

## 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:

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

## **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.

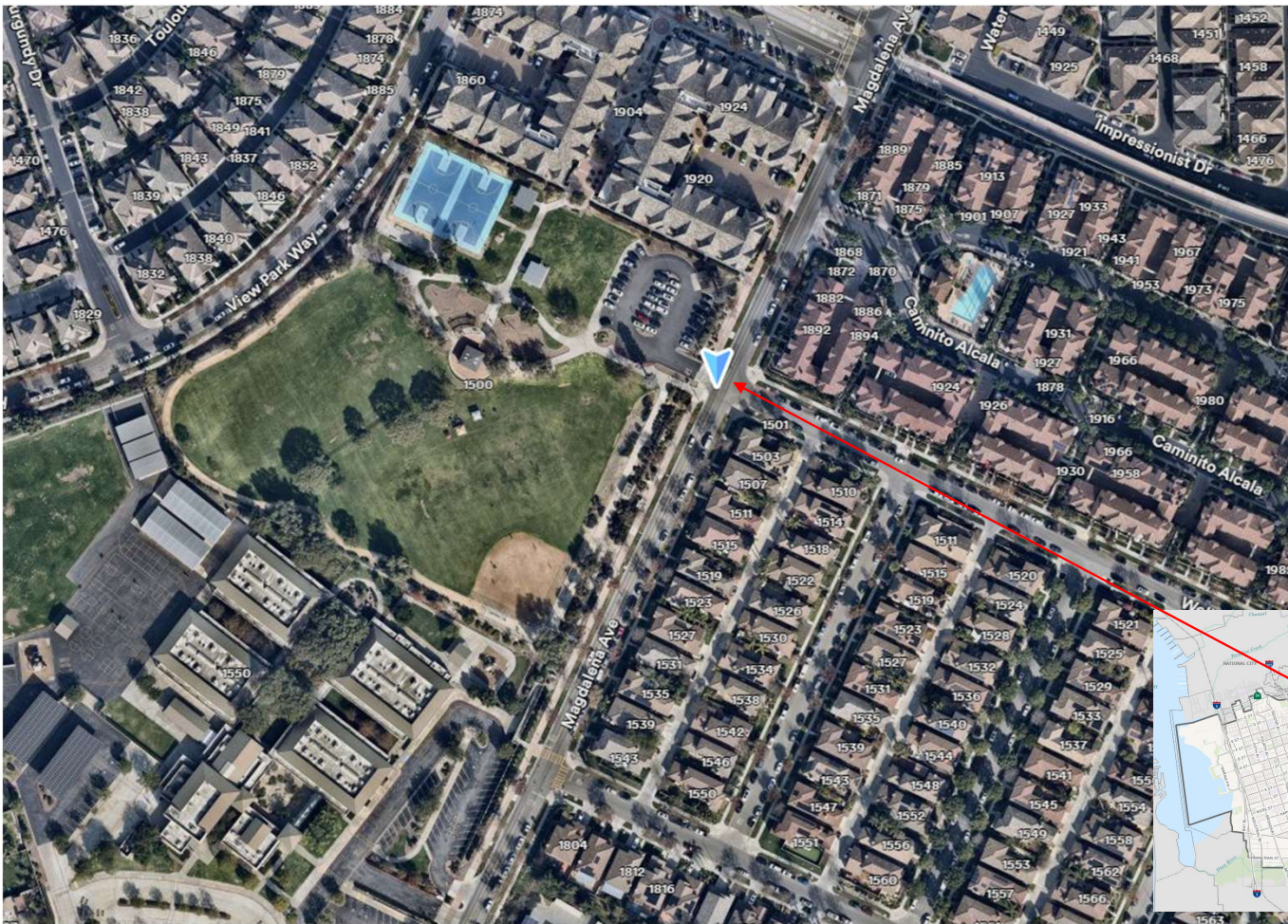
## **FISCAL IMPACT**

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      | <b>Magdalena Ave &amp; Wellbrook St</b> |                | PAGE     |
| DATE          | <b>12/1/2025</b>                        |                | 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  
Start Date End Date

**POINTS:** 0

**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.
- b) between 101'-250' from the intersection.
- c) between 251'-400' from the intersection.
- d) within 500' of the intersection.

**7** 7 points  
5 points  
3 points  
1 point

**7 pts**

**ALL-WAY STOP WARRANT SUMMARY**

|               |   |                |          |
|---------------|---|----------------|----------|
| LOCATION      | <b>Magdalena Ave &amp; Wellbrook St</b> |                | PAGE     |
| DATE          | <b>12/1/2025</b>                        |                | 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 )

|            |                |             |              |
|------------|----------------|-------------|--------------|
| <b>428</b> | <b>x 100 =</b> | <b>276%</b> | <b>0 pts</b> |
| <b>155</b> |                |             |              |

- 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      | <b>Magdalena Ave &amp; Wellbrook St</b> |                | PAGE     |
| DATE          | <b>12/1/2025</b>                        |                | 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:

$$\frac{\text{*24-Hour Minor St. Approach Volumes}}{\text{*24-Hour Major St. Approach Volumes}} \times 100 = \frac{1,177}{4,330} \times 100 = 27\%$$

| <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      | <b>Magdalena Ave &amp; Wellbrook St</b> |                | PAGE     |
| DATE          | <b>12/1/2025</b>                        |                | 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 &

**City:** Chula Vista

**Project#** 26-1102-004

Wednesday, January 28, 2026

**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  | 2  |

**Total Vol.** 120 202 **322** 477 344 **821**

GPS Coordinates: 32.625412, -116.975489

| Split %          | AM    |       |              | PM    |       |              |
|------------------|-------|-------|--------------|-------|-------|--------------|
|                  | NB    | SB    | Combined     | NB    | SB    | Combined     |
|                  | 37.3% | 62.7% | <b>28.2%</b> | 58.1% | 41.9% | <b>71.8%</b> |
| <b>Peak Hour</b> | 10:30 | 07:00 | <b>07:00</b> | 18:30 | 17:15 | <b>18:30</b> |
| <b>Volume</b>    | 31    | 52    | <b>78</b>    | 82    | 52    | <b>118</b>   |
| <b>P.H.F.</b>    | 0.70  | 0.70  | <b>0.76</b>  | 0.56  | 0.83  | <b>0.61</b>  |

**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 |    |    |
|------------------|----|----|----|----|----|----|
|                  | NB | SB | EB | NB | SB | EB |
| <b>Split %</b>   |    |    |    |    |    |    |
|                  |    |    |    |    |    |    |
| <b>Peak Hour</b> |    |    |    |    |    |    |
| <b>Volume</b>    |    |    |    |    |    |    |
| <b>P.H.F.</b>    |    |    |    |    |    |    |

|                  | AM    | PM    | Combined     |
|------------------|-------|-------|--------------|
| <b>Split %</b>   | 33.8% | 66.2% | <b>27.0%</b> |
|                  |       |       |              |
| <b>Peak Hour</b> | 10:00 | 07:00 | <b>07:00</b> |
| <b>Volume</b>    | 27    | 59    | <b>79</b>    |
| <b>P.H.F.</b>    | 0.84  | 0.67  | <b>0.76</b>  |

**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  | 12:45 | 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  | 13:45 | 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  | 14:45 | 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  | 15:45 | 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  | 16:45 | 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 | 17:45 | 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 | 18:45 | 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 | 19:45 | 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 | 20:45 | 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 | 21:45 | 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 | 22:45 | 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 | 23:45 | 0  | 0  | 2  | 8  | 8   |

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

GPS Coordinates: 32.625412, -116.975489

| Split %          | AM    |       |              | Daily Totals |              |              |
|------------------|-------|-------|--------------|--------------|--------------|--------------|
|                  | NB    | SB    | EB           | WB           | Combined     |              |
|                  |       |       | 611          | 566          | <b>1177</b>  |              |
|                  |       |       | PM           |              |              |              |
|                  |       |       | 56.7%        | 43.3%        | <b>70.8%</b> |              |
| <b>Peak Hour</b> | 11:45 | 07:30 | <b>07:00</b> | 18:30        | 12:30        | <b>12:30</b> |
| <b>Volume</b>    | 45    | 45    | <b>76</b>    | 79           | 53           | <b>125</b>   |
| <b>P.H.F.</b>    | 0.75  | 0.75  | <b>0.73</b>  | 0.56         | 0.51         | <b>0.58</b>  |

**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

Wednesday, January 28, 2026

**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  |

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

**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

|                  | Daily Totals |       |              |             | Combined     |
|------------------|--------------|-------|--------------|-------------|--------------|
|                  | NB           | SB    | EB           | WB          |              |
|                  | 2001         | 2015  |              |             | <b>4016</b>  |
| <b>Split %</b>   | 45.3%        | 54.7% | <b>AM</b>    | <b>PM</b>   | <b>67.9%</b> |
| <b>Peak Hour</b> | 07:30        | 07:15 | <b>07:30</b> | 15:30 15:15 | <b>15:15</b> |
| <b>Volume</b>    | 242          | 317   | <b>534</b>   | 299 224     | <b>517</b>   |
| <b>P.H.F.</b>    | 0.86         | 0.89  | <b>0.87</b>  | 0.78 0.75   | <b>0.87</b>  |

**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 |     |
|           |    |     |    |     |           |    |     |    |     | 362 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 289 |
| 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  |     |
|           |    |     |    |     |           |    |     |    |     | 216 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 349 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 315 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 290 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 306 |
| 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 |     |
|           |    |     |    |     |           |    |     |    |     | 233 |
| 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  |     |
|           |    |     |    |     |           |    |     |    |     | 162 |
| 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  |     |
|           |    |     |    |     |           |    |     |    |     | 139 |
| 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  |     |
|           |    |     |    |     |           |    |     |    |     | 103 |
| 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  |     |
|           |    |     |    |     |           |    |     |    |     | 60  |

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

GPS Coordinates: 32.625412, -116.975489

|                  | Daily Totals |       |              |           | Combined    |              |
|------------------|--------------|-------|--------------|-----------|-------------|--------------|
|                  | NB           | SB    | EB           | WB        |             |              |
|                  | 2098         | 2232  |              |           | <b>4330</b> |              |
|                  | <b>AM</b>    |       |              | <b>PM</b> |             |              |
| <b>Split %</b>   | 42.4%        | 57.6% | <b>34.8%</b> | 51.7%     | 48.3%       | <b>65.2%</b> |
| <b>Peak Hour</b> | 07:30        | 07:15 | <b>07:15</b> | 15:45     | 12:00       | <b>12:15</b> |
| <b>Volume</b>    | 178          | 262   | <b>433</b>   | 223       | 194         | <b>395</b>   |
| <b>P.H.F.</b>    | 0.78         | 0.64  | <b>0.68</b>  | 0.66      | 0.93        | <b>0.82</b>  |



Location: Magdalena Ave & Wellbrook St

Date: Tuesday, January 27, 2026

Project Number: 26-1102-010

| PEDESTRIANS  |              |           |              |          |             |          |             |           |            |           |
|--------------|--------------|-----------|--------------|----------|-------------|----------|-------------|-----------|------------|-----------|
|              | SOUTH X-WALK |           | NORTH X-WALK |          | WEST X-WALK |          | EAST X-WALK |           | Total      | Pk Hr Vol |
|              | 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          |           |
| <b>TOTAL</b> | <b>11</b>    | <b>14</b> | <b>3</b>     | <b>4</b> | <b>20</b>   | <b>3</b> | <b>42</b>   | <b>11</b> | <b>108</b> |           |

| BICYCLES |              |    |              |    |             |    |             |    |       |           |
|----------|--------------|----|--------------|----|-------------|----|-------------|----|-------|-----------|
|          | SOUTH X-WALK |    | NORTH X-WALK |    | WEST X-WALK |    | EAST X-WALK |    | Total | Pk Hr Vol |
|          | 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           | 0  | 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   |

















**City of Chula Vista  
Traffic Engineering Department**

**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**

|                |                         |              |                            |                             |             |                      |                     |                                   |                |
|----------------|-------------------------|--------------|----------------------------|-----------------------------|-------------|----------------------|---------------------|-----------------------------------|----------------|
| <b>9407590</b> | <b>1/23/2022</b>        | <b>14:24</b> | 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    |
| <b>Party</b>   | 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                        |                |
| <b>Party</b>   | 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                        |                |
| <b>Party</b>   | 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                        |                |
| <b>Party</b>   | 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.

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

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

---

Rodney Caudillo, Chair

ATTEST:

---

Florence Picardal, Secretary