

# Silvercrest Residence Pedestrian Audit

Address: 636 Third Avenue, Chula Vista, CA 91910

Date: March 5, 2026

The purpose of this pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian network around Silvercrest Residence. This audit was coordinated with Salvation Army staff. Participants provided input on issues that make walking and biking unsafe or uncomfortable along the route as well as on what they enjoyed about the walk. The audit was attended by Circulate Planning & Policy, Salvation Army staff, and residents of Silvercrest.

Silvercrest Residence is located near Downtown Chula Vista, near the County of San Diego's Assessor Office and other grocery stores. This audit took place along Third Avenue, between G Street and I Street. Between 2020-2024, there were 10 pedestrians injured, 1 pedestrian killed, and 4 bicyclists injured within a quarter mile of the audit route (see Figure 1). On July 22, 2025, 87-year-old Agustina Acosta was killed after being struck by a driver in a pickup truck inside a Chula Vista parking structure at the intersection of H Street and Third Avenue.












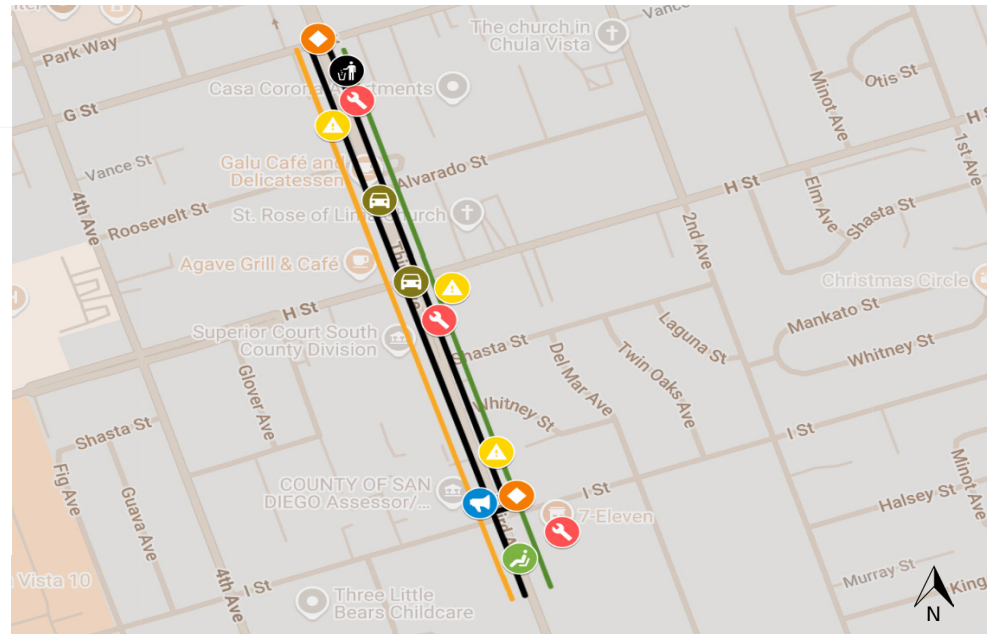
FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO SILVERCREST RESIDENCE (2020-2024)

### Audit Route

Audit Route

### Observations

-  Broken Sidewalk
-  Obstruction
-  Short Crossing Window
-  Driver Infractions Observed
-  Bus Stop Lacking Amenities
-  Audible Crossing
-  Wide Sidewalk
-  Sharrow
-  Trash or Debris



**FIGURE 2. SILVERCREST RESIDENCE AUDIT RESULTS**



**FIGURE 3. BROKEN SIDEWALKS ALONG THIRD AVENUE MADE TRAVERSING DIFFICULT FOR THOSE USING MOBILITY AIDS.**



**FIGURE 4. AT THIRD AVENUE AND I STREET, PARTICIPANTS ENCOUNTERED A SHORT CROSSING WINDOW**

This audit focused on pedestrian infrastructure concerns raised by Silvercrest residents (Figure 2), highlighting locations near their residence where improvements could enhance safety and comfort. During the audit, participants noticed how the sidewalk conditions improved in some areas as they got closer to downtown Chula Vista. As the group traversed south on the eastern side of the street, they encountered multiple areas with broken sidewalks, particularly near I Street, which made traversing difficult (Figure 3). While most crosswalks provided participants with sufficient time to cross, the signal at Third Avenue and I Street was concerning. The east-to-west crossing had a short crossing window, meaning some participants with mobility challenges were still in the crosswalk when the countdown ended, and the light changed (Figure 4). Residents also identified locations lacking basic pedestrian infrastructure, noting, for example, that the bus stop near their residence lacked a bench and a sheltered bus stop. During the audit, the group had to constantly point out tripping hazards such as broken utility boxes, poles with exposed wires, trash, and overgrown plants, cautioning participants to navigate carefully. Overall, the audit highlighted the need for smoother sidewalks, longer crossing windows, benches, and sheltered bus stops, and removal of tripping hazards to enhance safety and comfort for all pedestrians, including those with mobility aids.

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