 |
| 03:00 | | | 0 | 1 | 15:00 | | | 7 | 11 |
| 03:15 | | | 0 | 2 | 15:15 | | | 17 | 4 |
| 03:30 | | | 0 | 1 | 15:30 | | | 23 | 9 |
| 03:45 | | | 0 | 0 | 15:45 | | | 23 | 70 |
| 04:00 | | | 0 | 1 | 16:00 | | | 20 | 15 |
| 04:15 | | | 0 | 1 | 16:15 | | | 18 | 8 |
| 04:30 | | | 0 | 0 | 16:30 | | | 9 | 12 |
| 04:45 | | | 0 | 0 | 16:45 | | | 27 | 74 |
| 05:00 | | | 0 | 5 | 17:00 | | | 31 | 6 |
| 05:15 | | | 0 | 3 | 17:15 | | | 29 | 11 |
| 05:30 | | | 0 | 6 | 17:30 | | | 18 | 11 |
| 05:45 | | | 0 | 0 | 17:45 | | | 15 | 93 |
| 06:00 | | | 1 | 4 | 18:00 | | | 9 | 14 |
| 06:15 | | | 1 | 5 | 18:15 | | | 16 | 11 |
| 06:30 | | | 0 | 6 | 18:30 | | | 3 | 12 |
| 06:45 | | | 4 | 6 | 18:45 | | | 18 | 46 |
| 07:00 | | | 2 | 7 | 19:00 | | | 38 | 7 |
| 07:15 | | | 7 | 15 | 19:15 | | | 26 | 5 |
| 07:30 | | | 4 | 22 | 19:30 | | | 7 | 4 |
| 07:45 | | | 7 | 20 | 19:45 | | | 0 | 71 |
| 08:00 | | | 2 | 3 | 20:00 | | | 4 | 4 |
| 08:15 | | | 1 | 6 | 20:15 | | | 3 | 6 |
| 08:30 | | | 4 | 9 | 20:30 | | | 0 | 4 |
| 08:45 | | | 3 | 10 | 20:45 | | | 5 | 12 |
| 09:00 | | | 6 | 8 | 21:00 | | | 16 | 4 |
| 09:15 | | | 4 | 10 | 21:15 | | | 2 | 4 |
| 09:30 | | | 4 | 6 | 21:30 | | | 0 | 3 |
| 09:45 | | | 5 | 19 | 21:45 | | | 1 | 19 |
| 10:00 | | | 5 | 8 | 22:00 | | | 0 | 4 |
| 10:15 | | | 7 | 4 | 22:15 | | | 0 | 2 |
| 10:30 | | | 7 | 3 | 22:30 | | | 2 | 1 |
| 10:45 | | | 8 | 27 | 22:45 | | | 0 | 2 |
| 11:00 | | | 5 | 5 | 23:00 | | | 0 | 1 |
| 11:15 | | | 2 | 5 | 23:15 | | | 0 | 1 |
| 11:30 | | | 6 | 10 | 23:30 | | | 0 | 2 |
| 11:45 | | | 6 | 19 | 23:45 | | | 0 | 0 |

Total Vol. 101 198 **299** 481 327 **808**

GPS Coordinates: 32.625412, -116.975489

| | AM | | PM | | Combined |
|------------------|---------|--------|---------|--------|--------------|
| | Split % | Volume | Split % | Volume | |
| Split % | 33.8% | 66.2% | 59.5% | 40.5% | 73.0% |
| Peak Hour | 10:00 | 07:00 | 16:45 | 17:45 | 16:45 |
| Volume | 27 | 59 | 105 | 54 | 144 |
| P.H.F. | 0.84 | 0.76 | 0.85 | 0.79 | 0.90 |

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Wednesday, January 28, 2026

City: Chula Vista

Project# 26-1102-004

Location : Magdalena Ave & Wellbrook St (EB & WB Approach)

DAY 2

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB | | | |
|-----------|----|----|----|----|-----------|----|----|----|----|----|----|-----|
| 00:00 | | | 0 | 0 | 12:00 | | | 8 | 6 | | | |
| 00:15 | | | 0 | 0 | 12:15 | | | 15 | 3 | | | |
| 00:30 | | | 0 | 2 | 12:30 | | | 15 | 10 | | | |
| 00:45 | | | 0 | 0 | 1 | 3 | 3 | 28 | 66 | 26 | 45 | 111 |
| 01:00 | | | 0 | 1 | 13:00 | | | 17 | 10 | | | |
| 01:15 | | | 0 | 0 | 13:15 | | | 12 | 7 | | | |
| 01:30 | | | 0 | 0 | 13:30 | | | 11 | 9 | | | |
| 01:45 | | | 0 | 0 | 1 | 2 | 2 | 19 | 59 | 8 | 34 | 93 |
| 02:00 | | | 0 | 0 | 14:00 | | | 13 | 8 | | | |
| 02:15 | | | 0 | 1 | 14:15 | | | 12 | 11 | | | |
| 02:30 | | | 0 | 0 | 14:30 | | | 9 | 9 | | | |
| 02:45 | | | 0 | 0 | 1 | 2 | 2 | 2 | 36 | 6 | 34 | 70 |
| 03:00 | | | 0 | 0 | 15:00 | | | 7 | 2 | | | |
| 03:15 | | | 0 | 1 | 15:15 | | | 8 | 12 | | | |
| 03:30 | | | 0 | 2 | 15:30 | | | 20 | 15 | | | |
| 03:45 | | | 0 | 0 | 0 | 3 | 3 | 11 | 46 | 5 | 34 | 80 |
| 04:00 | | | 0 | 0 | 16:00 | | | 17 | 9 | | | |
| 04:15 | | | 0 | 2 | 16:15 | | | 9 | 9 | | | |
| 04:30 | | | 0 | 3 | 16:30 | | | 11 | 11 | | | |
| 04:45 | | | 0 | 0 | 3 | 8 | 8 | 13 | 50 | 7 | 36 | 86 |
| 05:00 | | | 0 | 4 | 17:00 | | | 21 | 4 | | | |
| 05:15 | | | 0 | 4 | 17:15 | | | 5 | 14 | | | |
| 05:30 | | | 0 | 2 | 17:30 | | | 15 | 11 | | | |
| 05:45 | | | 0 | 0 | 8 | 18 | 18 | 10 | 51 | 8 | 37 | 88 |
| 06:00 | | | 2 | 7 | 18:00 | | | 15 | 17 | | | |
| 06:15 | | | 1 | 4 | 18:15 | | | 10 | 4 | | | |
| 06:30 | | | 2 | 4 | 18:30 | | | 14 | 9 | | | |
| 06:45 | | | 4 | 9 | 8 | 23 | 32 | 16 | 55 | 6 | 36 | 91 |
| 07:00 | | | 3 | 8 | 19:00 | | | 35 | 16 | | | |
| 07:15 | | | 5 | 9 | 19:15 | | | 14 | 9 | | | |
| 07:30 | | | 10 | 15 | 19:30 | | | 7 | 7 | | | |
| 07:45 | | | 14 | 32 | 12 | 44 | 76 | 3 | 59 | 6 | 38 | 97 |
| 08:00 | | | 0 | 4 | 20:00 | | | 3 | 12 | | | |
| 08:15 | | | 4 | 14 | 20:15 | | | 8 | 0 | | | |
| 08:30 | | | 2 | 9 | 20:30 | | | 4 | 8 | | | |
| 08:45 | | | 15 | 21 | 4 | 31 | 52 | 6 | 21 | 4 | 24 | 45 |
| 09:00 | | | 4 | 6 | 21:00 | | | 7 | 12 | | | |
| 09:15 | | | 2 | 7 | 21:15 | | | 5 | 2 | | | |
| 09:30 | | | 6 | 14 | 21:30 | | | 4 | 3 | | | |
| 09:45 | | | 7 | 19 | 6 | 33 | 52 | 4 | 20 | 5 | 22 | 42 |
| 10:00 | | | 5 | 5 | 22:00 | | | 7 | 1 | | | |
| 10:15 | | | 2 | 3 | 22:15 | | | 2 | 7 | | | |
| 10:30 | | | 15 | 9 | 22:30 | | | 0 | 5 | | | |
| 10:45 | | | 8 | 30 | 5 | 22 | 52 | 0 | 9 | 0 | 13 | 22 |
| 11:00 | | | 4 | 3 | 23:00 | | | 0 | 2 | | | |
| 11:15 | | | 13 | 3 | 23:15 | | | 0 | 2 | | | |
| 11:30 | | | 4 | 7 | 23:30 | | | 0 | 2 | | | |
| 11:45 | | | 7 | 28 | 3 | 16 | 44 | 0 | 0 | 2 | 8 | 8 |

Total Vol. 139 205 **344** 472 361 **833**

GPS Coordinates: 32.625412, -116.975489

| Split % | AM | | PM | | Combined | |
|------------------|-------|-------|-----------|-------|--------------|--------------|
| | EB | WB | EB | WB | | |
| | 40.4% | 59.6% | 56.7% | 43.3% | 70.8% | |
| Peak Hour | 11:45 | 07:30 | 07:00 | 18:30 | 12:30 | 12:30 |
| Volume | 45 | 45 | 76 | 79 | 53 | 125 |
| P.H.F. | 0.75 | 0.75 | 0.73 | 0.56 | 0.51 | 0.58 |

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 27, 2026 &
Wednesday, January 28, 2026

City: Chula Vista

Project# 26-1102-003

Location : Magdalena Ave & Wellbrook St (NB & SB Approach)

2-DAY AVERAGE

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB | | | | | |
|-----------|----|-----|----|-----|-----------|----|-----|----|-----|---|---|---|---|-----|
| 00:00 | 5 | 3 | 0 | 0 | 12:00 | 24 | 31 | 0 | 0 | | | | | |
| 00:15 | 2 | 3 | 0 | 0 | 12:15 | 27 | 31 | 0 | 0 | | | | | |
| 00:30 | 1 | 3 | 0 | 0 | 12:30 | 27 | 33 | 0 | 0 | | | | | |
| 00:45 | 1 | 9 | 2 | 10 | 12:45 | 45 | 121 | 37 | 131 | 0 | 0 | 0 | 0 | 252 |
| 01:00 | 0 | 1 | 0 | 0 | 13:00 | 46 | 31 | 0 | 0 | | | | | |
| 01:15 | 0 | 1 | 0 | 0 | 13:15 | 32 | 30 | 0 | 0 | | | | | |
| 01:30 | 3 | 1 | 0 | 0 | 13:30 | 24 | 31 | 0 | 0 | | | | | |
| 01:45 | 2 | 5 | 1 | 3 | 13:45 | 29 | 130 | 32 | 123 | 0 | 0 | 0 | 0 | 253 |
| 02:00 | 1 | 1 | 0 | 0 | 14:00 | 30 | 32 | 0 | 0 | | | | | |
| 02:15 | 1 | 2 | 0 | 0 | 14:15 | 50 | 29 | 0 | 0 | | | | | |
| 02:30 | 0 | 0 | 0 | 0 | 14:30 | 39 | 34 | 0 | 0 | | | | | |
| 02:45 | 0 | 1 | 1 | 4 | 14:45 | 40 | 158 | 32 | 127 | 0 | 0 | 0 | 0 | 285 |
| 03:00 | 1 | 1 | 0 | 0 | 15:00 | 36 | 33 | 0 | 0 | | | | | |
| 03:15 | 2 | 1 | 0 | 0 | 15:15 | 35 | 49 | 0 | 0 | | | | | |
| 03:30 | 1 | 0 | 0 | 0 | 15:30 | 51 | 68 | 0 | 0 | | | | | |
| 03:45 | 0 | 3 | 2 | 3 | 15:45 | 82 | 204 | 48 | 197 | 0 | 0 | 0 | 0 | 401 |
| 04:00 | 1 | 2 | 0 | 0 | 16:00 | 85 | 38 | 0 | 0 | | | | | |
| 04:15 | 2 | 1 | 0 | 0 | 16:15 | 41 | 41 | 0 | 0 | | | | | |
| 04:30 | 1 | 2 | 0 | 0 | 16:30 | 33 | 30 | 0 | 0 | | | | | |
| 04:45 | 3 | 6 | 4 | 8 | 16:45 | 40 | 199 | 45 | 153 | 0 | 0 | 0 | 0 | 351 |
| 05:00 | 1 | 0 | 0 | 0 | 17:00 | 41 | 42 | 0 | 0 | | | | | |
| 05:15 | 2 | 5 | 0 | 0 | 17:15 | 37 | 48 | 0 | 0 | | | | | |
| 05:30 | 5 | 5 | 0 | 0 | 17:30 | 32 | 38 | 0 | 0 | | | | | |
| 05:45 | 5 | 12 | 5 | 14 | 17:45 | 40 | 150 | 29 | 156 | 0 | 0 | 0 | 0 | 306 |
| 06:00 | 7 | 7 | 0 | 0 | 18:00 | 42 | 44 | 0 | 0 | | | | | |
| 06:15 | 5 | 5 | 0 | 0 | 18:15 | 40 | 45 | 0 | 0 | | | | | |
| 06:30 | 8 | 10 | 0 | 0 | 18:30 | 31 | 28 | 0 | 0 | | | | | |
| 06:45 | 12 | 31 | 15 | 36 | 18:45 | 45 | 157 | 38 | 154 | 0 | 0 | 0 | 0 | 311 |
| 07:00 | 16 | 22 | 0 | 0 | 19:00 | 33 | 31 | 0 | 0 | | | | | |
| 07:15 | 24 | 71 | 0 | 0 | 19:15 | 21 | 22 | 0 | 0 | | | | | |
| 07:30 | 62 | 96 | 0 | 0 | 19:30 | 26 | 32 | 0 | 0 | | | | | |
| 07:45 | 64 | 165 | 59 | 247 | 19:45 | 23 | 103 | 28 | 112 | 0 | 0 | 0 | 0 | 214 |
| 08:00 | 44 | 65 | 0 | 0 | 20:00 | 22 | 20 | 0 | 0 | | | | | |
| 08:15 | 42 | 42 | 0 | 0 | 20:15 | 22 | 17 | 0 | 0 | | | | | |
| 08:30 | 33 | 27 | 0 | 0 | 20:30 | 24 | 21 | 0 | 0 | | | | | |
| 08:45 | 20 | 138 | 14 | 147 | 20:45 | 20 | 87 | 13 | 71 | 0 | 0 | 0 | 0 | 157 |
| 09:00 | 15 | 20 | 0 | 0 | 21:00 | 17 | 16 | 0 | 0 | | | | | |
| 09:15 | 13 | 33 | 0 | 0 | 21:15 | 18 | 14 | 0 | 0 | | | | | |
| 09:30 | 21 | 49 | 0 | 0 | 21:30 | 18 | 10 | 0 | 0 | | | | | |
| 09:45 | 32 | 80 | 35 | 136 | 21:45 | 11 | 64 | 11 | 50 | 0 | 0 | 0 | 0 | 114 |
| 10:00 | 29 | 18 | 0 | 0 | 22:00 | 15 | 13 | 0 | 0 | | | | | |
| 10:15 | 14 | 21 | 0 | 0 | 22:15 | 11 | 11 | 0 | 0 | | | | | |
| 10:30 | 19 | 27 | 0 | 0 | 22:30 | 9 | 11 | 0 | 0 | | | | | |
| 10:45 | 32 | 94 | 19 | 84 | 22:45 | 9 | 44 | 6 | 40 | 0 | 0 | 0 | 0 | 83 |
| 11:00 | 16 | 24 | 0 | 0 | 23:00 | 6 | 6 | 0 | 0 | | | | | |
| 11:15 | 22 | 18 | 0 | 0 | 23:15 | 6 | 8 | 0 | 0 | | | | | |
| 11:30 | 17 | 25 | 0 | 0 | 23:30 | 7 | 10 | 0 | 0 | | | | | |
| 11:45 | 16 | 70 | 31 | 97 | 23:45 | 7 | 24 | 4 | 27 | 0 | 0 | 0 | 0 | 51 |

| | | | | | | |
|-------------------------|------------------------|-----------|--------------|-----------|-----------|---------------------|
| Total Vol. | 611 | 786 | 1397 | 1439 | 1338 | 2776 |
| GPS Coordinates: | 32.625412, -116.975489 | | | | | |
| | | | | NB | SB | Daily Totals |
| | | | | 2050 | 2124 | Combined |
| | | | | | | 4173 |
| | | AM | | | PM | |
| Split % | 43.7% | 56.3% | 33.5% | 51.8% | 48.2% | 66.5% |
| Peak Hour | 07:30 | 07:15 | 07:15 | 15:30 | 15:15 | 15:15 |
| Volume | 210 | 290 | 482 | 259 | 202 | 455 |
| P.H.F. | 0.83 | 0.76 | 0.77 | 0.76 | 0.75 | 0.88 |

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 27, 2026

City: Chula Vista

Project# 26-1102-003

Location : Magdalena Ave & Wellbrook St (NB & SB Approach)

DAY 1

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB |
|-----------|----|-----|----|-----|-----------|----|-----|----|-----|
| 00:00 | 3 | 3 | | | 12:00 | 18 | 16 | | |
| 00:15 | 3 | 1 | | | 12:15 | 17 | 15 | | |
| 00:30 | 2 | 2 | | | 12:30 | 19 | 14 | | |
| 00:45 | 1 | 9 | 4 | 10 | 12:45 | 20 | 74 | 22 | 67 |
| 01:00 | 0 | 0 | | | 13:00 | 27 | 19 | | |
| 01:15 | 0 | 1 | | | 13:15 | 26 | 28 | | |
| 01:30 | 3 | 1 | | | 13:30 | 21 | 29 | | |
| 01:45 | 3 | 6 | 0 | 2 | 13:45 | 26 | 100 | 41 | 117 |
| 02:00 | 0 | 1 | | | 14:00 | 30 | 40 | | |
| 02:15 | 0 | 3 | | | 14:15 | 75 | 36 | | |
| 02:30 | 0 | 0 | | | 14:30 | 46 | 43 | | |
| 02:45 | 0 | 0 | 0 | 4 | 14:45 | 47 | 198 | 36 | 155 |
| 03:00 | 1 | 2 | | | 15:00 | 36 | 35 | | |
| 03:15 | 1 | 0 | | | 15:15 | 43 | 60 | | |
| 03:30 | 0 | 0 | | | 15:30 | 74 | 75 | | |
| 03:45 | 0 | 2 | 2 | 4 | 15:45 | 80 | 233 | 49 | 219 |
| 04:00 | 1 | 1 | | | 16:00 | 96 | 40 | | |
| 04:15 | 2 | 0 | | | 16:15 | 49 | 47 | | |
| 04:30 | 1 | 1 | | | 16:30 | 33 | 34 | | |
| 04:45 | 3 | 7 | 4 | 6 | 16:45 | 43 | 221 | 45 | 166 |
| 05:00 | 1 | 0 | | | 17:00 | 37 | 45 | | |
| 05:15 | 3 | 4 | | | 17:15 | 36 | 54 | | |
| 05:30 | 4 | 4 | | | 17:30 | 35 | 44 | | |
| 05:45 | 6 | 14 | 5 | 13 | 17:45 | 48 | 156 | 23 | 166 |
| 06:00 | 8 | 9 | | | 18:00 | 31 | 47 | | |
| 06:15 | 4 | 5 | | | 18:15 | 50 | 52 | | |
| 06:30 | 7 | 7 | | | 18:30 | 31 | 25 | | |
| 06:45 | 15 | 34 | 15 | 36 | 18:45 | 42 | 154 | 38 | 162 |
| 07:00 | 18 | 27 | | | 19:00 | 29 | 25 | | |
| 07:15 | 27 | 74 | | | 19:15 | 22 | 21 | | |
| 07:30 | 66 | 88 | | | 19:30 | 25 | 30 | | |
| 07:45 | 70 | 181 | 66 | 255 | 19:45 | 20 | 96 | 23 | 99 |
| 08:00 | 50 | 89 | | | 20:00 | 20 | 13 | | |
| 08:15 | 56 | 49 | | | 20:15 | 15 | 21 | | |
| 08:30 | 43 | 25 | | | 20:30 | 27 | 24 | | |
| 08:45 | 20 | 169 | 12 | 175 | 20:45 | 22 | 84 | 10 | 68 |
| 09:00 | 10 | 16 | | | 21:00 | 10 | 13 | | |
| 09:15 | 8 | 13 | | | 21:15 | 20 | 12 | | |
| 09:30 | 14 | 21 | | | 21:30 | 17 | 7 | | |
| 09:45 | 19 | 51 | 18 | 68 | 21:45 | 7 | 54 | 3 | 35 |
| 10:00 | 18 | 11 | | | 22:00 | 13 | 13 | | |
| 10:15 | 13 | 20 | | | 22:15 | 6 | 9 | | |
| 10:30 | 13 | 16 | | | 22:30 | 6 | 8 | | |
| 10:45 | 22 | 66 | 15 | 62 | 22:45 | 6 | 31 | 2 | 32 |
| 11:00 | 6 | 22 | | | 23:00 | 4 | 4 | | |
| 11:15 | 14 | 12 | | | 23:15 | 4 | 7 | | |
| 11:30 | 16 | 20 | | | 23:30 | 4 | 9 | | |
| 11:45 | 8 | 44 | 16 | 70 | 23:45 | 5 | 17 | 4 | 24 |

| | | | | | | | | | | |
|-------------------|-----|-----|--|--|-------------|------|------|--|--|-------------|
| Total Vol. | 583 | 705 | | | 1288 | 1418 | 1310 | | | 2728 |
|-------------------|-----|-----|--|--|-------------|------|------|--|--|-------------|

| | | | | | | | | | | |
|------------------|------------------------|--|--|--|--|------|------|--------------|----|----------|
| GPS Coordinates: | 32.625412, -116.975489 | | | | | | | | | |
| | | | | | | NB | SB | Daily Totals | | |
| | | | | | | 2001 | 2015 | EB | WB | Combined |
| | | | | | | | | | | 4016 |

| | AM | | | | PM | | | |
|------------------|-------|-------|--|--------------|-------|-------|--|--------------|
| Split % | 45.3% | 54.7% | | 32.1% | 52.0% | 48.0% | | 67.9% |
| Peak Hour | 07:30 | 07:15 | | 07:30 | 15:30 | 15:15 | | 15:15 |
| Volume | 242 | 317 | | 534 | 299 | 224 | | 517 |
| P.H.F. | 0.86 | 0.89 | | 0.87 | 0.78 | 0.75 | | 0.87 |

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Wednesday, January 28, 2026

City: Chula Vista

Project# 26-1102-003

Location : Magdalena Ave & Wellbrook St (NB & SB Approach)

DAY 2

| AM Period | NB | SB | EB | WB | PM Period | NB | SB | EB | WB |
|-----------|----|-----|----|-----|-----------|----|-----|----|-----|
| 00:00 | 7 | 2 | | | 12:00 | 29 | 45 | | |
| 00:15 | 1 | 4 | | | 12:15 | 36 | 46 | | |
| 00:30 | 0 | 3 | | | 12:30 | 34 | 52 | | |
| 00:45 | 1 | 9 | 0 | 9 | 12:45 | 69 | 168 | 51 | 194 |
| 01:00 | 0 | 1 | | | 13:00 | 65 | 42 | | |
| 01:15 | 0 | 1 | | | 13:15 | 38 | 32 | | |
| 01:30 | 3 | 0 | | | 13:30 | 26 | 32 | | |
| 01:45 | 1 | 4 | 2 | 4 | 13:45 | 31 | 160 | 23 | 129 |
| 02:00 | 1 | 1 | | | 14:00 | 30 | 23 | | |
| 02:15 | 1 | 0 | | | 14:15 | 25 | 22 | | |
| 02:30 | 0 | 0 | | | 14:30 | 31 | 25 | | |
| 02:45 | 0 | 2 | 2 | 3 | 14:45 | 32 | 118 | 28 | 98 |
| 03:00 | 0 | 0 | | | 15:00 | 36 | 31 | | |
| 03:15 | 2 | 1 | | | 15:15 | 26 | 38 | | |
| 03:30 | 1 | 0 | | | 15:30 | 28 | 60 | | |
| 03:45 | 0 | 3 | 1 | 2 | 15:45 | 84 | 174 | 46 | 175 |
| 04:00 | 0 | 2 | | | 16:00 | 74 | 36 | | |
| 04:15 | 1 | 2 | | | 16:15 | 32 | 34 | | |
| 04:30 | 0 | 3 | | | 16:30 | 33 | 25 | | |
| 04:45 | 3 | 4 | 3 | 10 | 16:45 | 37 | 176 | 44 | 139 |
| 05:00 | 0 | 0 | | | 17:00 | 45 | 39 | | |
| 05:15 | 1 | 5 | | | 17:15 | 38 | 41 | | |
| 05:30 | 6 | 5 | | | 17:30 | 29 | 32 | | |
| 05:45 | 3 | 10 | 5 | 15 | 17:45 | 32 | 144 | 34 | 146 |
| 06:00 | 6 | 4 | | | 18:00 | 53 | 40 | | |
| 06:15 | 6 | 5 | | | 18:15 | 29 | 38 | | |
| 06:30 | 8 | 12 | | | 18:30 | 31 | 30 | | |
| 06:45 | 8 | 28 | 14 | 35 | 18:45 | 47 | 160 | 38 | 146 |
| 07:00 | 14 | 16 | | | 19:00 | 37 | 36 | | |
| 07:15 | 20 | 68 | | | 19:15 | 19 | 23 | | |
| 07:30 | 57 | 103 | | | 19:30 | 27 | 33 | | |
| 07:45 | 57 | 148 | 51 | 238 | 19:45 | 26 | 109 | 32 | 124 |
| 08:00 | 37 | 40 | | | 20:00 | 23 | 27 | | |
| 08:15 | 27 | 34 | | | 20:15 | 29 | 12 | | |
| 08:30 | 23 | 28 | | | 20:30 | 20 | 18 | | |
| 08:45 | 20 | 107 | 16 | 118 | 20:45 | 17 | 89 | 16 | 73 |
| 09:00 | 19 | 23 | | | 21:00 | 24 | 18 | | |
| 09:15 | 17 | 52 | | | 21:15 | 16 | 16 | | |
| 09:30 | 27 | 76 | | | 21:30 | 19 | 12 | | |
| 09:45 | 45 | 108 | 52 | 203 | 21:45 | 15 | 74 | 19 | 65 |
| 10:00 | 40 | 25 | | | 22:00 | 17 | 12 | | |
| 10:15 | 14 | 21 | | | 22:15 | 15 | 12 | | |
| 10:30 | 25 | 37 | | | 22:30 | 12 | 14 | | |
| 10:45 | 42 | 121 | 23 | 106 | 22:45 | 12 | 56 | 9 | 47 |
| 11:00 | 25 | 26 | | | 23:00 | 7 | 8 | | |
| 11:15 | 30 | 24 | | | 23:15 | 7 | 8 | | |
| 11:30 | 17 | 29 | | | 23:30 | 9 | 10 | | |
| 11:45 | 23 | 95 | 45 | 124 | 23:45 | 8 | 31 | 3 | 29 |

Total Vol. 639 867 **1506** 1459 1365 **2824**

GPS Coordinates: 32.625412, -116.975489

| | NB | SB | EB | WB | Combined |
|---------------------|------|------|----|----|-------------|
| Daily Totals | 2098 | 2232 | | | 4330 |

| | AM | | | PM | | |
|------------------|-------|-------|--------------|-------|-------|--------------|
| Split % | 42.4% | 57.6% | 34.8% | 51.7% | 48.3% | 65.2% |
| Peak Hour | 07:30 | 07:15 | 07:15 | 15:45 | 12:00 | 12:15 |
| Volume | 178 | 262 | 433 | 223 | 194 | 395 |
| P.H.F. | 0.78 | 0.64 | 0.68 | 0.66 | 0.93 | 0.82 |



Location: Magdalena Ave & Wellbrook St

Date: Tuesday, January 27, 2026

Project Number: 26-1102-010

| | PEDESTRIANS | | | | | | | | Total | Pk Hr Vol |
|--------------|--------------|-----------|--------------|----------|-------------|----------|-------------|-----------|------------|-----------|
| | SOUTH X-WALK | | NORTH X-WALK | | WEST X-WALK | | EAST X-WALK | | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | | |
| 2:00 PM | 5 | 0 | 0 | 0 | 8 | 2 | 4 | 6 | 25 | 65 |
| 2:15 PM | 0 | 0 | 0 | 2 | 4 | 0 | 18 | 1 | 25 | 41 |
| 2:30 PM | 3 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 7 | 37 |
| 2:45 PM | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 1 | 8 | 43 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 43 |
| 3:15 PM | 2 | 3 | 1 | 2 | 0 | 0 | 13 | 0 | 21 | |
| 3:30 PM | 0 | 2 | 2 | 0 | 6 | 0 | 3 | 0 | 13 | |
| 3:45 PM | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | |
| TOTAL | 11 | 14 | 3 | 4 | 20 | 3 | 42 | 11 | 108 | |

| | BICYCLES | | | | | | | | Total | Pk Hr Vol |
|--|--------------|----|--------------|----|-------------|----|-------------|----|-------|-----------|
| | SOUTH X-WALK | | NORTH X-WALK | | WEST X-WALK | | EAST X-WALK | | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1 | 0 | 0 | 0 | 2 | 1 | 6 | 0 | 10 | |
| | 1 | 0 | 0 | 0 | 3 | 1 | 6 | 1 | 12 | |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: South, Lane 1



| 3/17/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | 0 | 0 | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:00 | 0 | 14 | 44 | 65 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 5:00 | 1 | 9 | 56 | 31 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 6:00 | 1 | 11 | 50 | 49 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 7:00 | 1 | 11 | 42 | 25 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 8:00 | 0 | 6 | 22 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 9:00 | 2 | 1 | 17 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 2 | 8 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 5 | 55 | 247 | 225 | 44 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 590 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: South, Lane 1



| 3/18/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|-----------|------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 5 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 1:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 | 0 | 0 | 3 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:00 | 1 | 4 | 9 | 18 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 7:00 | 46 | 36 | 80 | 60 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| 8:00 | 9 | 19 | 76 | 45 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 9:00 | 0 | 6 | 25 | 33 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 10:00 | 0 | 4 | 17 | 28 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 11:00 | 0 | 3 | 31 | 30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:00 PM | 1 | 28 | 62 | 58 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 1:00 | 0 | 11 | 25 | 39 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 91 |
| 2:00 | 0 | 3 | 28 | 47 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 3:00 | 0 | 7 | 61 | 70 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| 4:00 | 3 | 13 | 52 | 46 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 5:00 | 0 | 13 | 51 | 50 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 6:00 | 0 | 14 | 39 | 42 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 7:00 | 0 | 11 | 49 | 44 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 8:00 | 1 | 6 | 33 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 9:00 | 0 | 3 | 14 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 3 | 3 | 9 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 65 | 185 | 680 | 665 | 199 | 29 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1825 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: South, Lane 1



| 3/19/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-------------|--------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 1:00 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 7 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 6:00 | 0 | 2 | 14 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 7:00 | 36 | 60 | 94 | 50 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 8:00 | 0 | 11 | 53 | 71 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 9:00 | 0 | 4 | 13 | 35 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 3 | 13 | 37 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 11:00 | 1 | 8 | 20 | 36 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:00 PM | 6 | 18 | 69 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 1:00 | 0 | 3 | 18 | 39 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 2:00 | 2 | 6 | 16 | 42 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 49 | 117 | 321 | 388 | 97 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 989 |
| Grand Total | 119 | 357 | 1248 | 1278 | 340 | 57 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 3404 |
| Stats | | | Percentile | 15th | 50th | 85th | 95th | | | | | | | |
| | | | Speed | 20 | 24 | 29 | 31 | | | | | | | |
| | | | Mean Speed (Average) | 25.1 | | | | | | | | | | |
| | | | 10 MPH Pace Speed | 21-30 | | | | | | | | | | |
| | | | Number in Pace | 2468 | | | | | | | | | | |
| | | | Percent in Pace | 74.0% | | | | | | | | | | |
| | | | Number > 25 MPH | 1680 | | | | | | | | | | |
| | | | Percent > 25 MPH | 49.4% | | | | | | | | | | |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: North, Lane 2



| 3/17/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | 0 | 6 | 21 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 4:00 | 5 | 13 | 54 | 77 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 176 |
| 5:00 | 2 | 23 | 57 | 60 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 6:00 | 9 | 22 | 47 | 60 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 7:00 | 1 | 21 | 66 | 38 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 8:00 | 2 | 6 | 31 | 34 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 9:00 | 0 | 3 | 19 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 10:00 | 3 | 4 | 8 | 19 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:00 | 0 | 2 | 2 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 22 | 100 | 305 | 314 | 96 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 849 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: North, Lane 2



| 3/18/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 1:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 1 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:00 | 0 | 0 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 2 | 7 | 8 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:00 | 4 | 27 | 72 | 46 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| 8:00 | 4 | 20 | 69 | 51 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 9:00 | 2 | 5 | 21 | 40 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 10:00 | 1 | 3 | 21 | 28 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 11:00 | 1 | 2 | 6 | 24 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:00 PM | 11 | 33 | 71 | 33 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 1:00 | 2 | 8 | 43 | 43 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 2:00 | 3 | 6 | 50 | 58 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 3:00 | 0 | 8 | 62 | 63 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 4:00 | 5 | 17 | 66 | 91 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 5:00 | 8 | 31 | 66 | 66 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 |
| 6:00 | 14 | 20 | 49 | 36 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 7:00 | 2 | 12 | 48 | 47 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 8:00 | 6 | 8 | 30 | 41 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 9:00 | 3 | 11 | 25 | 26 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 10:00 | 2 | 3 | 6 | 15 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 2 | 0 | 5 | 10 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Total | 70 | 218 | 723 | 739 | 267 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2053 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: North, Lane 2



| 3/19/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-------------|--------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 | 0 | 0 | 3 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 2 | 6 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:00 | 7 | 37 | 69 | 48 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 8:00 | 0 | 17 | 54 | 62 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 9:00 | 2 | 9 | 20 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 10:00 | 1 | 4 | 12 | 25 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:00 | 3 | 3 | 14 | 30 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 12:00 PM | 11 | 35 | 79 | 25 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| 1:00 | 4 | 3 | 32 | 63 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 2:00 | 0 | 1 | 28 | 54 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 30 | 111 | 323 | 356 | 101 | 20 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 948 |
| Grand Total | 122 | 429 | 1351 | 1409 | 464 | 65 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 3850 |
| Stats | | | Percentile | 15th | 50th | 85th | 95th | | | | | | | |
| | | | Speed | 20 | 24 | 29 | 32 | | | | | | | |
| | | | Mean Speed (Average) | 25.4 | | | | | | | | | | |
| | | | 10 MPH Pace Speed | 21-30 | | | | | | | | | | |
| | | | Number in Pace | 2678 | | | | | | | | | | |
| | | | Percent in Pace | 71.0% | | | | | | | | | | |
| | | | Number > 25 MPH | 1948 | | | | | | | | | | |
| | | | Percent > 25 MPH | 50.6% | | | | | | | | | | |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: Combined



| 3/17/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 12:00 PM | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 1:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 2:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 3:00 | 0 | 6 | 27 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 4:00 | 5 | 27 | 98 | 142 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 5:00 | 3 | 32 | 113 | 91 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 |
| 6:00 | 10 | 33 | 97 | 109 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 275 |
| 7:00 | 2 | 32 | 108 | 63 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| 8:00 | 2 | 12 | 53 | 54 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 9:00 | 2 | 4 | 36 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 10:00 | 3 | 6 | 16 | 31 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 11:00 | 0 | 3 | 4 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total | 27 | 155 | 552 | 539 | 140 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1439 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: Combined



| 3/18/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|--------------|------------|------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|-------------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 7 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1:00 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 1 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:00 | 0 | 2 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:00 | 0 | 0 | 5 | 10 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:00 | 1 | 6 | 16 | 26 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 7:00 | 50 | 63 | 152 | 106 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399 |
| 8:00 | 13 | 39 | 145 | 96 | 46 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346 |
| 9:00 | 2 | 11 | 46 | 73 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 10:00 | 1 | 7 | 38 | 56 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 11:00 | 1 | 5 | 37 | 54 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 12:00 PM | 12 | 61 | 133 | 91 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| 1:00 | 2 | 19 | 68 | 82 | 26 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 199 |
| 2:00 | 3 | 9 | 78 | 105 | 48 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 3:00 | 0 | 15 | 123 | 133 | 54 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 4:00 | 8 | 30 | 118 | 137 | 45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 345 |
| 5:00 | 8 | 44 | 117 | 116 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 312 |
| 6:00 | 14 | 34 | 88 | 78 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 7:00 | 2 | 23 | 97 | 91 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 8:00 | 7 | 14 | 63 | 56 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 154 |
| 9:00 | 3 | 14 | 39 | 37 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 10:00 | 5 | 6 | 15 | 24 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 11:00 | 2 | 0 | 8 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Total | 135 | 403 | 1403 | 1404 | 466 | 64 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3878 |

Site Code:
Station ID: 1527 Magdalena
Location 1: Magdalena Ave from
Location 2: E Palomar to
Location 3: Cobblecreek St
Direction: Combined



| 3/19/2026 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-------------|--------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 1 | 4 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:00 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:00 | 1 | 0 | 4 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 10 | 10 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 6:00 | 0 | 4 | 20 | 33 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:00 | 43 | 97 | 163 | 98 | 14 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 8:00 | 0 | 28 | 107 | 133 | 42 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 9:00 | 2 | 13 | 33 | 59 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 10:00 | 1 | 7 | 25 | 62 | 25 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 123 |
| 11:00 | 4 | 11 | 34 | 66 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 12:00 PM | 17 | 53 | 148 | 73 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| 1:00 | 4 | 6 | 50 | 102 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 2:00 | 2 | 7 | 44 | 96 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 3:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 4:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 5:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 6:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 7:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 8:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 9:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 10:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| 11:00 | * | * | * | * | * | * | * | * | * | * | * | * | * | 0 |
| Total | 79 | 228 | 644 | 744 | 198 | 35 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 1937 |
| Grand Total | 241 | 786 | 2599 | 2687 | 804 | 122 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 7254 |
| Stats | | | Percentile | 15th | 50th | 85th | 95th | | | | | | | |
| | | | Speed | 20 | 24 | 29 | 31 | | | | | | | |
| | | | Mean Speed (Average) | 25.3 | | | | | | | | | | |
| | | | 10 MPH Pace Speed | 21-30 | | | | | | | | | | |
| | | | Number in Pace | 5146 | | | | | | | | | | |
| | | | Percent in Pace | 73.0% | | | | | | | | | | |
| | | | Number > 25 MPH | 3628 | | | | | | | | | | |
| | | | Percent > 25 MPH | 50.0% | | | | | | | | | | |

From 12/1/2020 to 12/1/2025

Total Collisions: 1
Injury Collisions: 0 Total Injured: 0
Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

12/1/25

WELLBROOK ST & MAGDALENA AV

Page 1 of 1

| | | | | | | | | | |
|----------------|-------------------------|--------------|----------------------------|-----------------------------|--------------------------|----------------------|---------------------|-----------------------------------|----------------|
| 9407590 | 1/23/2022 | 14:24 | Sunday | WELLBROOK ST - MAGDALENA AV | 0' | Direction: Not State | Daylight | Clear | Pty at Fault:1 |
| | Head-On | | Other Motor Vehicle | Unsafe Speed | 22350 | Hit & Run: Misd | Property Damage Onl | # Inj: 0 | # Killed: 0 |
| Party | Driver | North | Making Left Turn | Male | Age: 33 | 2014 - | | Passenger Car, Station Wagon, Jee | No Injury |
| | Veh Type: Passenger Car | | Sobriety: Impairment Not K | | Assoc Factor: Not Stated | Air Bag Not Deployed | | Not Stated | |
| Party | Parked Vehic | West | Parked | Not St | Age: 2003 - | | | Passenger Car, Station Wagon, Jee | No Injury |
| | Veh Type: Passenger Car | | Sobriety: Not Stated | | Assoc Factor: Not Stated | Not Stated | | Not Stated | |
| Party | Parked Vehic | West | Parked | Not St | Age: 2009 - | | | Passenger Car, Station Wagon, Jee | No Injury |
| | Veh Type: Passenger Car | | Sobriety: Not Stated | | Assoc Factor: Not Stated | Not Stated | | Not Stated | |
| Party | Parked Vehic | West | Parked | Not St | Age: 2004 - | | | | No Injury |
| | Veh Type: Not Stated | | Sobriety: Not Stated | | Assoc Factor: Not Stated | Not Stated | | Not Stated | |

Settings for Query:

Street: WELLBROOK ST
Cross Street: MAGDALENA AV
Intersection Related: True
Sorted By: Date and Time

RESOLUTION NO. TSC-2026-_____

RESOLUTION OF THE TRAFFIC SAFETY COMMISSION
OF THE CITY OF CHULA VISTA APPROVING AN ALL-
WAY STOP AT THE INTERSECTION OF MAGDALENA
AVENUE AND WELLBROOK STREET, AND TO
ACCORDINGLY AMEND SCHEDULE II OF THE REGISTER
OF SCHEDULES MAINTAINED IN THE OFFICE OF THE
CITY ENGINEER

WHEREAS, at the intersection of Magdalena Avenue and Wellbrook Street (the “Intersection”) a resident requested that all-way stop control be implemented at the Intersection due to the high pedestrian volumes associated with Veterans Elementary School and Santa Venetia Park; and

WHEREAS, through a warrant study conducted in accordance with the California Manual on Uniform Traffic Control Devices and City Council Policy No. 478-03 (“Council Policy”), the existing traffic conditions warrant the implementation of all-way stop control at the Intersection; and

WHEREAS, staff observed 49 pedestrians crossing Santa Christina Avenue during the peak hour, thus receiving maximum points under the pedestrian volume warrant; and

WHEREAS, the Intersection accumulated 33 points in the warrant study in accordance with the Council Study, while a minimum of 45 points are required to meet the point warrant criteria. However, the intersection received the maximum possible points under the Pedestrian Volume Warrant, satisfying the criterion for Case 2; and

WHEREAS, as a result of its investigation, staff is recommending an all-way stop at the Intersection.

NOW, THEREFORE, BE IT RESOLVED that the Traffic Safety Commission of the City of Chula Vista does hereby approve staff’s proposed all-way stop at the intersection of Magdalena Avenue and Wellbrook Street and accordingly amend Schedule II of the Register of Schedules maintained in the office of the City Engineer.

Resolution No. TSC 2026-_____

Page 2

ACTION by the Traffic Safety Commission of the City of Chula Vista, California, this 9th day of April 2026, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

Rodney Caudillo, Chair

ATTEST:

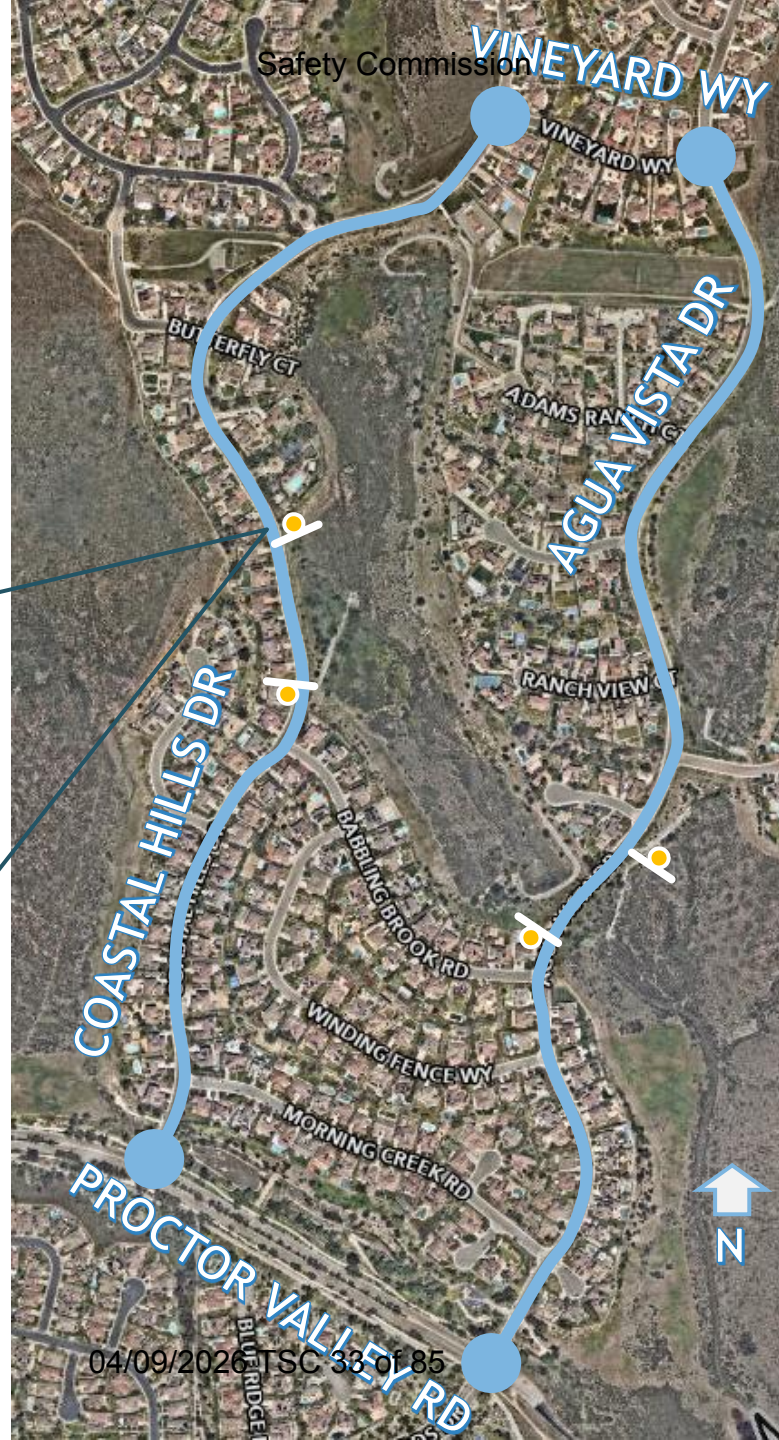
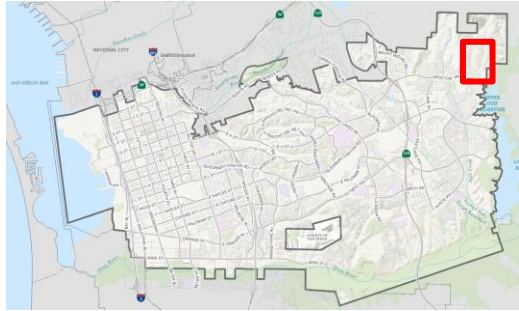
Florence Picardal, Secretary

Traffic Safety Commission

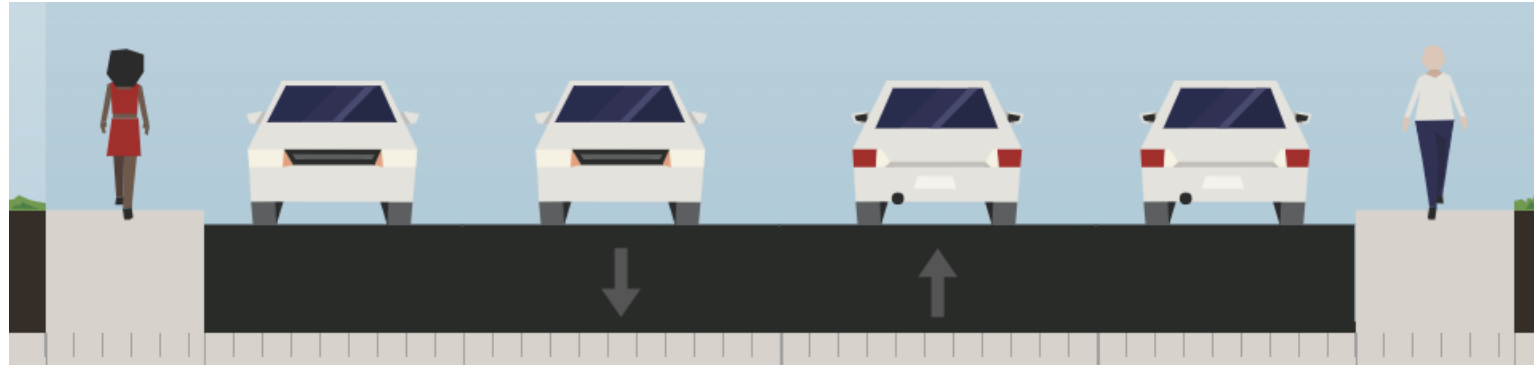
Agua Vista Dr & Coastal Hills Dr Proposed Striping



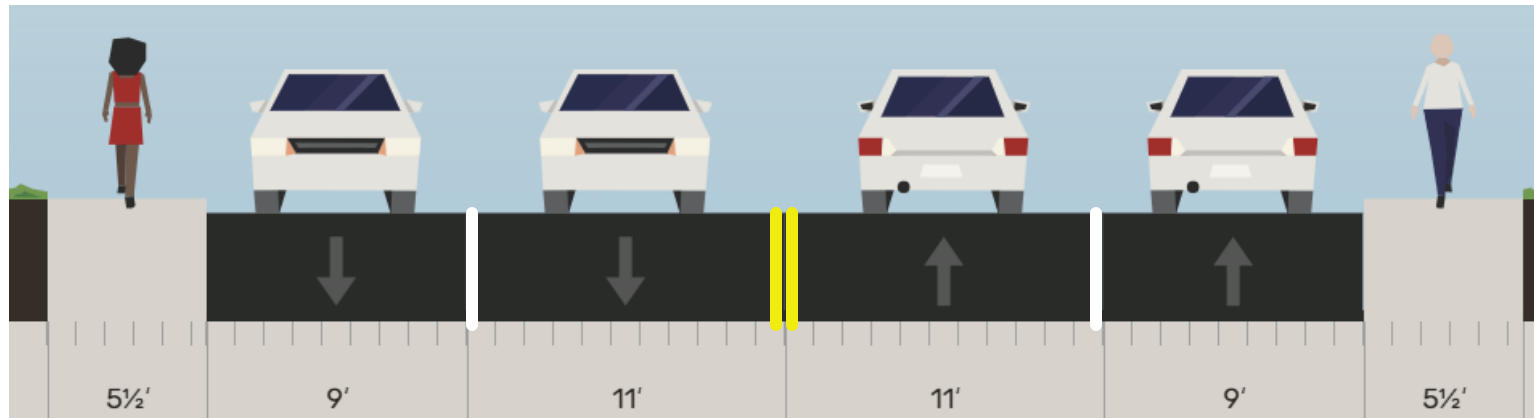
Location Map



Proposed Striping

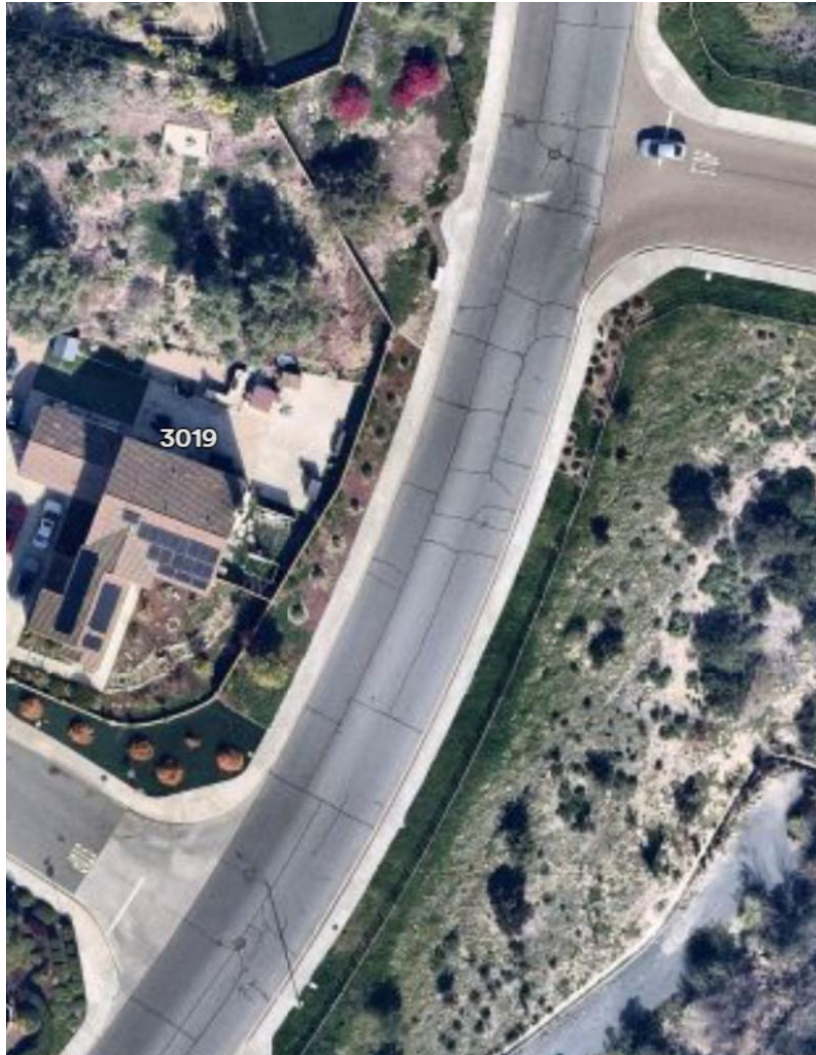


Existing Condition (No Striping)

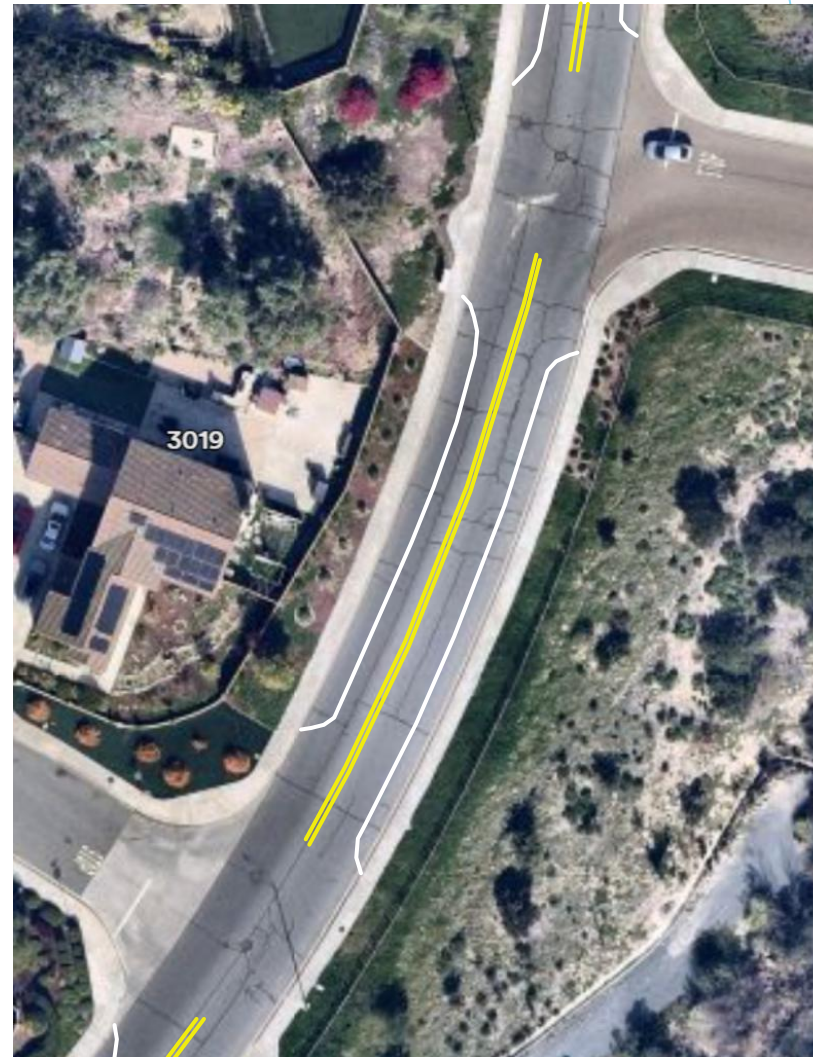


Proposed Condition
(Center and Edge Line Striping)

Proposed Striping



Existing Condition (No Striping)



Proposed Condition
(Center and Edge Line Striping)

Questions?



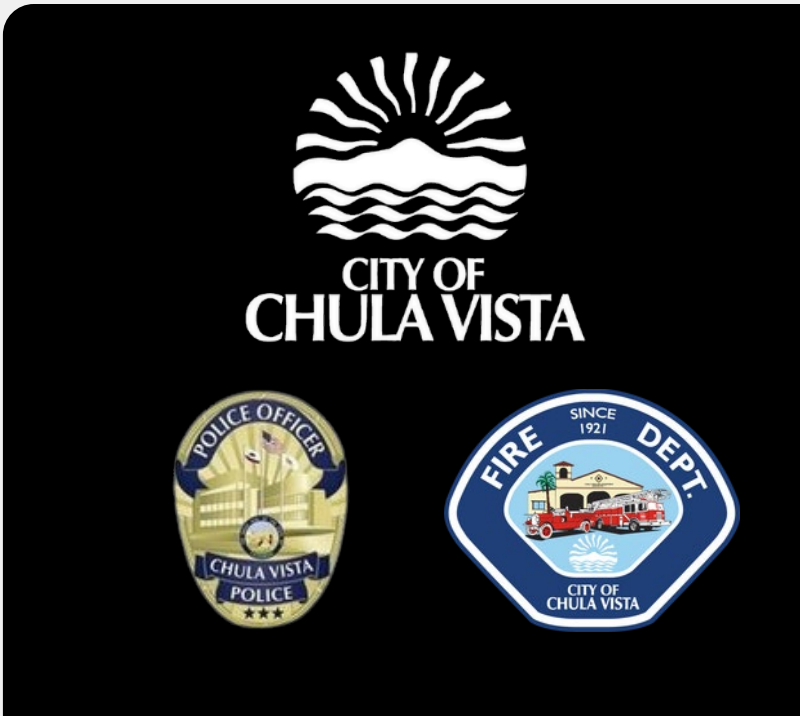
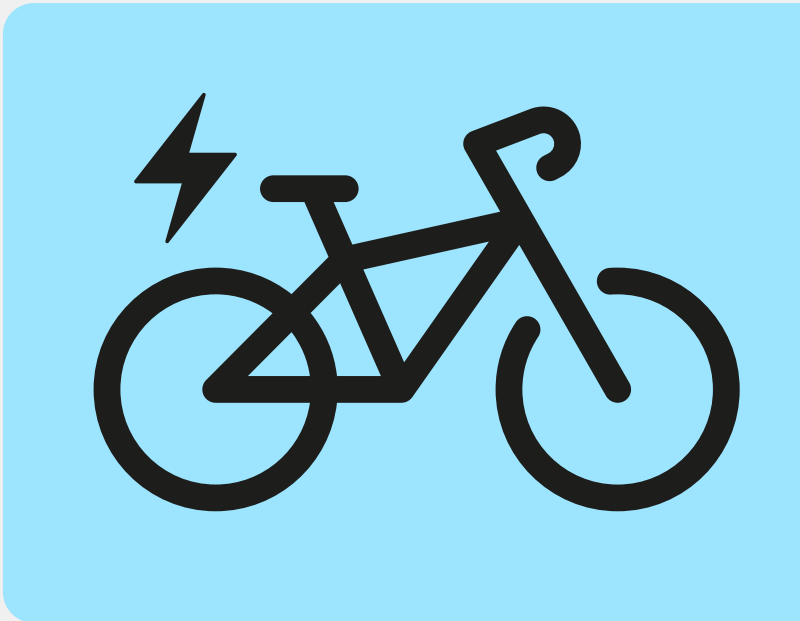
E-BIKE SAFETY

Traffic Safety Commission

City of Chula Vista

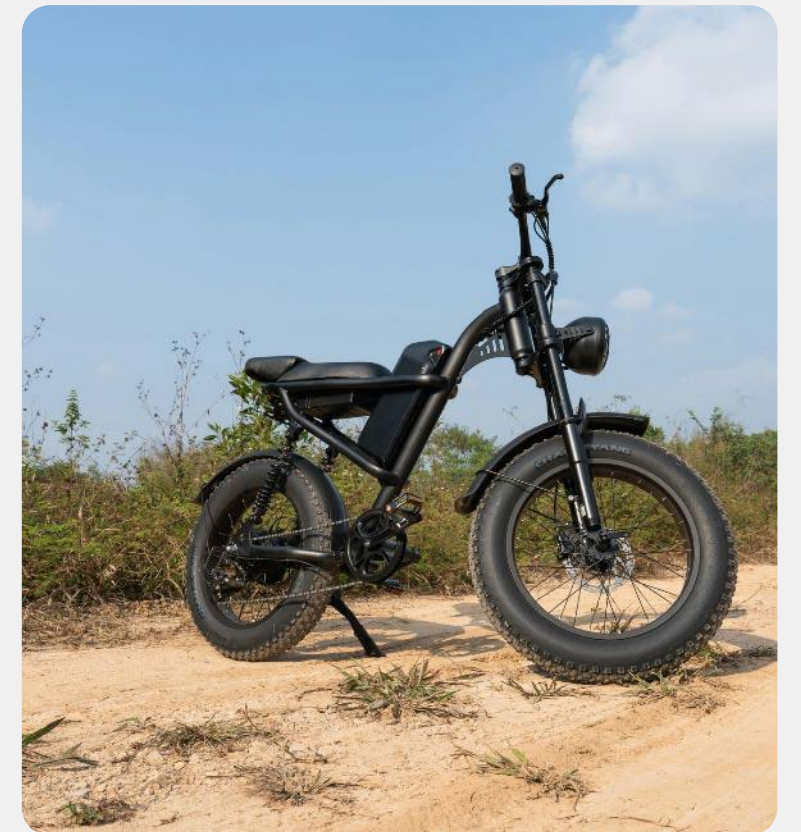
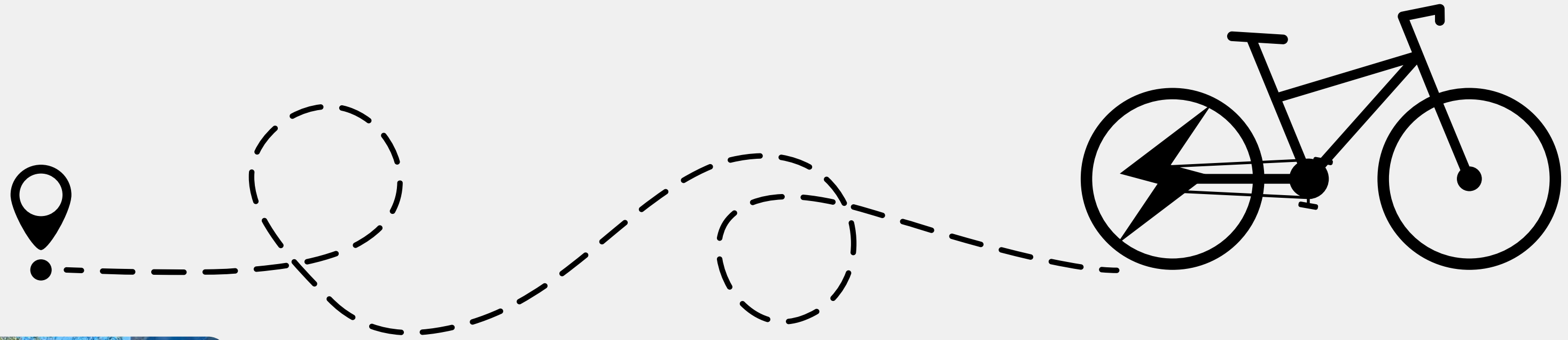
Electric Micromobility Vehicle Ordinance

April 9, 2026



E-BIKE SAFETY

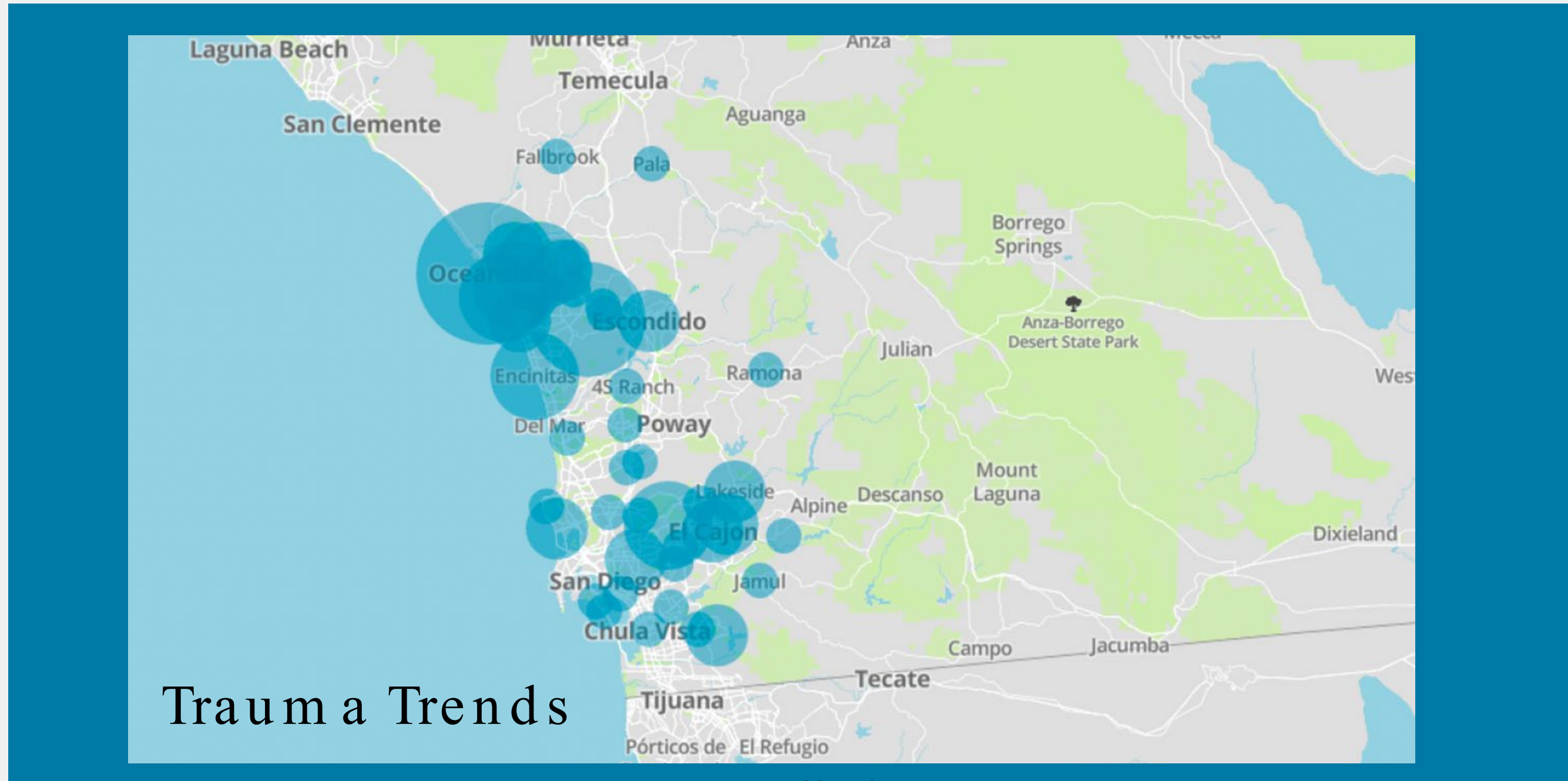
E-bike Safety Community Meeting City of Chula Vista Electric Micromobility Vehicle Ordinance





Electric Bike Accidents

Rady Children's Hospital Data

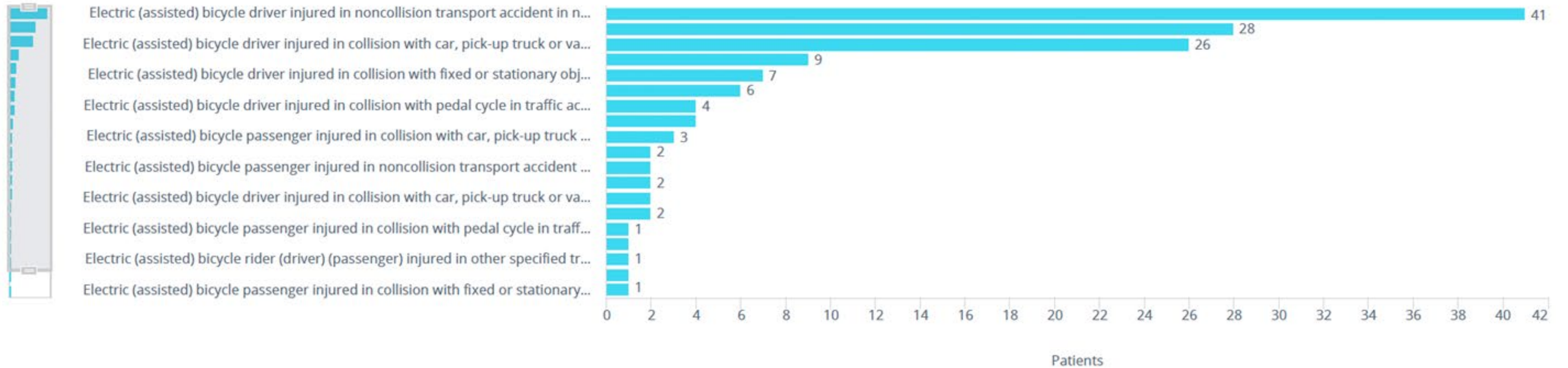




Electric Bike Accidents

Rady Children's Hospital Data

E-Code Distribution





E-bike Safety Community Meeting City of Chula Vista Electric Micromobility Vehicle Ordinance



0% progress

Map

Modules

- 1 What is an E Bike? 11 min
- 2 Maintaining Your E Bike 7 min
- 3 Safety Equipment 7 min
- 4 5 Need to Know Principles 8 min
- 5 Rules of the Road 10 min
- 6 In Case of a Collision 5 min
- 7 Teen & Parent Awareness 6 min
- 8 Closing Video 9 min
- 9 Test



Why E -bike Safety is Important



E-Bike Popularity & Risks

- E-bikes reach 20–28 mph—much faster than traditional bikes
- Children under 12 often lack the coordination, judgment, and reflexes for safe riding
- A 10-year-old on an e-bike is essentially piloting a motorized vehicle, not a toy





Why E -bike Safety is Important



Physical & Cognitive Limits

- Kids are still developing motor skills and decision-making abilities
- E-bikes are heavier, accelerate quickly, and require advanced handling
- Even with helmets, crashes at e-bike speeds cause serious injuries



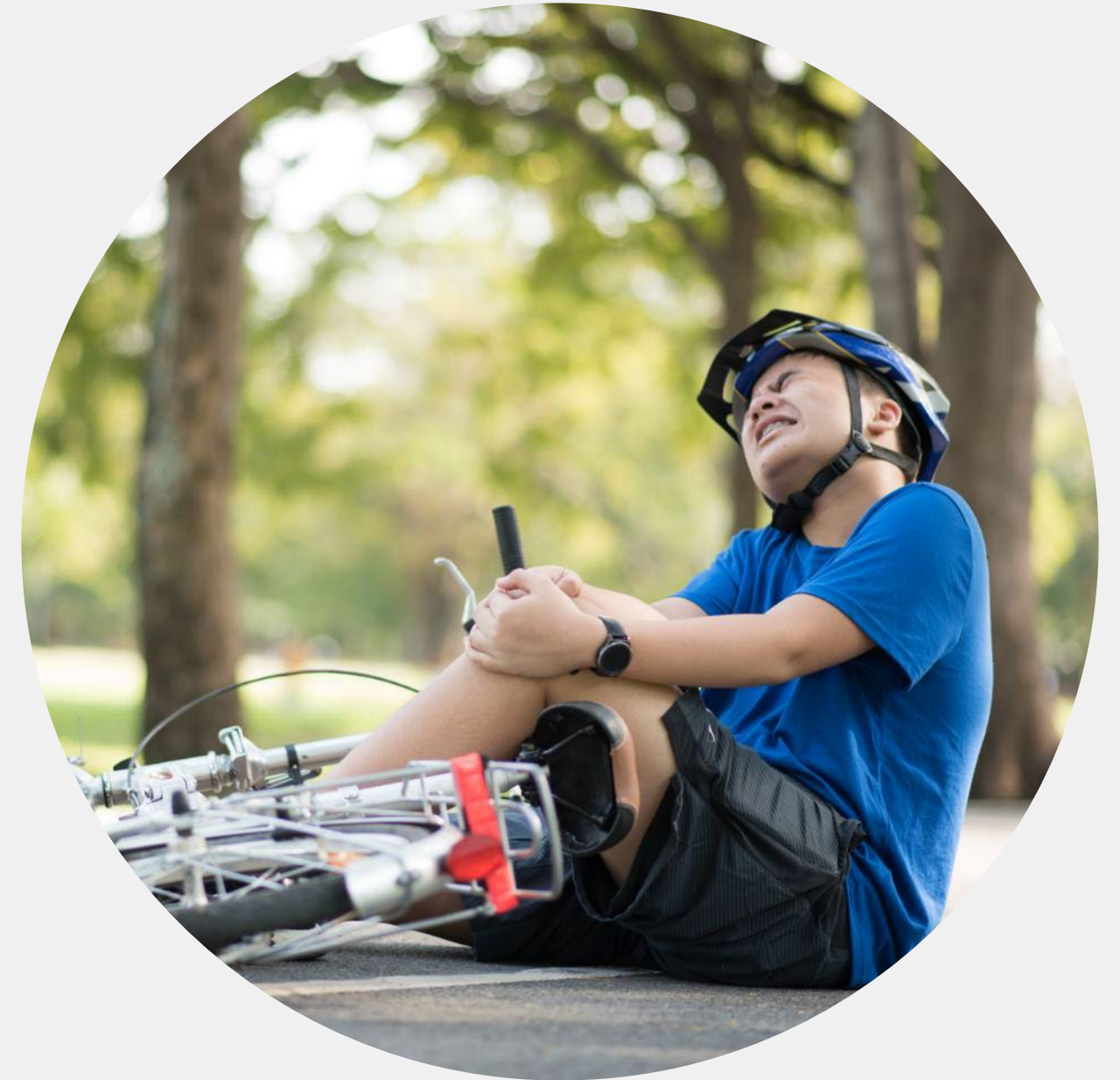


Why E -bike Safety is Important



Common Injuries

- **Head trauma** : concussions, skull fractures, traumatic brain injury
- **Broken bones** : wrists, arms, collar bones, legs, spine
- **Internal injuries** : abdominal trauma, internal bleeding
- **Facial injuries** : dental damage, eye trauma, facial fractures
- **Road rash and soft-tissue injuries**





Why E -bike Safety is Important



Why Kids Are Vulnerable

- Weaker, developing bones break more easily
- Smaller size means they're easily thrown off bikes
- Underdeveloped reflexes and poor hazard judgment increase risks





Why E -bike Safety is Important



Bottom Line

- E-bikes are not safe for children under 12
- High speeds and serious injury risks outweigh the benefits
- Pediatricians, trauma surgeons, and road safety experts strongly advise against e-bike use for young children





E-bike Basics



What is an Electric Micromobility Vehicle?



Electric micromobility vehicles, such as electric bicycles (e-bikes) and motorized scooters have a battery-powered motor.



There are three classifications or types of e-bikes.



An e-bike is equipped with fully operable pedals and a battery-powered motor that does not exceed 750 watts of power.



All E-bikes must have functional pedals.
If there are no functional pedals, it is an E-Motorcycle.



E-bike Basics

Class 1 E-Bike



- ✔ Pedal-assist only
- ✔ Bike with electric motor only engages while operator/rider is pedaling
- ✔ Max Speed 20 MPH

Class 2 E-Bike



- ✔ Motor assists when pedaling or by throttle
- ✔ Bike with electric motor can be engaged at anytime with or without operator/rider pedaling
- ✔ Max Speed 20 MPH

Class 3 E-Bike



- ✔ Pedal-assist only
- ✔ Bike with electric motor only engages while operator/rider is pedaling
- ✔ Max Speed 28 MPH



E-bike Basics



Motorized Scooters

- ✓ A self-propelled vehicle, typically with two wheels, that is powered by an electric motor
- ✓ Max speed of 15 MPH
- ✓ Driver License/Learner's Permit required
- ✓ Under 18 years old must wear a helmet



New City Regulations

While California State Law provides regulations for micromobility vehicles, the City of Chula Vista is introducing local updates to improve safety for riders and pedestrians, while continuing to encourage recreation and active transportation.

WHAT HAS CHANGED ?

| Regulations | California State Law | Chula Vista New Ordinance |
|---|----------------------|--|
| Minimum age to operate/ride Class 1 & 2 e-bikes | No restrictions | Must be at least 12 years old |
| Transporting passengers | No restrictions | Must be at least 18 years old |
| Sidewalk operations for Class 1 & 2 e -bikes | Allowed | Prohibited in business districts & as signed |
| Sidewalk operations for Class 3 e -bike | Allowed | Prohibited |

WHAT IS NOT CHANGING ?

| Existing California State Law Regulations – Remaining in Effect in Chula Vista |
|--|
| ADA exemptions continue to apply. |
| Motorized scooters may not be used to transport passengers or operated on sidewalks. |
| Helmets are required for riders under 18 on Class 1 and Class 2 e-bikes. |
| Helmets are required for all riders on Class 3 e -bikes. |



New State Law

Assembly Bill 2234

- Cities & Unincorporated County in San Diego County
- 12+ Years Old for Class 1 and Class 2 e-bikes
- 60 Day Warning Period, then \$25 Fine
- Parents/Guardians Liable for Violations by Minors
- 30-Day Minimum Public Information Campaign
- Ends January 1, 2029





CA Vehicle Code: E -Bike Classes

Current Laws:



Motor



Helmet Required Age



Operator Age

Class 1 E-bike

Pedaling Needed
Shuts off at 20 MPH

Under 18 years

All

Class 2 E -bike

Pedaling Optional
(Throttle)Shuts off
at 20 MPH

Under 18 years

All

Class 3 E -bike

Pedaling Needed
Shuts off at 28 MPH

All

16+ years



New Electric Micromobility Rules

Chula Vista's Ordinance

- Adds Definitions to Chapter 10.08
- Consolidates rules in Chapter 5.67
- Adds rules in Chapter 10.73 (Electric Micromobility Vehicles)





New Electric Micromobility Rules

Passengers

- 18+ years old to operate with passengers and electric bicycle passengers need to ride on a seat for passengers

Exemptions

- Disabled people using a motorized device for mobility or similar
- Public Agency Personnel while performing their official duties





Where Riding is Prohibited

DON'T Ride On:

- Sidewalks in a business district or where restrictions are posted (same as existing regulations for bicycles)
- All sidewalks for Class 3 electric bicycles and motorized scooters
- Motorized scooters outside of designated bike lanes on roads posted 40 mph or more
- Motorized scooters operating faster than 15 mph
- Motorized scooters without a valid Driver's License or Permit
- City-owned Parking Structures unless passing through or going to a parking space
- Any paths, trails, or courts in City parks unless posted that it is allowed (existing rule)



Parking Rules

DO Park:

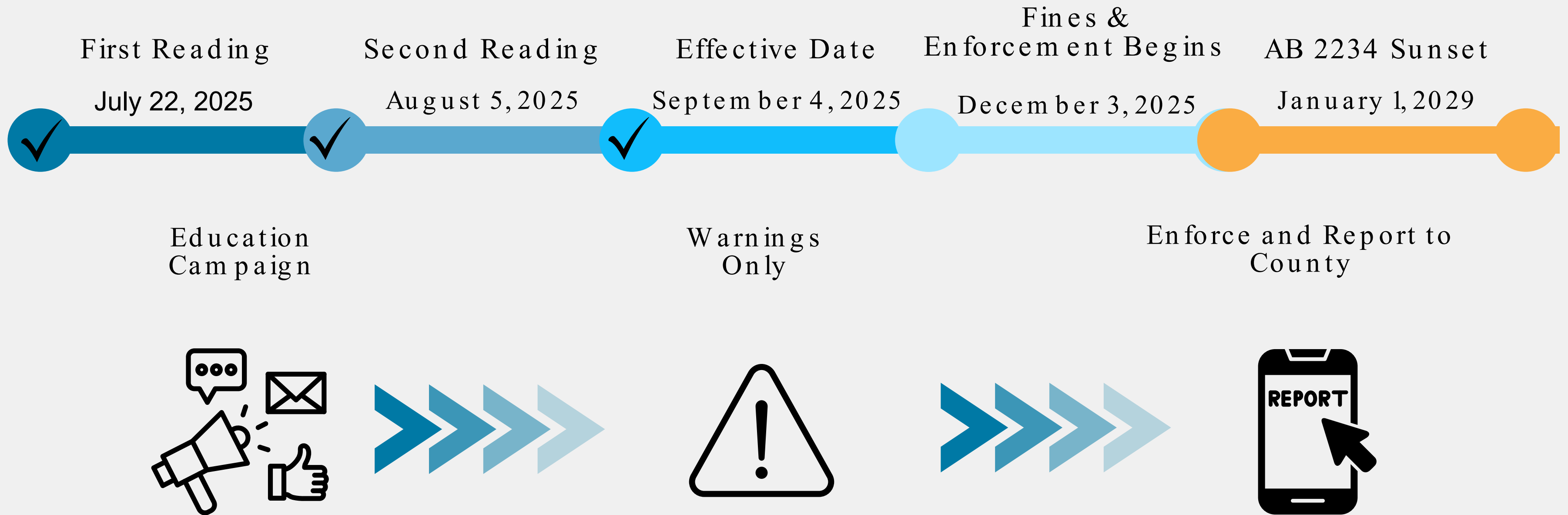
- In designated areas with signage or markings and anywhere not stated below that doesn't block pedestrians
- Vehicle in upright position

DON'T Park in:

- Landscaped areas with grass, shrubs, or other vegetation (landscaped parkways by sidewalks)
- Areas with signage or markings restricting parking
- Sidewalks within:
 - 10 feet of a curb ramp or driveway
 - 15 feet of a crosswalk
 - 10 feet of curb at a bus stop, loading zone or ADA parking space
 - 5 feet of street furniture requiring pedestrian access (benches)
 - A transit platform or waiting area



Timeline





Violations

Operating Class 1 or Class 2 E -bike underage (less than 12)

\$25 Fine

OR

Complete Electric Bicycle Safety and Training Program

All other Violations

1st Infraction

\$50

2nd Infraction

\$100

3rd Infraction

\$250

➡ Parents or legal guardians of an unemancipated minor that violates the chapter are also liable for payment of the fine.

➡ If an electric micromobility vehicle owner is not present or can not be present after a violation in a reasonable amount of time, the vehicle can be confiscated and stored at owner's expense

➡ Ordinance provides for impounding of an electric micromobility vehicle for up to 30 days



Road Rules



21200CVC – Bicycle Riders have the same rights and requirements as motor vehicle drivers.

- 21200CVC – Bicycle Riders have the same rights and requirements as motor vehicle drivers.
- Follow Traffic Signals
- Obey Speed Limits
- Stop at Stop Signs
- Ride on Right Side of Road

21200.5CVC – Impaired Riding

- Convictions for those under 21 may result in Driver's License Suspension

- 21208CVC – Bicyclists traveling slower than traffic must use the Bike Lane
- 21960CVC – Cannot ride on Freeways
- 27400CVC – Cannot ride with headphones or earplugs in both ears.
- 21203CVC – Cannot “hitch on” to a moving vehicle.
- 21205CVC – Cannot carry items that prevent them from keeping one hand on the handlebar
- 21950CVC – Must yield right of way to pedestrians within crosswalks (marked and unmarked)



Road Rules



E-Motorcycles:

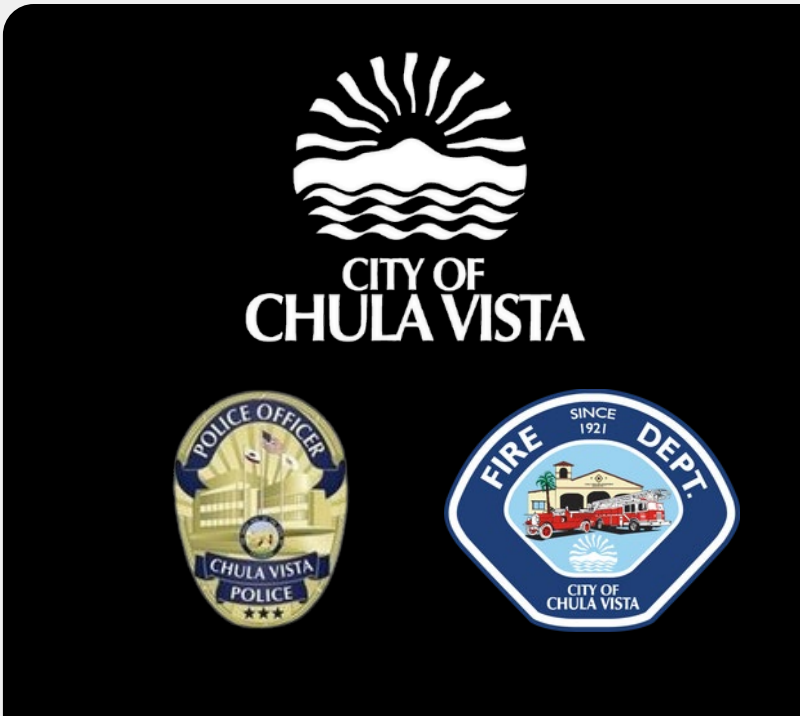
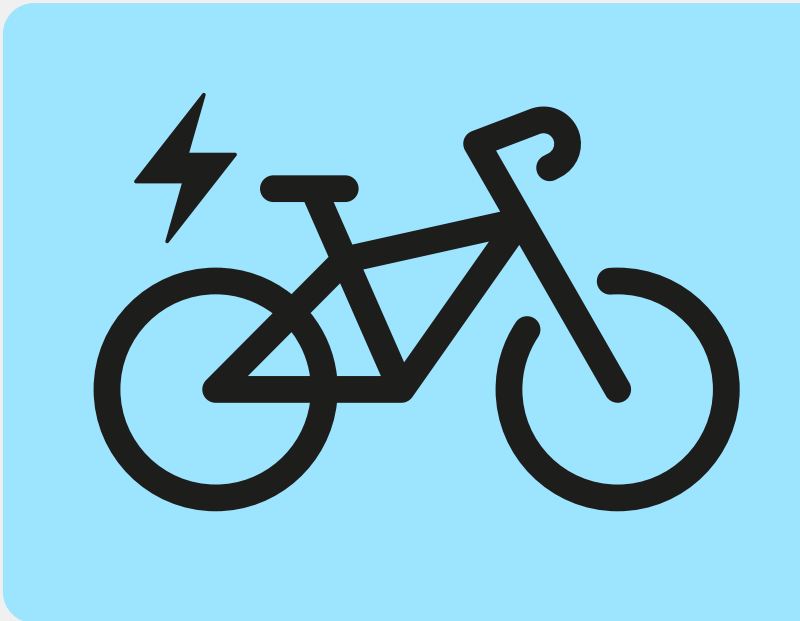
- Motorcycle License/Permit required to operate on the road – violations subject to 30-day impound.
- Registration Required to operate on the road – violations subject to impound.
- Must have helmet, insurance, and all required equipment to operate.
- Turn signals, head and tail lights, reflectors, etc.



E-BIKE SAFETY



QUESTIONS?



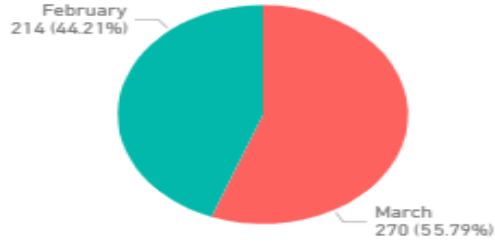
Traffic Safety Commission Meeting

April 2026

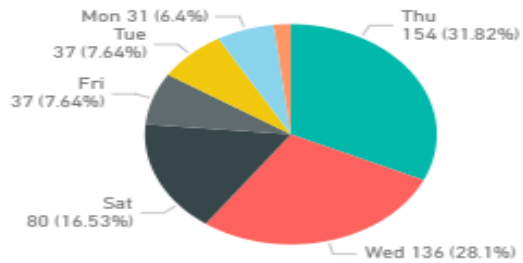
Officer James Bucaro
Chula Vista Police Department
Traffic Division



BY MONTH



BY DAY OF THE WEEK



ALL VIOLATION CODES

| ViolationDesc | CodeSection | Count |
|--|-------------|------------|
| VC - UNSAFE SPEED (BASIC SPEED LAW) (I) | 22350 | 345 |
| VC - EXCEED 65 MPH STATUTORY SPEED (I) | 22349 (A) | 134 |
| VC - SPEED VIOLATION WHERE PERSONS AT WORK (I) | 22362 | 3 |
| VC - EXCEED 55 MPH STATUTORY SPEED:2-LANE ROADS (I) | 22349 (B) | 1 |
| VC - EXCEED SPEED LIMIT AS SET IN VC 22349 OR VC 22356 (I) | 22348 (A) | 1 |
| Total | | 484 |

BY LOCATION

| Location | Count |
|---------------------------------|------------|
| 1000b Paseo Rancho | 71 |
| 1200b Olympic Pkwy | 24 |
| 1200b Eastlake Pkwy | 23 |
| 1100b Telegraph Canyon Rd | 17 |
| 1400b Telegraph Canyon Rd | 17 |
| 1000b Olympic Pkwy | 16 |
| 1200b Telegraph Canyon Rd | 15 |
| 1600b E H St | 15 |
| 100b E Orange Ave | 14 |
| 1500b E H St | 13 |
| Paseo Rancho / Via Sinuoso | 12 |
| 1000 Paseo Rancho | 9 |
| 1200 Telegraph Canyon Rd | 9 |
| 5300b Heritage Rd | 9 |
| 100b Mt Miguel | 8 |
| 600b L St | 8 |
| Heritage Rd / Entertainment Cir | 8 |
| 1000b Paseo Rancho Rd | 7 |
| 1200 Eastlake Pkwy | 7 |
| 100 E L St | 6 |
| 100b Mount Miguel | 6 |
| 1400 Telegraph Canyon Rd | 6 |
| 1600 E H St | 6 |
| Total | 484 |

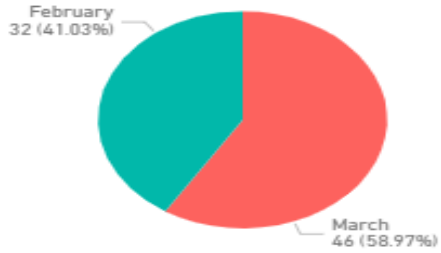
BY HOUR



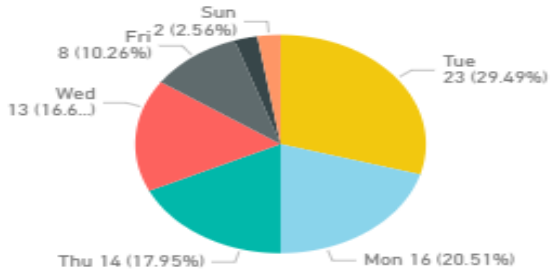
OUR VALUES

★ ★ ★ Leadership Respect Integrity Accountability ★ ★ ★

BY MONTH



BY DAY OF THE WEEK



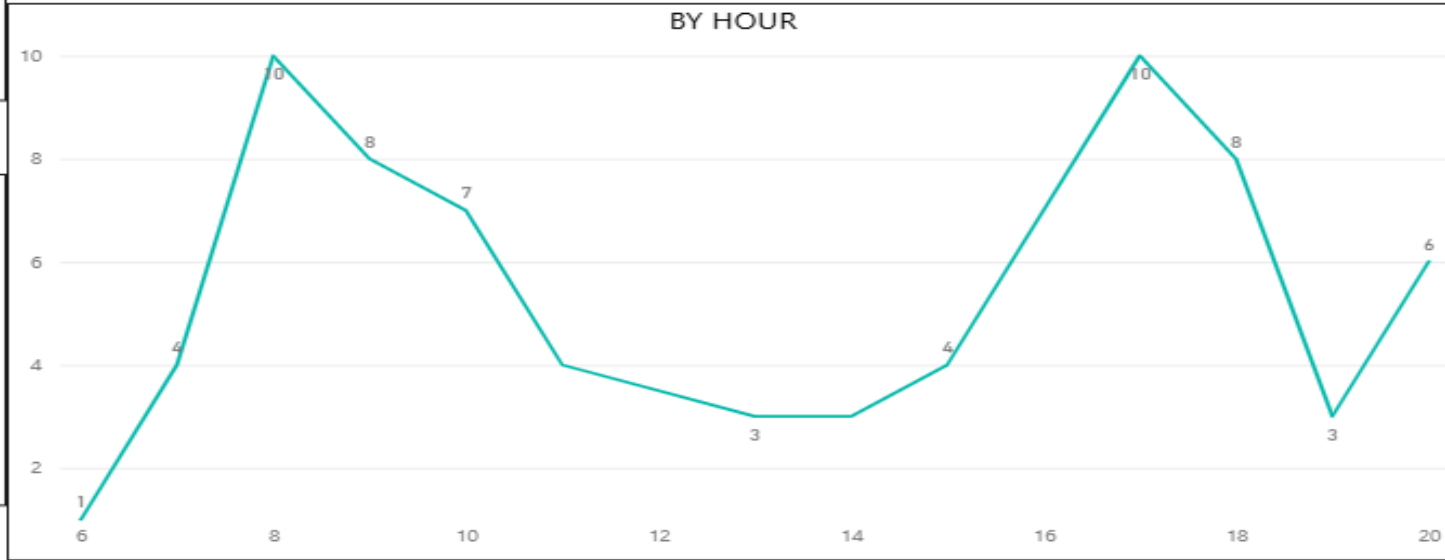
ALL VIOLATION CODES

| ViolationDesc | CodeSection | Count |
|--|-------------|-----------|
| VC - PROHIBIT USE OF HND HLD DEVICE WHILE DRIVING (I) | 23123.5 (A) | 64 |
| VC - USE CELL PHONE WHILE DRIVING WITHOUT HANDSFREE DEVICE (I) | 23123 (A) | 14 |
| Total | | 78 |

BY LOCATION

| Location | Count |
|-------------------------------|-----------|
| 2600b Garnet Ave | 8 |
| 1100b Broadway | 5 |
| Main St / Heritage Rd | 4 |
| 1200b Broadway | 2 |
| 200b Broadway | 2 |
| 400b L St | 2 |
| 500b Broadway | 2 |
| Eastlake Pkwy / Otay Lakes Rd | 2 |
| 00b E Orange Ave | 1 |
| 00b E St | 1 |
| 100 E L St | 1 |
| 1100b Third Ave | 1 |
| 1200b Eastlake Pkwy | 1 |
| 1400b Eastlake Pkwy | 1 |
| 200b E St | 1 |
| 2200b Otay Lakes Rd | 1 |
| 2400 Garnett Ave | 1 |
| 3000b Bonita Rd | 1 |
| 300b E H St | 1 |
| 3600 Heritage Rd | 1 |
| 400 Fourth Ave | 1 |
| 4000b Bonita Rd | 1 |
| 400b Broadway | 1 |
| 400b C St | 1 |
| 400b Palomar St | 1 |
| 500b L St | 1 |
| 500b Telegraph Canyon Road | 1 |
| 5300b Heritage Rd | 1 |
| 600b Palomar St | 1 |
| Total | 78 |

BY HOUR



OUR VALUES

★ ★ ★ Leadership Respect Integrity Accountability ★ ★ ★

DUI TRAFFIC COLLISIONS

Safety Commission

COLLISION TOTALS

36

PedestrianAction Count

| | |
|-------------------------|-----------|
| No Pedestrians Involved | 35 |
| Unknown | 1 |
| Total | 36 |

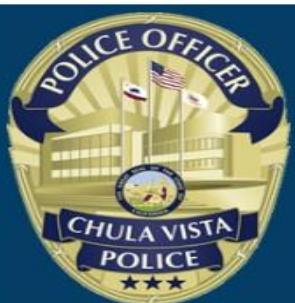
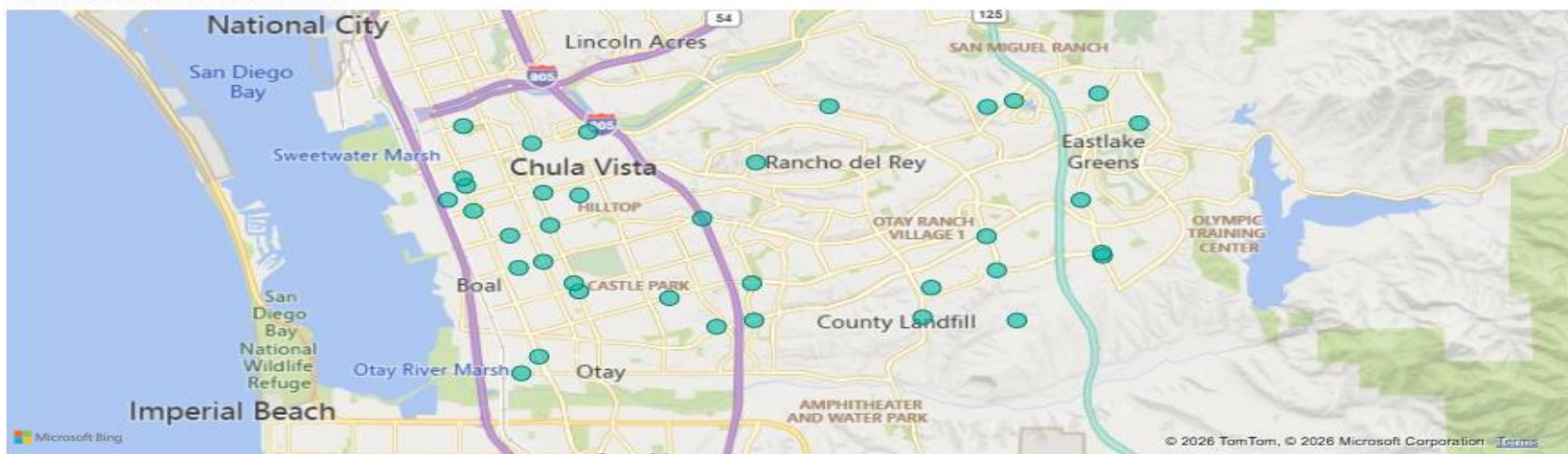
InjuryDesc Count

| | |
|--------------------------|-----------|
| No Injury | 24 |
| Suspected Minor Injury | 11 |
| Suspected Serious Injury | 1 |
| Total | 36 |

| DUI PCF | CodeSection | COUNT |
|---|-------------|-----------|
| DUI .08 ALC:CAUSING BODILY INJ (F) | 23153 (B) | 1 |
| DUI ALC/0.08 PERCENT (M) | 23152 (B) | 4 |
| DUI ALCOHOL (M) | 23152 (A) | 25 |
| DUI ALCOHOL/DRUG (M) | 23152 (G) | 1 |
| DUI ALCOHOL/DRUGS:CAUSING BODILY INJURY (F) | 23153 (G) | 1 |
| DUI ALCOHOL:CAUSING BODILY INJURY (F) | 23153 (A) | 2 |
| DUI DRUG (M) | 23152 (F) | 1 |
| DUI DRUG:CAUSING BODILY INJURY (F) | 23153 (F) | 1 |
| Total | | 36 |

| AccidentLocation | CodeSection | Count |
|-----------------------------------|-------------|-----------|
| Eastlake Parkway | 23152 (A) | 2 |
| 1500 Block Olympic Parkway | 23152 (A) | 1 |
| 1725 Eastlake Parkway | 23152 (A) | 1 |
| 285 E Orange Ave | 23152 (A) | 1 |
| 400 (block) East Palomar Street | 23152 (A) | 1 |
| 700 Third Ave | 23152 (A) | 1 |
| E Palomar St (90 Block) | 23152 (A) | 1 |
| E. Bonita Rd. (00 Block) | 23152 (A) | 1 |
| Fifth Ave (600 Block) | 23152 (A) | 1 |
| G Street (600 Block) | 23152 (A) | 1 |
| H Street (200 Block) | 23152 (A) | 1 |
| L St (300 Block) | 23152 (A) | 1 |
| L Street (500 Block) | 23152 (A) | 1 |
| La Media Parkway North | 23152 (A) | 1 |
| Mackenzie Creek Road (2500 Block) | 23152 (A) | 1 |
| Olympic Parkway | 23152 (A) | 1 |
| Olympic Pkwy (400 Block) | 23152 (A) | 1 |
| Otay Lakes Road (400 Block) | 23152 (A) | 1 |
| Port Renwick (1800 Block) | 23152 (A) | 1 |
| Santa Carolina (1600 Block) | 23152 (A) | 1 |
| Santa Liza Ave (1300 Block) | 23152 (A) | 1 |
| Telegraph Canyon Rd (500 Block) | 23152 (A) | 1 |
| Twin Oaks (200 Blk) | 23152 (A) | 1 |
| Whitney Street (100 Block) | 23152 (A) | 1 |
| 309 Broadway | 23152 (B) | 1 |
| Anita Rd (500 Block) | 23152 (B) | 1 |
| East H Street (2100 Block) | 23152 (B) | 1 |
| Ranch Del Rey Parkway (700 Block) | 23152 (B) | 1 |
| 1058 Third Avenue | 23152 (F) | 1 |
| Total | | 36 |

LOCATION OF COLLISIONS



OUR VALUES

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Occurred On
 2/1/2026 3/31/2026

City of Chula Vista

Safety Commission

SPEED RELATED TRAFFIC COLLISIONS

COLLISION TOTALS

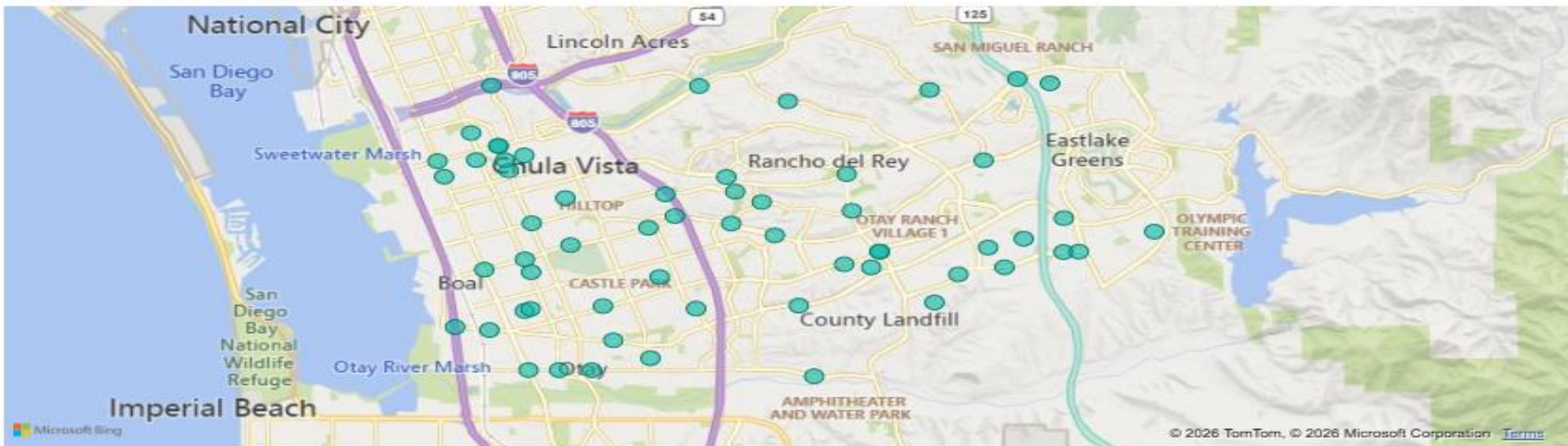
61

| PedestrianAction | Co | InjuryDesc | Count |
|---|----|------------------------|-----------|
| No Pedestrians Involved | | No Injury | 46 |
| In Road - Includes Shoulder | | No Data/NA | 6 |
| Crossing - Not in Crosswalk | | Suspected Minor Injury | 6 |
| Crossing in Crosswalk - At Intersection | | Possible Injury | 3 |
| Total | | Total | 61 |

| DUI PCF | CodeSection | COUNT |
|---|-------------|-----------|
| EXCEED SPEED LIMIT AS SET IN VC 22349 OR VC 22356 (I) | 22348 (A) | 1 |
| UNSAFE SPEED (BASIC SPEED LAW) (I) | 22350 | 60 |
| Total | | 61 |

| AccidentLocation | CodeSection | Count |
|-----------------------------------|-------------|-----------|
| Tenaya Lake Rd (1100 Block) | 22348 (A) | 1 |
| 1100 Blk Thistlewood Av | 22350 | 1 |
| 1200 Fifth Ave | 22350 | 1 |
| 1400 Melrose Ave | 22350 | 1 |
| 1500 Blk Glenwood Springs Av | 22350 | 1 |
| 1600 Paseo De Oro | 22350 | 1 |
| 1790 Santa Christina Ave | 22350 | 1 |
| 200 (block) Second Avenue | 22350 | 1 |
| 200 3rd Ave | 22350 | 1 |
| 200 Blk Third Av | 22350 | 1 |
| 2200 Blk Mackenzie Creek Rd | 22350 | 1 |
| 3000 Block Main St | 22350 | 1 |
| 600 (block) Telegraph Canyon Road | 22350 | 1 |
| 700 Blk Main St | 22350 | 1 |
| 700 Paseo Del Rey Blvd | 22350 | 1 |
| BIRCH RD | 22350 | 1 |
| Bonita Rd (4000 Block) | 22350 | 1 |
| Broadway (300 Block) | 22350 | 1 |
| Copper Penny Drive (1600 Blk) | 22350 | 1 |
| Davidson (500 Block) | 22350 | 1 |
| E H St | 22350 | 1 |
| E L Sreet (200 Block) | 22350 | 1 |
| E Oxford Street (100 Block) | 22350 | 1 |
| E Palomar St (1200 Block) | 22350 | 1 |
| E Street (500 Block) | 22350 | 1 |
| East H Street (700 Block) | 22350 | 1 |
| East J Street (600 Block) | 22350 | 1 |
| East Palomar St (900 Block) | 22350 | 1 |
| East Palomar Street (1200 Block) | 22350 | 1 |
| Total | | 61 |

LOCATION OF COLLISIONS



OUR VALUES



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PEDESTRIAN RELATED TRAFFIC COLLISIONS

COLLISION TOTALS

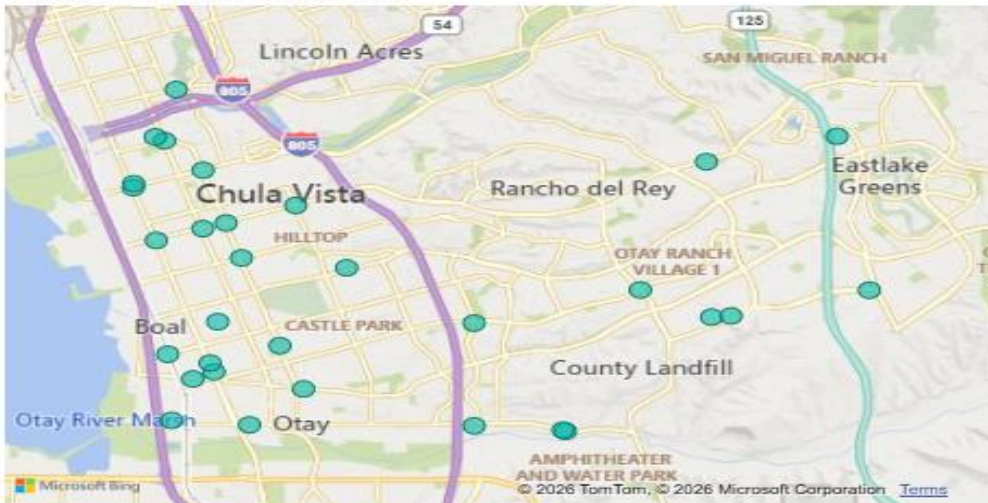
31

| PedestrianAction | Count | InjuryDesc | Count |
|---|-----------|------------------------|-----------|
| Crossing in Crosswalk - At Intersection | 9 | No Injury | 26 |
| In Road - Includes Shoulder | 8 | Possible Injury | 2 |
| Crossing - Not in Crosswalk | 7 | Unknown | 2 |
| Not in Road | 3 | Suspected Minor Injury | 1 |
| Unknown | 3 | Total | 31 |
| Crossing in Crosswalk - Not at Intersection | 1 | | |
| Total | 31 | | |

| DUI PCF | CodeSection | COUNT |
|--|-------------|-----------|
| N/A | N/A | 10 |
| RIGHT-OF-WAY:DRVR YIELD TO PEDESTRIAN IN CROSSWALK (I) | 21950 (A) | 6 |
| RIGHT-OF-WAY:PED NOT IN CROSSWALK YIELD TO VEHS (I) | 21954 (A) | 5 |
| UNSAFE SPEED (BASIC SPEED LAW) (I) | 22350 | 4 |
| RIGHT-OF-WAY:ENTERING HWY (I) | 21804 (A) | 2 |
| DUI ALCOHOL (M) | 23152 (A) | 1 |
| SIGNAL LIGHTS:CIRCULAR RED (I) | 21453 (A) | 1 |
| URNS:IMPROPER RIGHT HAND TURN (I) | 22100 (A) | 1 |
| URNS:UNSAFE TURN AND/OR NO TURN SIGNAL (I) | 22107 | 1 |
| Total | | 31 |

| AccidentLocation | CodeSection | Count |
|---------------------------------|-------------|-----------|
| Heritage Rd | 21453 (A) | 1 |
| E Street (100 Block) | 21804 (A) | 1 |
| H St (400 Blk) | 21804 (A) | 1 |
| Broadway Avenue | 21950 (A) | 1 |
| E H Street (1600 Block) | 21950 (A) | 1 |
| Fourth Ave (400 Block) | 21950 (A) | 1 |
| H Street | 21950 (A) | 1 |
| Hilltop Dr (800 Block) | 21950 (A) | 1 |
| Oxford Street (200 Block) | 21950 (A) | 1 |
| Broadway (1200 Block) | 21954 (A) | 1 |
| North 4th Avenue (00 Block) | 21954 (A) | 1 |
| Oxford Street (600 Block) | 21954 (A) | 1 |
| Santa Diana Road (1400 Block) | 21954 (A) | 1 |
| Third Avenue (600 Block) | 21954 (A) | 1 |
| Moss St (500 Blk) | 22100 (A) | 1 |
| 1100 Industrial Blvd | 22107 | 1 |
| 1600 Paseo De Oro | 22350 | 1 |
| 200 3rd Ave | 22350 | 1 |
| 700 Blk Main St | 22350 | 1 |
| Palomar St | 22350 | 1 |
| 400 (block) East Palomar Street | 23152 (A) | 1 |
| 1320 E 30th Street | N/A | 1 |
| 1840 Main Ct (private Lot) | N/A | 1 |
| 2015 Birch Road | N/A | 1 |
| 2240 Main St | N/A | 1 |
| 275 Orange Ave | N/A | 1 |
| 2817 Main Street | N/A | 1 |
| 757 Main Street | N/A | 1 |
| 878 Eastlake Pkwy | N/A | 1 |
| E Street (300 Block) | N/A | 1 |
| HILLTOP DRIVE | N/A | 1 |
| Total | | 31 |

LOCATION OF COLLISIONS



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MICRO-MOBILITY RELATED CALLS FOR SERVICE 2026

Calls for Service (CFS) by Incident Type

- Between January and March 2026, Chula Vista PD's Traffic Unit recorded 123 E-Bike related Calls for Service across five major incident types.
- Disturbance-Juvenile was the leading call type with 62 incidents, representing over 50% of all CFS activity — with a sharp spike in March (40). Reckless Driver was the second highest at 37 incidents, also peaking in March (18).
- The consistent month-over-month increase across all categories suggests growing e-bike activity in the field and warrants increased patrol presence heading into Q2 2026.

| CFS TYPE | Jan | Feb | Mar | Grand Total |
|------------------------|-----------|-----------|-----------|-------------|
| DISTURBANCE - JUVENILE | 6 | 16 | 40 | 62 |
| DISTURBANCE - PERSON | 2 | 0 | 5 | 7 |
| GRAND THEFT | 2 | 3 | 4 | 9 |
| MIN INJ TC | 0 | 4 | 4 | 8 |
| RECKLESS DRIVER | 12 | 7 | 18 | 37 |
| Grand Total | 22 | 30 | 71 | 123 |



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ALL MICRO-MOBILITY RELATED ACTIVITY BY DAY OF WEEK

Activity by Day of Week — Accidents, CFS & Citations

- Between January and March 2026, Chula Vista PD's Traffic Unit reported 246 total E-Bike related activities across all seven days. Accidents were concentrated on Sundays, Mondays, and Fridays, indicating higher collision risk on weekend edges
- Citations peaked on Wednesdays with 22 of 33 total, suggesting mid-week enforcement efforts are most productive. CFS activity remained consistently high throughout the week, with Sundays (45) and Fridays (38) seeing the heaviest call volumes.

| Day of Week | Accident | CFS | Citation |
|--------------------|-----------|------------|-----------|
| Sun | 3 | 45 | 0 |
| Mon | 4 | 16 | 0 |
| Tue | 0 | 32 | 6 |
| Wed | 0 | 24 | 22 |
| Thu | 0 | 16 | 4 |
| Fri | 3 | 38 | 1 |
| Sat | 0 | 32 | 0 |
| Grand Total | 10 | 203 | 33 |



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ALL MICRO-MOBILITY RELATED ACTIVITY BY MONTH THIS YEAR

Activity by Day of Week — Accidents, CFS & Citations

- Accident counts trended upward alongside call volume, increasing from 1 in January to 5 in March, suggesting a possible correlation between higher activity levels and collision frequency.
- Call volume increased significantly over time, with CFS rising from 44 in January to 114 in March, accounting for over half (56%) of the total calls during the three-month period.

| Month | Accident | CFS | Citation |
|--------------------|-----------|------------|-----------|
| Jan | 1 | 44 | 30 |
| Feb | 4 | 45 | 3 |
| Mar | 5 | 114 | 0 |
| Grand Total | 10 | 203 | 33 |



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MICRO-MOBILITY RELATED COLLISIONS 2026

Collisions By Vehicle Type

- Between January and March 2026, Chula Vista PD's Traffic Unit documented 10 total accidents involving electric mobility vehicles.
- Of those 10 total accidents, E-Bikes accounted for 90% of incidents (9 of 10), with accident frequency increasing each month — peaking in March with 5 total accidents. The sole E-Motorcycle accident also occurred in March.

| Veh Type | Jan | Feb | Mar | Grand Total |
|--------------------|----------|----------|----------|-------------|
| E-BIKE | 1 | 4 | 4 | 9 |
| E-MOTORCYCLE | 0 | 0 | 1 | 1 |
| Grand Total | 1 | 4 | 5 | 10 |



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Questions?



OUR VALUES



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Traffic Safety Commission

Bikeways and Pedestrian Facilities CIP Project Update

April 2026



Bikeways and Pedestrian Facilities CIP Project Update

CONSTRUCTION PHASE

Telegraph Canyon Rd Raised Median Improvements

Project to construct a new raised median to restrict westbound left-turns out of Old Telegraph Canyon Road and provide U-turn pocket and traffic signal modification at Telegraph Canyon Road & Medical Center Drive.



TRF0411 Pedestrian Improvements at Uncontrolled Mid-block crosswalk at Castle Park Middle School

Project will construct a pedestrian mid-block uncontrolled crosswalk on Quintard Street for Castle Park Middle School.



04/09/2026 TSC 76 of 85

CONSTRUCTION

Signal System Corridor Upgrade - Otay Lakes Road

Project will expand
the existing advanced
traffic signal system
along Telegraph
Canyon Road & Otay
Lakes Road



Heritage Rd Bridge Improvements and Main St Road Widening

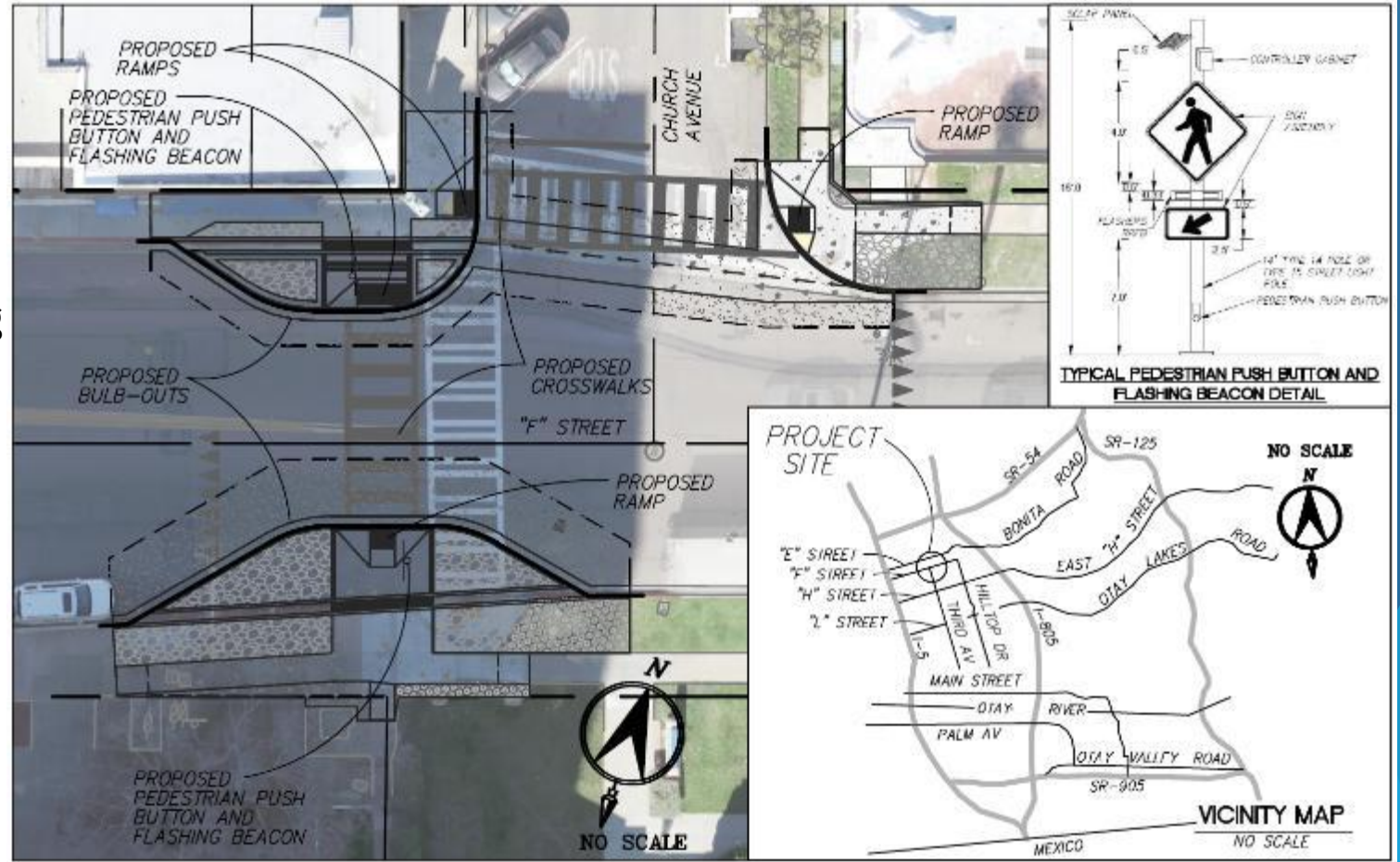
STM0386 - Project will complete the Heritage Road bridge improvements on Heritage Road from Entertainment Circle North (Amphitheater) to Main Street intersection crossing the Otay River

STM0388 - Main Street widening from Nirvana Avenue to Heritage Road & Main Street intersection



Enhanced Crosswalk at Intersection of F Street & Church Av

Project will incorporate concrete curb “bulb-outs” to provide additional sidewalk space for pedestrians, shortening the crossing distance on the crosswalk. The project will also install pedestrian-activated rectangular rapid flashing beacons (RRFBs).



Bikeways and Pedestrian Facilities CIP Project Update

DESIGN PHASE

Pedestrian Hybrid Beacon Upgrade - Intersection of Fourth Ave. & Orsett

Project includes upgrades to existing flashing beacon crossing at Fourth Avenue & Orsett Street in front of Lauderbach Elementary School to a pedestrian hybrid beacon



TRF0441

Valle Lindo Elementary School Mid-Block Pedestrian Crossing

Project will construct curb extensions at the pedestrian crossing located in the vicinity of Valle Lindo Elementary School.



*Project advertisement
estimated for Summer 2026

TRF0443

L Street & Industrial Blvd Intersection Improvements

Project will upgrade traffic signal hardware, install accessible pedestrian signal equipment and install ADA curb ramps.



*Project advertisement
estimated for Spring 2027

F Street Promenade Phase 1



DESIGN ONLY

*Project currently undergoing consultant selection for design services

QUESTIONS?

