

2024

Community Walk Audit REPORT

PREPARED FOR
SAN DIEGO COUNTY
CHILDHOOD OBESITY INITIATIVE

www.sdcoi.org

PREPARED BY
UCSD CENTER FOR COMMUNITY HEALTH
ALTMAN CLINICAL AND TRANSLATIONAL RESEARCH INSTITUTE

[www.https://ucsdcommunityhealth.org/](https://ucsdcommunityhealth.org/)



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ACRONYMS

Abbreviations	Definitions
ACTRI	Altman Clinical and Translational Research Institute
CC	Community Council
CCH	Center for Community Health
COI	Childhood Obesity Initiative
HHS	Health and Human Services
HHS A	Health and Human Services Agency
OMH	Office of Minority Health
RLA	Resident Leadership Academy
SANDAG	San Diego Association of Governments
SAY	Social Advocates for Youth
SBCS	South Bay Community Services
SFN	Safety Focus Network
UCSD	University of California, San Diego

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1. INTRODUCTION

Nearly 14% of children in San Diego County are overweight and over 28% of teens in the county are overweight or obese.¹ The environments in which children live, learn, and play contribute to their health behaviors and likelihood to experience obesity or other chronic diseases. To prevent and mitigate diet and sedentary-related chronic diseases like obesity, diabetes, heart disease and stroke, the San Diego County Childhood Obesity Initiative (COI) supports policy, systems, and environmental change work to promote healthy eating and active living throughout San Diego County, prioritizing low-income communities and communities of color.

Active living has been a long-standing COI priority area. In 2018 COI partners, Alta Planning + Design, Circulate San Diego, and San Diego County Health and Human Services Agency (HHS) conducted analysis of intersections with the most bicyclist/pedestrian-involved collisions within 0.5 miles of a public school in 17 cities.² The goal was to inform Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries and promote Safe Routes to Schools, a movement to increase the number of children walking and biking safely to school.

The COI Community Council (CC), a diverse group of residents from areas most impacted by persisting health disparities, recently developed a community-centered policy agenda which includes safe streets for all, particularly around schools, parks, and health care facilities so that children and families can get to critical facilities safely while walking, biking, or taking other modes of transportation.

When the San Diego Association of Government's (SANDAG) began inviting communities to provide suggestions for road safety improvements, better biking and walking connections, and more throughout the region, the COI was ready to participate. Community input will be used to inform SANDAG's Active Transportation Plan and Regional Vision Zero Action Plan.

1 County of San Diego, Health and Human Services Agency, Public Health Services, Community Health Statistics Unit, 08/2022.

2 San Diego Childhood Obesity Initiative (n.d.). Vision Zero + Safe Routes to Schools <https://sdcoi.org/vision-zero-safe-routes-to-school-resource-sheets/>

From January to May of 2024, COI partners worked with SANDAG to create awareness about the plan updates; identify schools, parks, and healthcare facilities in the Safety Focus Network (SFN), areas that currently experience high rates of transportation-related deaths and severe injuries; engaged the COI network in walk audits in the SFN; and provide community feedback on street safety. The following sections include a brief background of the San Diego County Childhood Obesity Initiative, description of data collection methods, as well as walk audit findings and recommendations.

1.1 San Diego County Childhood Obesity Initiative

The San Diego County Childhood Obesity Initiative (COI) was formed in 2006 as a multi-sector coalition with a mission of reducing and preventing childhood obesity by advancing policy, systems, and environmental change through a collective impact model. Its vision is for healthy eating and active living to result in optimal health and wellness for all children and families in the San Diego region. The COI takes a comprehensive, community-based approach to combat childhood obesity by addressing social determinants of health associated with healthy eating and active living.

The COI structurally incorporates community partnership in all aspects of the initiative. In 2022, the Community Council (CC) was formed to center community voice in every aspect of our collective work (Figure 1). To-date there are 16 active members from diverse demographic backgrounds and live in different county regions where health disparities persist. The CC has three Tri-Chairs guiding the development of the CC and providing strategic vision by serving in leadership roles at several levels in the COI including the Domain, Leadership, and Executive Leadership Council.



Figure 1. San Diego County Childhood Obesity Organizational Chart

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Domain workgroups include Government, Healthcare, Schools and After- School, Early Childhood, Community, Media, and Business. The San Diego County Board of Supervisors provides core funding for the COI and the University of California, San Diego (UCSD) Center for Community Health (CCH) at the Altman Clinical and Translational Research Institute (ACTRI) serves as the backbone facilitating organization.

The COI utilizes the collective impact model to coordinate countywide programs, sustain cross- sector public-private partnerships, and create an environment that encourages children and families to develop lifelong healthy habits. The COI has over 400 collaborative partners.

2. HOW WE DID IT

Led by the COI Government Domain, the COI developed a three-pronged (2.1-2.3) approach to create awareness of the SANDAG's transportation plan updates and collect community input to collectively contribute to the development of safer streets.

2.1 Plan

2.1.1 SANDAG Data

SANDAG has identified schools, parks, and healthcare facilities located within its designated Safety Focus Network (SFN) - areas that currently experience high rates of transportation-related deaths and severe injuries. These SFN locations are prioritized by transportation agencies to receive funding for safety improvements. A list of schools, parks, and healthcare facilities within the SFN was provided to COI partners to highlight priority areas. Partners were encouraged to conduct walk audits anywhere they had concerns, especially in the SFN.

2.2 Engage

2.2.1 Training

A walk audit training was developed and conducted by the COI Government Domain Co-Chair, Kristen Haukom, Senior Planning Associate at Alta Planning and Design. She is a national subject matter expert on Safe Routes to Schools and active transportation. An online training was



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delivered five separate times during January and February of 2024 to five groups including the Government, Schools and After School, Healthcare, and Early Childhood Domain workgroups plus the Community Council. The training was recorded in English and translated into Spanish. A two page walk audit guide was also developed in English (Appendix A) and Spanish (Appendix B) to accompany the training. The guide included links to the training videos and instructions on how to plan, conduct, and share their findings with the COI team.

2.2.2 Outreach

The Vision Zero Action Plan update was promoted on COI social media accounts and shared with over 400 partners via the weekly COI partner newsletter. Outreach materials included SANDAG’s social media materials (Figure 2) along with the COI walk audit guides.

2.3 Act

2.3.1 Resident Activation and Data Collection

From January to March 2024, COI partners activated their social networks which included residents and organizations to conduct walk audits in their neighborhoods and areas of concern. They mapped out the walk route, wore safety vests, documented their observations and feelings of safety on paper and took photos to provide more evidence of walkability issues they encountered. The COI backbone team provided walk audit materials including walk audit maps, safety vests, clipboards, and pens, as needed. Participants shared their data with the COI team after the walk audit to later create individual walk audit reports.

2.3.2 Walk Audit Reports

The COI backbone team developed a walk audit template to create uniform reports. Staff conducted basic research on neighborhood characteristics and input walk audit data gathered by auditors into each report.



Figure 2: Social media posts in English and Spanish

3. WHAT WE FOUND



On March 6, 2024, SANDAG staff attended the COI All-Partner Convening to conduct their Pillars of Street Safety activity and present the purpose and goals of the Vision Zero Action Plan update. Over 40 COI partners attended the meeting. Community walk auditors shared their initial findings from eight walk audits. These walk audits were sent on April 1, 2024, to SANDAG for evaluation and incorporation into the Vision Zero Action Plan update.

This convening generated excitement among partners, and five more walk audits were conducted in April-May 2024. Four of these audits were organized by the Business and Community Domains to engage business and community leaders. All audits are included in the analysis and appendices of this report. This section provides information about the participants (community walk auditors), locations of walk audits, identified themes of concern, and regional recommendations.

COI partners completed 13 walk audits around the county. Table 1 lists the walk audit sites by location, city or county, HHS Region, and community walk auditor names and their affiliations.

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Table 1. Walk Audit Sites

Site #	Location	City/County	HHS Region	Community Walk Auditor Names and Affiliations
01	Harborside	Chula Vista	South	Regina Moreno, COI Community Council Miriam Couret, SBCS Promotoras Parents & Caregivers, Harborside Elementary
02	Loma Verde	Chula Vista	South	Jazmin Cardona, COI Community Council
03	Barrio Logan	San Diego	Central	David Barber-Dunham, COI Community Council Jose “Pepe” Luis, Barrio Logan resident Kristin Haukom, Alta Planning + Design Deirdra Kleske, SD County HHS Lan Nguyen, Jackie Resnick, and Luis Galvan, COI
04	Chollas View	San Diego	Central	David Barber-Dunham, COI Community Council Donna DeBerry, President of SD Black Chamber of Commerce Lan Nguyen and Liliana Osorio, COI
05	City Heights	San Diego	Central	Guillermina Rice, COI Community Council Marlin Rice, City Heights Resident
06	Encanto	San Diego	Central	Luis Galvan, COI Andrea Rodriguez, Office of Chairwoman Vargas
07	Lincoln Park	San Diego	Central	Tana Lepule, COI Community Council Amelia Barile-Simon, and Ramona Prado, SD County HHS Shana Wright, COI
08	Lincoln Park	San Diego	Central	Bonnie Beckman Spear, COI Community Council Anniza Gallegos, Shannon Stracener, and Maddie Heeren, SAY SD Deirdre Kleske, SD County HHS Jackie Resnick, COI
09	Southcrest	San Diego	Central	Judit Garcia, COI Community Council Deirdre Kleske, Alondra Estrada, and Lourdes Dovalina, SD County HHS
10	Balboa Ave Transit Center	San Diego	North Central	Carlos Rojas, Pacific Beach resident
11	Otay Mesa	San Diego	South	Maritza Chavarin, Blanca Rodriguez, and Becky Lowe, Resident Leadership Academy Otay Mesa
12	Julian	Unincorporated, San Diego County	North Inland	Bonnie Beckman Spear, COI Community Council Group of Julian mothers
13	Wynola	Unincorporated, San Diego County	North Inland	Bonnie Beckman Spear, COI Community Council Kelly Baas, Kathleen McKenzie, Thomas, Spencer Valley School District

3.1 Who participated

Seven CC members organized neighborhood residents and organizations from several regions within the County of San Diego to serve as community walk auditors. Participants included representatives from the San Diego Black Chamber of Commerce, San Diego County HHSA, SAY San Diego, Alta Planning+ Design, South Bay Community Services (SBCS), Resident Leadership Academy (RLA) – Otay Mesa, policy advisors from elected offices including the Office of Chairwoman Vargas and the Office of Assembly member Akilah Weber, and community residents.

3.2 Walk Audit Locations

Most walk audits (69%) were conducted in the City of San Diego spanning three county regions (Central, North Central, and South). Two walk audits were conducted in the City of Chula Vista (South) and two in unincorporated San Diego County (North Inland).



Figure 3: Photo of Hartley & 47th St in Lincoln Park. Well-maintained sidewalk with pedestrian signal and painted crosswalk.



Figure 4: Photo of Imperial & 63rd in Encanto. Well-maintained sidewalk and landscaping.

3.3 Helpful Walking Assets

A walk audit is an activity designed to encourage community members to evaluate the walking environment and identify issues that affect their comfort and safety. COI's community walk auditors completed this task and they were also encouraged to identify and document existing walking assets that are helpful to a particular location. Eight of 13 audits included a few details noting walking assets. Identification of these walking assets is critical because they can help inform future infrastructure developments and further study to determine when public education campaigns and healthy behavior messages are needed to support the proper usage of existing infrastructure such as pedestrian-activated traffic signals. Additionally, identified assets can serve as tangible examples for future design improvements and serve as a point of pride for community residents to reclaim usage of public right-of-way spaces as shown in Figure 3 and 4.

3.4 Themes of Concern & Regional Recommendations

3.4.1 City of Chula Vista: South Region

Teams of community walk auditors conducted two walk audits, primarily around school and public park locations, in South San Diego County in the City of Chula Vista (Sites 01-02). Auditors identified significant barriers to safe sidewalk passage and other public right-of-way spaces were also noted due to unregulated vendors, unhoused individuals and encampments (Figure 5).

Auditors at these sites had several specific recommendations for improvements. Overall, recommendations included adding or improving sidewalks (paving, trash and graffiti removal, tree and brush maintenance, and addressing public right-of-way encroachment from unhoused people and vendors), improved crosswalks (repainting, pedestrian crossing signs), and installing new traffic calming measures. See Table 2 for recommendations and Appendix C and Appendix D for more details on Sites 01-02.

3.4.2 City of San Diego: Central, North Central, and South Regions

Teams of community walk auditors conducted seven walk audits in Central San Diego around schools, libraries, health clinics, and other critical community resource locations in the City of San Diego (Sites 03-11). One major area of concern identified includes a lack of or poor maintenance of pedestrian infrastructure such as cracked, narrowed, unshaded, and trash-strewn sidewalks and limited or unmarked/unpainted crosswalks on busy streets. A lack of curb cut outs for wheel chair and stroller accessibility was also observed. Poor biking infrastructure was noted on most Central audits, indicating a need for more designated bike lanes painted green for high visibility. Lastly, evidence of the city's ongoing homelessness crisis was noted in two audits (Site 03 in Barrio Logan and Site 05 in City Heights), as unhoused individuals, encampments, dangerous trash items (hypodermic needles, glass), and human waste created physical barriers for pedestrian travel on sidewalks.

Overall, auditors recommend investment in improved crosswalk infrastructure (marked, painted, flashing lights, timed), install more curb cut outs for increased sidewalk accessibility, plant trees and other vegetation for shade and neighborhood beautification, improve biking infrastructure, and install shade structures and trash cans at identified transit stops (Figure 6).

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Figure 5. Photo of encampment encroaching on sidewalk. Impeding pedestrian travel near Harborside Elementary School and Harborside Park in Chula Vista.

Table 2. Recommendations for Sites 01-02.

Site #	Location	Recommendations
01	Harborside	<ul style="list-style-type: none"> • Limit the size of the set-up of sidewalk vendors located on Oxford St across from Harborside Park leading to Harborside Elementary to provide a fair and safe pathway for parents and students. • Reduce the speed limit of Industrial Blvd from 40 mph to 25 mph to reflect the speed limit in front of Harborside Elementary or incorporate another traffic safety measure to create a safer environment for students crossing the corner of Naples St and Industrial Blvd. • Graffiti & trash clean-up, add public trash bins. • Installing more streetlights & speed limit signs. • Add new crosswalks. • Maintain trees along the perimeter of Oxford St, Industrial Blvd, and Naples St.
02	Loma Verde	<ul style="list-style-type: none"> • School parking improvement and maintenance, including installing new traffic signs and pedestrian crossing road signs on crosswalks leading into the school parking lot.

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Figure 6: Photo of 47th St in Lincoln Park. No shelter, shade, or trashcan at bus stop.



Figure 7: Photo of poorly lit and narrow sidewalk I-5 underpass on Garnet Ave.

One community walk auditor conducted one walk audit around the Balboa Avenue Transit Center (Site 10), which includes the Balboa Ave Trolley Stop, a popular stop for commuters that sits on the east side of the I-5. Identified areas of concern include speed of car travel, lack of sidewalk buffer and narrow sidewalks, drivers disobeying “no turn on right” sign, poor overhead lighting under the overpass (Figure 7). The auditor recommends improving the road layout, and shoulders, widening sidewalks, and installing sidewalk buffers to encourage biking and safer pedestrian travel along Garnet Avenue.

Walk auditors in Otay Mesa (Site 11) identified major concerns associated with lack of sidewalk infrastructure and poor maintenance around pedestrian pathways. Students are forced to walk along high speed roadways to get to and from school. There is a need for sidewalks, street calming measures, and signage to enhance pedestrian safety.

See Table 3 for recommendations and Appendices E-M for more details on Sites 03-11.

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Table 3. Recommendations for Sites 03-11.

Site #	Location	Recommendations
03	Barrio Logan	<ul style="list-style-type: none"> • Label crosswalks at 4-way stop intersections on Newton Ave & Beardsley St and Newton Ave & Sigsbee St with car stop lines. • Implement 15-minute parking in front of Perkins Elementary on Newton Ave or designate drop-off and pick-up zones to minimize congestion and improve traffic flow. • More street lighting along Newton Ave, especially in front of Perkins Elementary. • Improve and maintain sidewalk leading to Monarch School and Perkins Elementary on S 16th St between Newton Ave & National Ave.
04	Chollas View	<ul style="list-style-type: none"> • Plant trees and tall vegetation in the Market St. median to slow down traffic, reduce urban heat, and beautify the community. • Mark pedestrian and bike pathways clearly on the road and sidewalks. • Add a shelter and trashcan at the bus stop on the northeast corner of Market St. and 47th.
05	City Heights	<ul style="list-style-type: none"> • Include more crosswalk infrastructure support/signals on Orange Ave between 37th and 38th St. • The flashing pedestrian warning sign is helpful, but this is not enough for a busy street, especially when students are arriving at and leaving school each day.
06	Encanto	<ul style="list-style-type: none"> • Install bike lane along Imperial Ave (beyond 63rd St). • Maintain multiple crosswalks along Imperial Ave, especially between 61st St & 68th St, needs to be repainted. • Paint new crosswalks between the main sidewalk on Imperial Ave and the train tracks so pedestrians can cross safely. • Sidewalk needs maintenance along Imperial Ave especially between Woodman St and 63rd St. • Install bus stop shade coverings, speed limit signs, and trees along Imperial Ave.
07	Lincoln Park	<ul style="list-style-type: none"> • Add one or more stop signs and/or stop lights at the intersections along 47th street to slow traffic. Include crosswalk paint on the road where new stops are added. • We spoke with a resident, and they recommended putting a walkway bridge over the road to ensure people can safely cross without relying on cars to slow down. • Add a shade structure, bench, and trashcan to bus stop. • Repave the section of sidewalk that leads to the trolley station, so it is easily accessible to pedestrian and wheelchair traffic. • Add shade trees along the sidewalk.
08	Lincoln Park	<ul style="list-style-type: none"> • Install curb cuts at the SW and SE corners of Market and Euclid intersection. • Install bike lane along Euclid Ave.

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Site #	Location	Recommendations
09	Southcrest	<ul style="list-style-type: none">• Add at least one crosswalk with pedestrian crossing road signs along S 40th St between Alpha St and Gamma St to prevent children and families from crossing the street mid-block, especially since S 40th St is on a hill.• Add a speedometer on S 40th St.• Install pedestrian crossing road signs at the main school intersection of S 40th St & Alpha St.• Label crosswalks at the intersections 1-2 blocks away from the entrance/exit of the school, including the intersection between S 40th St and Gamma St.• Fix and maintain sidewalks leading to Cesar Chavez Elementary.
10	Balboa Ave. Transit Center	<ul style="list-style-type: none">• Pedestrians need a convenient, safe, and attractive route to reach Mission Bay Park and Pacific Beach.• Bikes should be encouraged with major modifications to the road layout and shoulders.• Sidewalk buffers can provide a sense of relief to pedestrians walking along a high-speed road like Garnet Ave.
11	Otay Mesa	<ul style="list-style-type: none">• Install proper sidewalk that connects the rest of Otay Mesa Rd to Caliente Ave.• Add traffic-calming measures as vehicles on Otay Mesa Rd approach Caliente Ave.• Repaint crosswalks on the intersection of Otay Mesa Rd & Caliente Ave.

3.4.3 Unincorporated San Diego County; North Inland Region

Teams of community walk auditors conducted two walk audits around school locations in Julian and Santa Ysabel in unincorporated San Diego County (Sites 12-13). The lack of sidewalks, crosswalks, and 4-way stop signs at intersections were identified as challenges to safe walking in both locations (Figure 8). Additionally, a normative high speed of car travel and poor visibility of speed limit enforcement signs were reported as contributing factors to safety concerns and poor overall walkability.



Figure 8: Photo of CA-78 and C St. in Julian without 4-way stop or crosswalk near school.

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Auditors recommend installing radar speed signs, flashing lights ahead of blind curves, paved sidewalks, widening the finished road shoulder, and adding 4-way stop intersections. See Table 4 for recommendations and Appendices N and O for more details on Sites 12-13.

Table 4. Recommendations for Sites 12-13.

Site #	Location	Recommendations
12	Julian	<ul style="list-style-type: none">• Install radar speed signs on CA-78 at the school zone near the intersection of CA-78 & 2nd St.• Install sidewalk on CA-78 leading into town starting at the corner of CA-78 & 2nd St.• Insert pavement on the dirt path from C St to 2nd St along Cape Horn Ave.• Add more 4-way stop intersections with labeled crosswalks within the town of Julian, especially at the intersections with CA-78 (including B St and C St).
13	Wynola	<ul style="list-style-type: none">• Further reduce the speed limit around Spencer Valley School, including installing flashing lights to draw drivers' attention to the need to slow down.• Widen the finished shoulder.

4. CONCLUSION



The COI is committed to improve active living by design. COI Community Council members and partners continue to remain steadfast in their commitment to advocate for the (re)design and (re)development of safe streets for all, especially around schools, parks, and healthcare facilities.

Community walk auditors assessed a diversity of geographic locations and found interconnected community needs and interests. They observed walkability assets, challenges, and documented barriers and recommendations along 13 unique walking routes throughout the County of San Diego. Auditors and the COI partner network aim to inform transportation plans including SANDAG'S Active Transportation Plan Update and Regional Vision Zero Action Plan to improve walking, biking, and all forms of active transit in priority neighborhoods in San Diego County. Children, families, and the community deserve safer streets for healthy and active living.

APPENDIX A

Walk Audit Guide in English

When in doubt, go for a walk!

Got a traffic safety concern? Want to improve walking and biking to improve children's health? Here's how you can help!

The San Diego Childhood Obesity Initiative (COI) is partnering with the San Diego Association of Governments (SANDAG) to collect feedback on the [Vision Zero Action Plan](#) to make our streets safer.

We invite community members and partners to **plan, conduct, and share a walk audit** - a traffic safety assessment of an area. The purpose of a walk audit is to identify barriers to walking or bicycling along the route between home (or other starting point) and school, work, grocery stores, healthcare facilities, or other critical community spaces.

How to Conduct a Walk Audit

Watch a quick walk audit training video: [English](#) and [Spanish](#)

Plan

Step 1: Identify a specific location (school, park, health clinic, library, intersection, etc.). Print out an aerial map of the location with ¼ mile radius ([google maps](#)). Plan your route.

Step 2: Identify participants. You can do this by yourself or involve staff at your organizations or other partners.

Step 3: Select day and time, preferably choose a time when there is a lot of traffic to better capture challenges.

Step 4: Gather your materials. Bring the printed aerial map, clipboard, pen, camera, checklist, and reflective vest (recommended).

Conduct

Step 5: The goal of the walk audit is to share your knowledge, attitudes, and beliefs about traffic safety about a specific area. You can handwrite or type up your observations on the printed map using highlighters and pens (see example). Here are some things you can ask yourself when conducting the walk audit:

- What do I notice on my walk about people walking, biking, or driving?
- What did I notice about the built environment (sidewalks, crosswalks, lighting, roads, etc.)?
- What did I notice about the natural environment (trees, bushes, sun, heat, cold, etc.)?
- What "feels" unsafe? What "feels" safe?
- Do I/Would I feel comfortable walking, biking, or driving around here?

Share

Step 6: Share your findings with COI and SANDAG by bringing them to the March 6th in-person all-partner event or email them to sd-coi@ucsd.edu by **March 25th**.

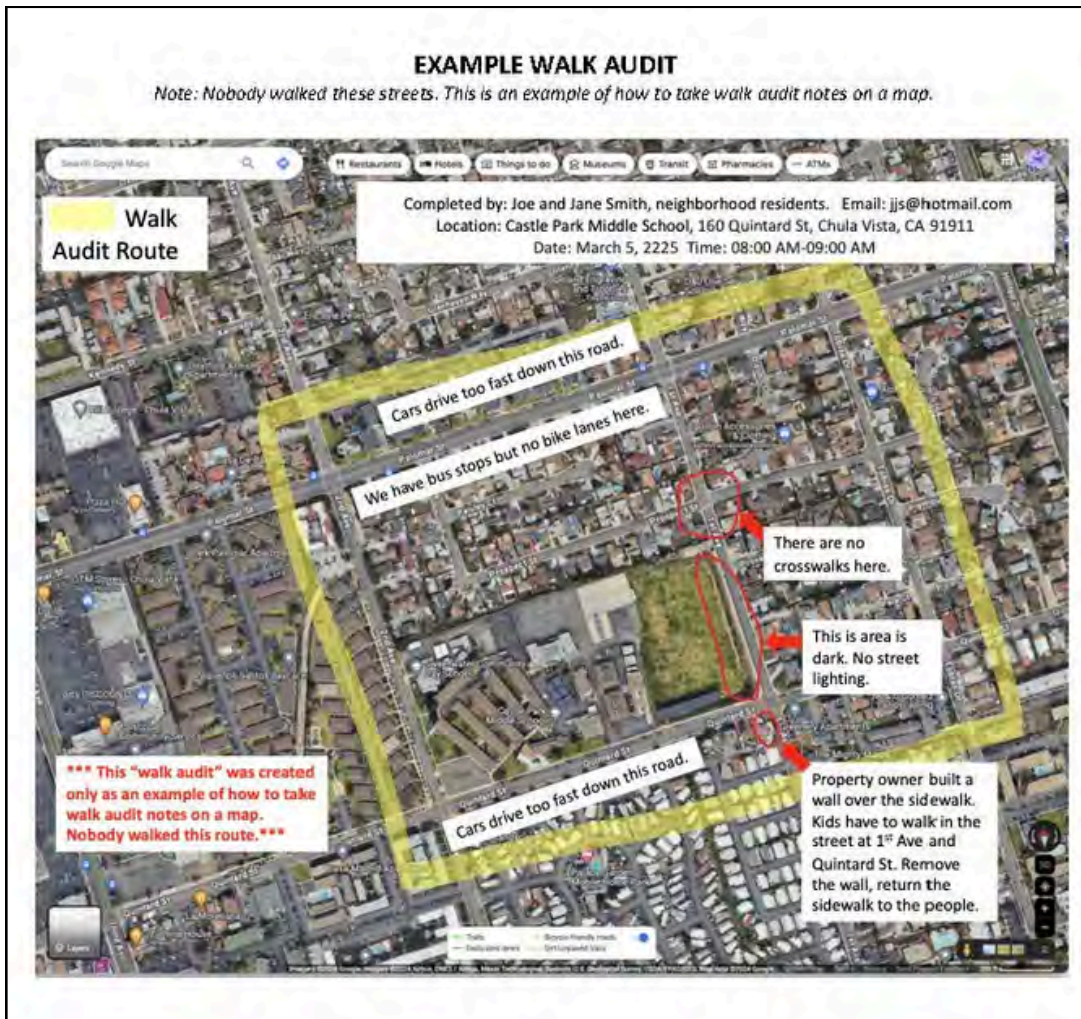
Thank you, Kristeni Haukom for sharing your expertise on how to do conduct a walk audit. She is the Government Domain Co-Chair and Senior Planning Associate at Alta Planning + Design Inc. |

If you have any questions, contact Luis Galvan at lgalvan@health.ucsd.edu

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EXAMPLE WALK AUDIT

Note: Nobody walked these streets. This is an example of how to take walk audit notes on a map.



APPENDIX B

Walk Audit Guide in Spanish

¡Cuando tengas dudas, sal a caminar!

¿Tienes preocupaciones sobre la seguridad del tráfico? ¿Quieres mejorar las oportunidades de caminar y montar en bicicleta para mejorar la salud de los niños? ¡Aquí te explicamos cómo puedes ayudar!

La Iniciativa de Obesidad Infantil de San Diego (COI) está colaborando con la Asociación de Gobiernos de San Diego (SANDAG) para recopilar comentarios sobre el [Plan de Acción Visión Cero](#) para hacer que nuestras calles sean más seguras.

Invitamos a los miembros de la comunidad y a nuestros socios a realizar una caminata de auditoría, es decir, una evaluación de seguridad vial de un área, y compartirla con nosotros.

Cómo realizar una caminata de auditoría

Mira este corto video de capacitación sobre la caminata de auditoría en [español](#).

Planea

Paso 1: Identifica una ubicación específica (escuela, parque, clínica de salud, biblioteca, intersección, etc.). Imprime un mapa aéreo de la ubicación con un radio de ¼ de milla ([Google Maps](#)). Planea tu ruta.

Paso 2: Identifica a los participantes. Puedes hacerlo solo o involucrar al personal de tu organización u otros colaboradores.

Paso 3: Selecciona día y hora, preferible elegir un momento en el que haya mucho tráfico para capturar mejor los problemas.

Paso 4: Reúne tus materiales. Lleva el mapa aéreo impreso, un portapapeles, bolígrafo, cámara, lista de verificación y chaleco reflector (recomendado).

Realiza

Paso 5: El objetivo de la caminata de auditoría es compartir tus conocimientos, actitudes y creencias sobre la seguridad vial en un área específica. Puedes escribir tus observaciones en el mapa impreso utilizando rotuladores y plumas (ver ejemplo). Aquí hay algunas cosas que te puedes preguntar al realizar la caminata de auditoría:

- ¿Qué noté en mi caminata sobre las personas que caminan, andan en bicicleta o conducen?
- ¿Qué noté sobre el entorno construido (banquetas, cruces peatonales, iluminación, calles, etc.)?
- ¿Qué noté sobre el entorno natural (árboles, arbustos, sol, calor, frío, etc.)?
- ¿Qué "se siente" inseguro? ¿Qué "se siente" seguro?
- ¿Me siento cómodo/a caminando, andando en bicicleta o conduciendo por aquí?

Comparte

Paso 6: Comparte tus hallazgos con COI y SANDAG llevándolos al evento en persona de todos los socios de COI el 6 de marzo o envíalos por correo electrónico a sd-coi@ucsd.edu antes del 25 de marzo.

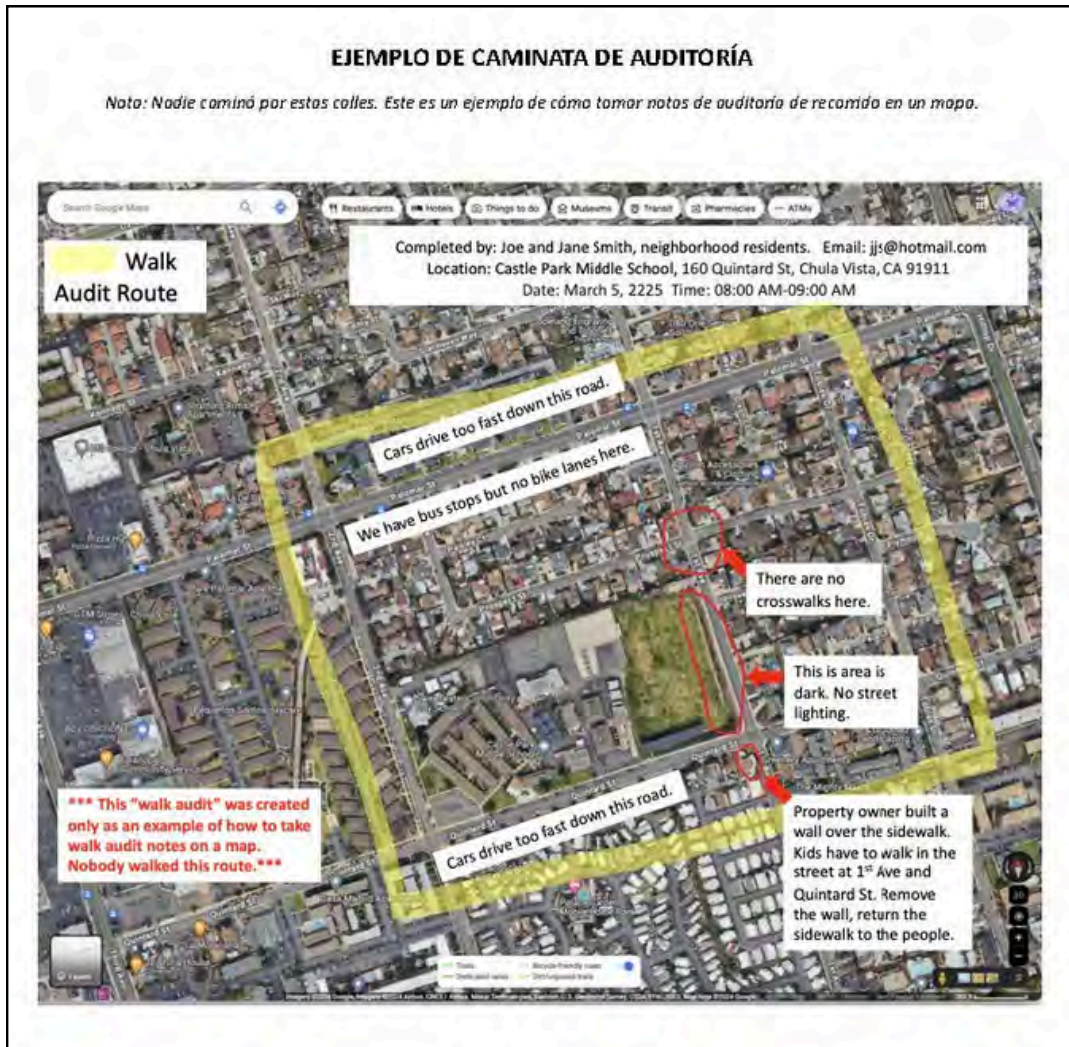
Gracias a Kristen Haukom por compartir tu experiencia sobre cómo realizar una caminata de auditoría. Ella es copresidenta del Comité de Gobierno de COI y Asociada Principal de Planificación en Alta Planning + Design Inc.

Si tienes alguna pregunta, ponte en contacto con Luis Galván en lgalvan@health.ucsd.edu.

COMMUNITY WALK AUDIT REPORT

EJEMPLO DE CAMINATA DE AUDITORÍA

Nota: Nadie caminó por estas calles. Este es un ejemplo de cómo tomar notas de auditoría de recorrido en un mapa.



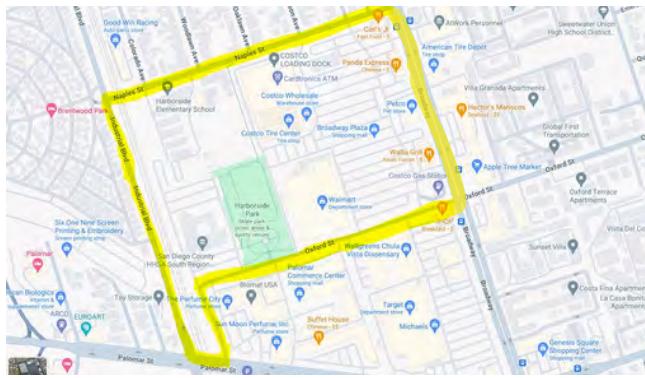
APPENDIX C

Site 01. Haborside, Chula Vista

SAN DIEGO COUNTY WALK AUDIT #01

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Regina Moreno, COI Community Council Miriam Couret, SBCS Promotoras Parents & Caregivers of Harborside Elem	Harborside, Chula Vista	03/04/2024

MAP OF AREA AUDITED



Within the boundaries of Naples St. & Oxford St. and Industrial Blvd. & Broadway, Chula Vista, CA 91911

Primary focus on Industrial Blvd. & Oxford St. near Harborside Elementary and Harborside Park. Harborside is a metropolitan community on the west side of Chula Vista known for its Palomar Street Transit Center, San Diego County Health and Human Services Agency (HHS) South Region facility, and shopping plazas along Palomar St. & Broadway.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- A large displacement of unhoused population especially concentrated along the perimeter of main streets: Palomar St., Naples St., Industrial Blvd., Oxford St., and Broadway (Figure 1).
- Overgrown trees blocked parking regulation signs on Industrial Blvd. between Naples St. & Palomar St. and exposed electric boxes on Oxford St. between Industrial Blvd. & Broadway (Figure 2).
- The set-up of sidewalk vendors on Oxford St. between Industrial Blvd. & Broadway limits fair and safe passage to parents and students on the way to and from school. Families at times have to cross into the street to avoid vendors (Figure 3).
- Significantly unkept and lifted streets, including difficult-to-walk sidewalks, pose a safety concern for the disabled community on the routes leading to Harborside Elementary along Industrial Blvd. & Naples St. (Figure 4).
- The 40 mph speed limit on Industrial Blvd. is a safety hazard for students and other pedestrians since it is the cross street to Harborside Elementary (Figure 5).
- Minimal streetlighting on Industrial Blvd. between Naples St. & Oxford Ave.
- Faded crosswalks on the corner of Naples St. & Industrial Blvd. next to Harborside Elementary (Figure 6).



Figure 1. Numerous homeless encampments along Industrial Blvd. between Naples St. & Palomar St.



Figure 2. Exposed electric boxes on Oxford St. between Broadway & Industrial Blvd.

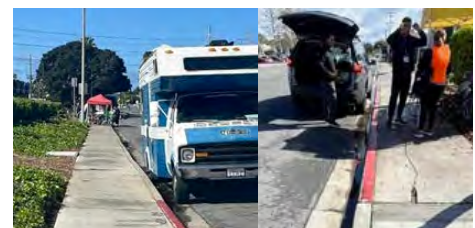


Figure 3. Vendors blocking sidewalk on Oxford St. between Broadway & Industrial Blvd.

SAN DIEGO COUNTY WALK AUDIT



Figure 4. Lifted sidewalks along Naples St. between Broadway & Industrial Blvd.



Figure 5. Speed limit of 40 mph on Industrial Blvd. next to Harborside Elementary



Figure 6. Faded crosswalks on the corner of Industrial Blvd. & Naples St.

NOTES AND PHOTOS

- On the corner of Industrial Blvd. & Naples St. sits Harborside Elementary, a K-6 school that enrolls about 600 students.
- Behind Harborside Elementary sits the County HHS South Region facility and Harborside Park, a sprawling green park with benches, basketball courts, and a skate park.
- Across Harborside Elementary along Industrial Blvd. sits the Brentwood mobile home community that borders the Interstate-5 and home to several enrolled students.
- Industrial Blvd. between Naples St. & Palomar St. and Oxford St. between Broadway & Industrial Blvd. has had a chronic issue with homeless encampments that have risen exponentially since the COVID-19 pandemic.
- Students are seen walking past homeless encampments to and from school and sometimes having to avoid encampments by walking on the curb or on the side of Industrial Blvd. which has a 40 mph speed limit.
- In August 2022, the Chula Vista City Council was forced to fence Harborside Park to evict dozens of unhoused residents. Though the City Council since the closure has allocated \$1.25 million toward reopening and improving the park, the park's temporary closure has resulted in community residents including Brentwood resident kids to play on the roads.
- Historically, Chula Vista's west side has less than a third of the parks that its east side contains.

RECOMMENDATIONS

- Limit the size of the set-up of sidewalk vendors located on Oxford St. across from Harborside Park leading to Harborside Elementary to provide a fair and safe pathway for parents and students
- Reduce the speed limit of Industrial Blvd. from 40 mph to 25 mph to reflect the speed limit in front of Harborside Elementary or incorporate another traffic safety measure to create a safer environment for students crossing the corner of Naples St. and Industrial Blvd.
- Need for various safety features to create a healthier community and safer passage for Harborside students including graffiti & trash clean-up, installing more streetlights & speed limit signs, adding crosswalks and public trash bins, and upkeeping trees along the perimeter of Oxford St., Industrial Blvd., and Naples St.

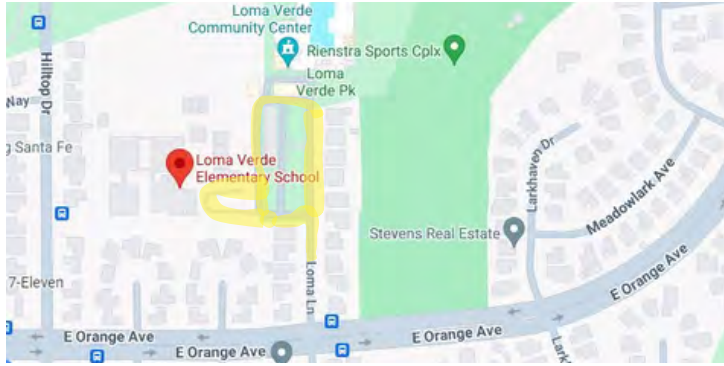
APPENDIX D

Site 02. Loma Verde, Chula Vista

SAN DIEGO COUNTY WALK AUDIT #02

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Jazmin Cardona, COI Community Council	Loma Verde, Chula Vista	02/29/2024

MAP OF AREA AUDITED & BACKGROUND



Loma Ln. including the school parking lot area Loma Verde, Chula Vista, CA 91911

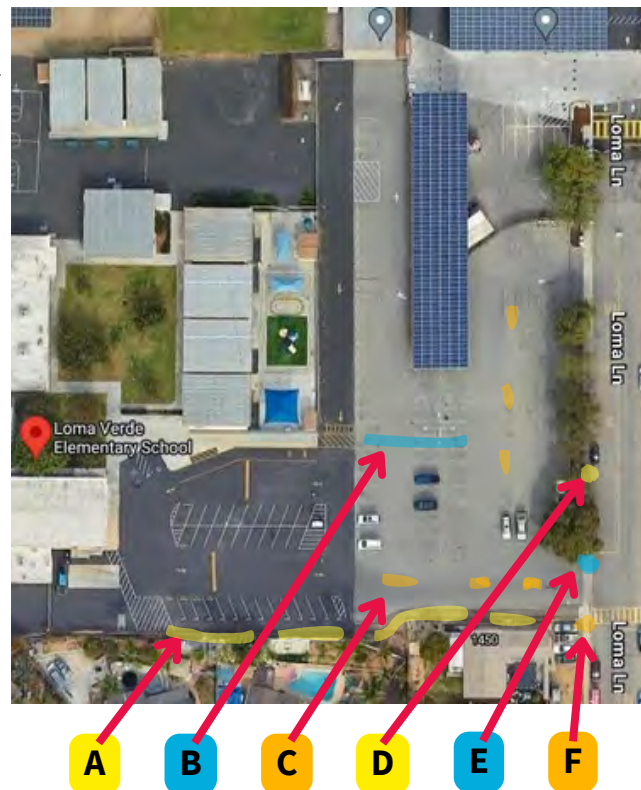
Primary focus within Loma Verde Elementary shared parking lot.

Loma Verde is a neighborhood in Chula Vista with access to several parks, recreational facilities, and green spaces.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- **A-** This sidewalk needs improvement: it is partially dirt and contains cracks that pose a safety concern to pedestrians (Figure 1).
 - Families take this path that starts on Loma Ln. to Loma Verde Elementary.
- **B-** Painted walkway is needed (Figure 2).
 - Pedestrians/families have to walk into traffic areas to get in/out of their cars and a painted walkway would help families cross the traffic area.
- **C-** Paint traffic direction arrows on asphalt between lanes in the parking lot (Figure 3).
 - The right side of the parking lot is missing traffic direction arrows on the asphalt.
- **D-** This sidewalk needs improvement: - There is a crack higher than 2 inches, which can endanger pedestrians and disabled people.
- **E-** “Do Not Enter” traffic sign needed and/or permanent traffic cones to stop cars from entering this prohibited way (Figure 4).
- **F-** This crosswalk on Loma Ln. needs a new “School Zone” sign and a pedestrian crossing road sign with blinking lights (Figure 4).

Map of Parking Lot for Loma Verde Elementary and Community Center



SAN DIEGO COUNTY WALK AUDIT



Figure 1. Dirt path that leads to Loma Verde Elementary from Loma Ln. needs pavement and maintenance.



Figure 2. The walkway that leads into the school parking lot needs to be extended for families to safely cross traffic.



Figure 3. Traffic direction arrows are missing on one half of the school parking lot.



Figure 4. The exit of school parking lot needs a clear "Do Not Enter" sign and the crosswalk on Loma Ln. needs a pedestrian crossing road sign.

NOTES AND PHOTOS

- Loma Verde Elementary sits in the City of Chula Vista, 5 miles from the US-Mexico international border.
- The student population of Loma Verde Elementary (K-5) is 542 and about 90% of students identify as Hispanic/Latino.
- Loma Verde Elementary sits next to Loma Verde Park, a 6.28-acre neighborhood park, that includes South Bay Little League and the Loma Verde Community Center.
- The Loma Verde Community Center includes the Loma Verde Aquatic Center and Fair Winds Family Resource Center.
- Loma Verde Elementary and Loma Verde Community Center share a parking lot that becomes congested with traffic at drop off/pick up times.

RECOMMENDATIONS

- The school parking lot needs improvement and maintenance (see map above) since many students and families pass through the parking lot to reach/leave from Loma Verde Elementary.
- This includes installing new traffic signs and pedestrian crossing road signs on crosswalks leading into the school parking lot.

APPENDIX E

Site 03. Barrio Logan, San Diego

SAN DIEGO COUNTY WALK AUDIT #03

AUDITOR NAME & ORGANIZATION

David Barber-Dunham, COI Community Council; Jose “Pepe“ Luis, Barrio Logan resident; Kristin Haukom, Alta Planning + Design; Deirdra Kleske, County SD HHS; Lan Nguyen, COI; Jackie Resnick, COI; Luis Galvan, COI

AUDIT LOCATION

Barrio Logan, San Diego

AUDIT DATE

03/04/2024

MAP OF AREA AUDITED



Within the boundaries of National Ave. & Main St. and S 16th St. & Beardsley St. in Barrio Logan, San Diego, CA 92113

Primary focus on Newton Ave. in front of Perkins Elementary and Monarch School.

Perkins Elementary and Monarch School sit in Barrio Logan near the San Diego downtown area and the Port of San Diego.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- In front of Monarch School on Newton Ave. between S. 16th St. & Sigsbee St., there are wide sidewalks, adequate street lighting, 15-minute parking, and trimmed trees.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- About 40% of Perkins Elementary students pass the corner of Newton Ave. and Beardsley St. to get to school. At this intersection, there is a lack of school zone (yellow) high visibility crosswalks, with only 1 out of the 4 crosswalks painted on the street without clear stop lines for cars (Figure 1).
- The sidewalk in front of Perkins Elementary also lacks pedestrian-scale lighting and, in general, has inadequate street lighting. According to Barrio Logan residents, this section of Newton Ave. becomes very dark after 6pm and creates a high level of concern, especially for students (Figure 2).
- Between Newton Ave. and Sigsbee St., there is another 4-stop intersection that lacks labeled crosswalks (1 out of 4) and a bus stop without a bench or shade cover. About 15% of students walking to Perkins Elementary pass this intersection, and this corner is a hotspot for families dropping off their children at Monarch School (Figure 3 & 4).



Figure 1. The intersection between Newton Ave. & Beardsley St. lacks labeled crosswalks

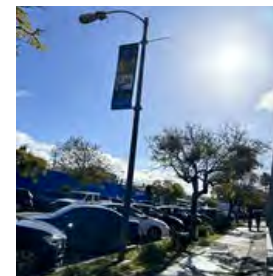


Figure 2. Only one streetlight in front of Perkins Elementary on Newton Ave. for the entire block

SAN DIEGO COUNTY WALK AUDIT #5

- Students and families walking down S. 16th St. between National Ave. and Newton Ave., on route to Monarch School or Perkins Elementary, are met with a narrow, underdeveloped sidewalk adjacent to the Alpha Project Temporary Bridge Shelter and an empty lot. Pedestrians walk on the side of the street to avoid the sidewalk (Figure 5 and 6).
- In front of Perkins Elementary’s main entrance on Newton Ave., there is congested traffic and minimal space for cars, let alone enough space for students who are dropped off to safely walk onto the school sidewalk. This portion of the street contains slanted rows of parked cars that leave a small corridor for cars to pass in both directions (Figure 7).
- Though not a structural issue, there are usually a high number of unhoused individuals blocking sidewalks, parking, and engaging in illegal activities. All these factors create major safety concerns and barriers to active travel to and from school.

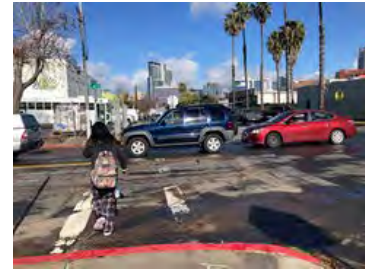


Figure 3. Intersection between Newton Ave. and Sigsbee St. lacks labeled crosswalks



Figure 4. The corner of Newton Ave. and Sigsbee St. with congested traffic & unlabeled crosswalks



Figure 5. Underdeveloped sidewalk causes pedestrians to walk onto the street to get to school



Figure 6. Alpha Project Temporary Bridge Shelter at the corner of Newton Ave. & S. 16th St.



Figure 7. Small corridor for cars to pass on Newton Ave. between Sigsbee St. & Beardsley St.

SAN DIEGO COUNTY WALK AUDIT

NOTES AND PHOTOS

- Perkins Elementary and Monarch School are both located in the Barrio Logan neighborhood, known for its rich history deeply rooted in Chicano culture and activism.
- Barrio Logan is situated between major transportation corridors including the I-5, the Coronado Bridge, and the Port of San Diego including the Navy shipyards and manufacturing plants that has brought substantial pollution and other environmental concerns to the community.
- Perkins Elementary (K-8) has a student population of about 400 students, with 1 out of 3 students experiencing homelessness and 2 out of 3 students chronically absent.
- More than 90% of the school's families are Latino or Black.
- For some students, getting to school is the hardest part of the day. Some of them wake up at 3 a.m. to cross the border because their families had moved to Tijuana to find somewhere affordable to live. Some walk from a shelter past homeless encampments without an adult to accompany them. Others take the trolley or bus to school.
- Monarch School is a K-12 transitional school run by a public-private partnership between the San Diego County Office of Education and the nonprofit Monarch School Project.
- Students at Monarch School are met with a trauma-informed and strength-based community as they persevere through the trauma of homelessness.
- Monarch School neighbors the Alpha Project homeless shelter that sits at the corner of Newton Ave. and S. 16th St. This corner is also known for having a significant amount of trash including used needles, condoms and wrappers, alcohol bottles and cans, human waste, and bloody clothes.

RECOMMENDATIONS

- Label crosswalks at 4-way stop intersections on Newton Ave. & Beardsley St. and Newton Ave. & Sigsbee St. with car stop lines.
- Implement 15-minute parking in front of Perkins Elementary on Newton Ave or designate drop-off and pick-up zones to minimize congestion and improve traffic flow.
- More street lighting along Newton Ave., especially in front of Perkins Elementary.
- Improve and maintain sidewalk leading to Monarch School and Perkins Elementary on S. 16th St. between Newton Ave. & National Ave.

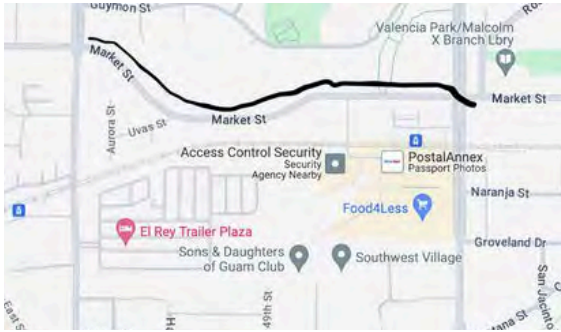
APPENDIX F

Site 04. Chollas View, San Diego

SAN DIEGO COUNTY WALK AUDIT #04

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
David Barber-Dunham, COI Community Council; Donna Deberry, SD Black Chamber of Commerce; Lan Nyugen, COI, Liliana Osorio, COI	Chollas View, San Diego	04/24/2024

MAP OF AREA AUDITED



Walked on the northside of Market St. from 47th St. to Euclid Ave, San Diego, CA, 92114. Observed activity west of 47th and east of Euclid during our walk down Market St.

Southeastern San Diego is one of the most ethnically diverse neighborhoods in San Diego. The neighborhood is home to a thriving small business community and a vibrant arts and culture scene. Despite facing socioeconomic challenges, residents demonstrate resilience and perseverance in striving for positive change.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- The sidewalks are big and easy to walk down.
- There is room for biking and other wheeled recreational devices.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- Cars are driving fast on Market St. (Figure 1).
- Food trucks were backing out onto Market St. near 47th St. on the southwest corner. One truck was honking the entire time it was backing up onto the street creating an alarming and dangerous environment in front of the elementary school and a busy intersection.
- There are mothers and children crossing at Market St. and 47th St. They had a difficult time on the northwest corner of the intersection because there needs to be an additional curb cut out to transition from the street to the sidewalk more safely (Figure 2).
- The bus stop on the northeast corner of Market St. and 47th St. has not shade or trash can (Figure 3).
- No crossing on Market St. at Uvas St. There is a “No pedestrian crossing” sign missing on the north side of Market St. (Figure 4). There should be a crossing available to pedestrians because there is housing on Uvas St.

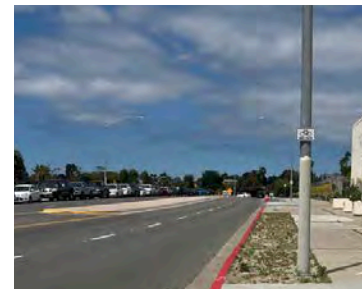


Figure 1. Stoned median on Market St.



Figure 2. Curb not cut on Market St. and 47th St.

SAN DIEGO COUNTY WALK AUDIT

WALK CHALLENGES CONTINUED

- Need a curb cut out on Market St. and Euclid St. as well. This intersection is busy as it is a major transportation corridor.
- The bike lanes need to be painted green like in other parts of the city (Figure 5).
- The bike path and pedestrian walkway need to be clearly marked on the sidewalk (Figure 6).



Figure 3. Bus stop with no shelter and trashcan.



Figure 4. Missing “no pedestrian crossing” sign.



Figure 5. Bike lane is not painted.



Figure 6. Bike path and walkway are not clearly marked.

NOTES AND PHOTOS

- Chollas-Mead Elementary is located two blocks east of Interstate 805, in the Chollas View neighborhood of the Diamond District, which includes Emerald Hills, Lincoln Park, Mountain View, Mount Hope, Encanto, Oak Park, Valencia Park and Webster.
- The school has two campuses with one central office. Mead houses Pre K, 1, and 2. Chollas contains grades 3 through 5. Together, they form a student population of 500. The child-care center and preschool classes are located in between both campuses.
- Nearby community resources include the Malcolm X Library, Jacobs Foundation, and Jackie Robinson YMCA.
- Family Health Centers of San Diego (FHCS) operates multiple locations throughout the city, including the Diamond Neighborhoods Family Health Center on 47th St. and Market St. Many community members come to this clinic to seek acute, chronic, and preventative care.

RECOMMENDATIONS

- Plant trees and tall vegetation in the Market St. median to slow down traffic, reduce urban heat, and beautify the community.
- Mark pedestrian and bike pathways clearly on the road and sidewalks.
- Add a shelter and trashcan at the bus stop on the northeast corner of Market St. and 47th.

APPENDIX G

Site 05. City Heights, San Diego

SAN DIEGO COUNTY WALK AUDIT #05

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Guillermina Rice, COI Community Council Marlin Rice, City Heights Resident	City Heights, San Diego	02/15/2024

MAP OF AREA AUDITED



Orange Ave. between 37th and Central Ave. in City Heights, San Diego, CA 92105

Primary area in front of Wilson Middle School and Central Elementary School.

Central Elementary and Wilson Middle are located at the heart of City Heights, a culturally diverse and densely populated neighborhood in San Diego.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- There is a flashing pedestrian crosswalk warning sign close to the exit of an alley on Orange Ave., between 37th St. and 38th St. (Figure 1).

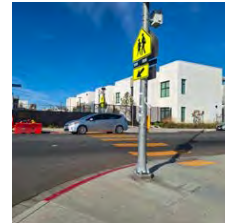


Figure 1. Flashing pedestrian crosswalk on Orange Ave.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- Orange Ave. is a busy street. When a dedicated bus lane was created on El Cajon Blvd., it seems that more drivers chose to use Orange Ave. as an alternative route to El Cajon Blvd.
- Cars seem to be going faster than the posted speed limit of 25 MPH.
- There is no crossing sign in front of Central Elementary School.
- One end of the handicap ramp on Orange Ave. in front of the schools needs maintenance and repair (Figure 2).
- On the sidewalk on the I-15 overpass, pedestrians must go out into the street as tents are taking up the sidewalk space. Electrical outlets built into the overpass are used by unsheltered people (Figure 3).



Figure 2. Handicap ramp needs repair in front of Central Elementary on Orange Ave. between 37th St. & 39th St.



Figure 3. Sidewalk closed and tents on bridge overpass at the corner of Orange Ave. & 40th St.

SAN DIEGO COUNTY WALK AUDIT

NOTES AND PHOTOS

- A new dual campus for Wilson Middle School and Central Elementary School opened August 2023. Nearly 1,300 students in grades TK-8 go to school here and most live in the surrounding neighborhoods.
- About 85% of Central Elementary students are English learners with non-English speakers at home. The community surrounding the school is densely populated with older, single-family houses, apartments, and small businesses.
- The schools are also located a block away from the Teralta Neighborhood Park that sits on top of the Interstate-15 freeway and serves as an important green and multicultural space for the residents of City Heights. Due to its proximity to the Interstate-15 freeway, Central Elementary and Wilson Middle School sit between two very busy and traffic-prone streets, Orange Ave. and El Cajon Blvd.
- The observation time was the time students are typically released but on this date school closed early so it was not as busy as usual.
- During two one-minute timed periods, 20 cars and 16 cars were observed passing the schools on Orange Ave.
- There are barriers in front of the schools for some repair work, and some of the barriers have fallen over. Some sidewalk repair work requires pedestrians to go out into the street (Figures 4 and 5).



Figure 4. Construction barriers knocked down at the corner of Orange Ave. & 39th St.



Figure 5. Construction blocking sidewalk at the corner of Orange Ave. & Central Ave.

RECOMMENDATIONS

- Include more crosswalk infrastructure support and signals on Orange Ave. between 37th St. and 38th St.
- The flashing pedestrian warning sign is helpful, but this is not enough for a busy street, especially when students are arriving to and leaving school each day.

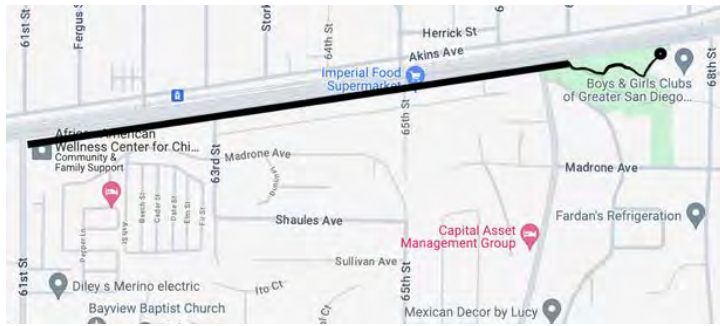
APPENDIX H

Site 06. Encanto, San Diego

SAN DIEGO COUNTY WALK AUDIT #06

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Luis Galvan, COI Andrea Rodriguez, Office of Sup. Vargas	Encanto, San Diego Imperial Ave. (61st St. to 68th St.)	04/24/2024

MAP OF AREA AUDITED



Imperial Ave. between 61st St. and 68th St., San Diego, CA 92114

Southeastern San Diego is one of the most ethnically diverse neighborhoods in San Diego. The neighborhood is home to a thriving small business community and a vibrant arts and culture scene. Despite facing socioeconomic challenges, residents demonstrate resilience and perseverance in striving for positive change.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- The sidewalk in front of Marie Widman Memorial Park, between Woodman St. and 68th St., is spacious with good amount of streetlighting
- In front of the affordable housing complex, between 63rd St. and 64th St. along Imperial Ave., there is a well-kept and spacious portion of sidewalk with plants and minimal trash (Figure 1).



Figure 1. Upkept sidewalk in front of affordable housing complex along Imperial Ave. between 63rd St. and 64th St.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- Bike lane abruptly ends after 63rd St. heading toward 68th St.
- The intersection of Imperial Ave. and 63rd St. needs a painted crosswalk.
- The crosswalks on the intersection between Woodman St. and Imperial Ave. don't make sound and need to be repainted, not ADA-friendly (Figure 2).
- On the median of Imperial Ave. near 65th St., there is construction material that looks like it can roll onto the street (Figure 3).
- Between Woodman St. and 65th St., there is a very noticeable unkept sidewalk (Figure 4).
- Unkept sidewalk between 63rd St. & 65th St. along Imperial Ave. (Figure 5 and Figure 6).
- No crosswalk leads to the bus stop on the median of Imperial Ave., near its intersection with Woodman St.
- One of the entrances to Marie Widman Memorial Park was blocked.
- Bus stop on Imperial Ave. near the corner of 68th St. has a bench but no shade cover.
- Labeled crosswalks are needed along Imperial Ave. that connect the trolley stops to the main sidewalk (Figure 7).
- There are very few speed limit signs and minimal tree coverage along Imperial Ave.

SAN DIEGO COUNTY WALK AUDIT



Figure 2. Crosswalks at the intersection of Imperial Ave. & Woodman St. needs repainting



Figure 3. Safety hazard from construction material on the median at the intersection of 65th St. & Imperial Ave.



Figure 4. Unkept sidewalk between Woodman St. and 65th St.



Figure 6. Unkept sidewalk near the intersection of 65th St. & Imperial Ave.



Figure 5. Unkept sidewalk between 63rd St. & 65th St. along Imperial Ave.



Figure 7. Labeled crosswalks are needed along Imperial Ave. that connects the trolley stop to the main sidewalk

NOTES AND PHOTOS

- Imperial Ave. is a major thoroughfare in Southeastern San Diego, with various businesses, schools, and community centers lining the street.
- This portion of Imperial Ave. (between 61st St. and 68th St.) has a couple of community hotspots including the Boys & Girls Clubs of Greater San Diego, Marie Midman Memorial Park, and the African American Wellness Center.
- Along Imperial Ave., there were traces of closed small businesses that had become vacant with unkept sidewalks in front of these vacant properties.

RECOMMENDATIONS

- Install bike lane along Imperial Ave. (beyond 63rd St.).
- Maintain multiple crosswalks along Imperial Ave., especially between 61st St. & 68th St., needs to be repainted.
- Paint new crosswalks between the main sidewalk on Imperial Ave. and the train tracks so pedestrians can cross safely.
- Sidewalk needs maintenance along Imperial Ave. especially between Woodman St. and 63rd St. Install bus stop shade coverings, speed limit signs, and trees along Imperial Ave.

APPENDIX I

Site 07. Lincoln Park, San Diego

SAN DIEGO COUNTY WALK AUDIT #07

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Tana Lepule, Amelia Barile-Simon, Ramona Prado-Lyon, Shana Wright, COI	Lincoln Park, San Diego	04/24/2024

MAP OF AREA AUDITED



47th St. between Imperial Ave. and Market St. in Southeast, San Diego, CA 92102

Southeastern San Diego is one of the most ethnically diverse neighborhoods in San Diego that lies south of the SR-94, east of I-5, and split by the SR-15 and I-805 freeways. The neighborhood is home to a thriving small business community and a vibrant arts and culture scene. Despite facing socioeconomic challenges, residents demonstrate resilience and perseverance in striving for positive change. Community organizations, activists, and local leaders work tirelessly to address issues such as education, economic opportunity, and social justice.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- Flashing light crosswalk on Hartley St. & 47th St. (Figure 1 and 2).
- Sidewalks present on both sides of the street that were mostly consistent (Figure 3).
- Trolley station, with dedicated parking lot.
- Previous graffiti that had been cleaned up.



Figure 1. Well maintained sidewalk with flashing light crosswalk on Hartley St. & 47th St.



Figure 2. Hartley St. & 47th St. Crosswalk

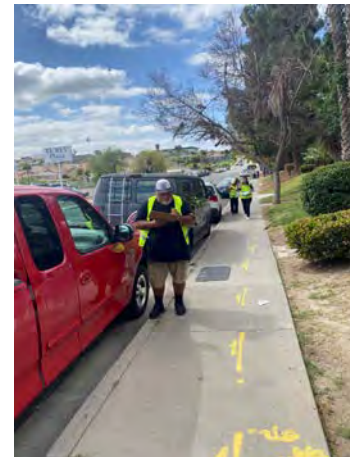


Figure 3. Sidewalks on both sides of the street

SAN DIEGO COUNTY WALK AUDIT

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- 47th St. between Market St. and Imperial is a .5 mile stretch of road with no stop signs in between to slow traffic.
- Cars seem to be driving faster than the posted 30 MPH speed limit.
- The 805 off and on ramps are both on Imperial Ave and Market St. right around the corner from 47th St. so cars are going very fast.
- Right where you walk up to the trolley station from the road, the sidewalk is very cracked, and it is no longer easy to walk on, and would be inaccessible for someone with mobility issues, in a wheelchair, or pushing a stroller.
- There was trash and overgrown weeds along the route, except for in front of the CalTrans building which was nicely manicured and clean.

NOTES AND PHOTOS

- Muang Lao Market is located on 47th St. and Imperial Ave. in a small strip mall with limited parking.
- The 47th St. Trolley station is located on this route, with a parking lot for commuters (Figure 4).
- On the corner of Market and 47th St. is the Diamond Neighborhoods Family Health Centers (FHC), one of the largest clinics in the FHC system with 47 physicians and 21 specialty areas of medicine.
- Near the corner of Market St. & 47th St. sits Chollas-Mead Elementary with a population of about 500 students.
- There is a bus stop on 47th and Hartley St. with no shade or place to sit while waiting for the bus. There was an electrical box in the area where a bench would go (Figure 5).
- There are new apartments being built on 47th St. between Hartley St. and Market St. In this area, there is a crosswalk, with flashing lights for pedestrians to cross. However, we spoke to a resident and the builders and they both agreed that cars do not slow for pedestrians at the crosswalk, even with the flashing lights.
- There was a pipe coming from the fire hydrant that had been paved over disrupting the sidewalk and curb cuts on the entrance to the Creekside Villas on Castana St. & 47th St. (Figure 6).



Figure 4. Sidewalk ends at entrance to 47th St. Trolley Station



Figure 5. Bus stop with no shade or place to sit. Littered with trash



Figure 6. Pipe coming from the fire hydrant that has been paved over disrupting the sidewalk and curb

SAN DIEGO COUNTY WALK AUDIT

RECOMMENDATIONS

- Add one or more stop signs and/or stop lights at the intersections along 47th St. to slow traffic. Include cross-walk paint on the road where new stops are added.
- We spoke with a resident, and they recommended putting a walkway bridge over the road to ensure people can safely cross without relying on cars to slow down.
- Add a shade structure, bench, and trashcan to bus stop.
- Repave the section of sidewalk that leads to the trolley station so it is easily accessible to pedestrian and wheelchair traffic.
- Add shade trees along the sidewalk.

APPENDIX J

Site 08. Lincoln Park, San Diego

SAN DIEGO COUNTY WALK AUDIT #08

AUDITOR NAME & ORGANIZATION

Bonnie Beckman, COI Community Council;
Anniza Gallegos, SAY SD; Deirdre Kleske,
County SD HHS; Maddie Heeren, SAY San
Diego; Shannon Stracener, SAY SD; Deirdre
Kleske, County SD HHS; Jackie Resnik, COI

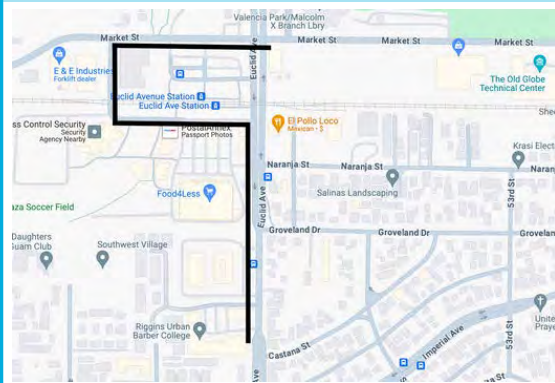
AUDIT LOCATION

Lincoln Park, San Diego

AUDIT DATE

04/24/2024

MAP OF AREA AUDITED



Euclid Ave between Market St. and Castana St., San Diego, CA 92114, and around Euclid Ave. Station

Southeastern San Diego is one of the most ethnically diverse neighborhoods in San Diego that lies south of the SR-94, east of I-5, and split by the SR-15 and I-805 freeways. The neighborhood is home to a thriving small business community and a vibrant arts and culture scene.

Despite facing socioeconomic challenges, residents demonstrate resilience and perseverance in striving for positive change. Community organizations, activists, and local leaders work tirelessly to address issues such as education, economic opportunity, and social justice.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- There was a wobbly fence (between Naranja St. and Groveland Dr.) that was designed with gaps that people used to create walking paths from the sidewalk down into the shopping center (Figure 1).
- There was a lot of trash all along Euclid Ave. (Figure 2).
- There are many shopping/business centers along the west side of Euclid Ave. (from the trolley tracks to Castana St.) with multiple driveways, so cars are slowing down the traffic on Euclid Ave. to pull into centers. This means pedestrians walking on the sidewalk have to be very careful of cars pulling in and out of centers.
- At the SW and SE corners of Market St. and Euclid Ave. intersection, there needs to be two curb cuts, so wheelchairs don't have to pull into the middle of the intersection and then choose which way to cross (Figure 3).
- There is no bike lane along Euclid Ave., so we did see one bicyclist on the sidewalk.
- The sidewalk is also under construction on Euclid Ave. near the trolley tracks. Pedestrians have to step into the street (Figure 4).



Figure 1. Wobbly Fence (between Naranja St. and Groveland Dr.)



Figure 2. Trash all along Euclid Ave.

SAN DIEGO COUNTY WALK AUDIT



Figure 3. Needs additional curb cut (SW and SE corners of Euclid Ave./Market St.)

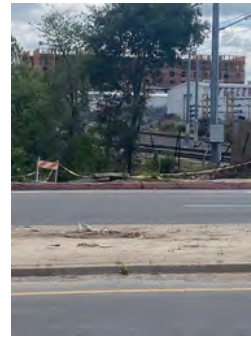


Figure 4. Sidewalk construction on Euclid Ave. near the trolley tracks

NOTES AND PHOTOS

- Lincoln Park serves as a major transportation hub (Euclid Avenue Station) next to several schools, health clinics, and other social services critical to the Southeastern San Diego region.
- The Malcolm X Library and Performing Arts Center is a significant community hub offering a variety of resources including books and computer access, and hosts cultural events, performances, and educational workshops.
- Lincoln Park also contains the Market Creek Plaza, a commercial and cultural center with retail stores, restaurants, and community spaces.
- Schools in the area include Lincoln High School (student population of 1,400), KIPP Adelante Preparatory Academy (student population of 321), and Chollas-Mead Elementary School (student population of 500) which serve a predominantly Hispanic and African American student population, with a significant number of students coming from low-income households.
- There is also access to healthcare services such as San Ysidro Health Euclid and Planned Parenthood, primarily serving low-income and uninsured individuals and families in the Southeastern San Diego region.

RECOMMENDATIONS

- Install curb cuts at the SW and SE corners of Market St. and Euclid Ave. intersection.
- Install a bike lane along Euclid Ave.

APPENDIX K

Site 09. Southcrest, San Diego

SAN DIEGO COUNTY WALK AUDIT #9

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Judith Garcia, COI Community Council; Deirdre Kleske, SD County HHSA; Alondra Estrada, SD County HHSA; Lourdes Dovalina, SD County HHSA	Southcrest, San Diego	03/01/2024

MAP OF AREA AUDITED



S. 40th St. between Gamma St. and Alpha St., San Diego, CA 92113
Time of day 1:45 - 2:30 pm

Cesar Chavez Elementary School sits in the community of Southcrest in the southeastern section of the City of San Diego. Notable for its Southcrest Trails Park and major thoroughfares include National Ave. and S. 40th St.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- There is a 4-way stop with painted crosswalks at the intersection of S. 40th St. and Alpha near the entrance of Cesar Chavez Elementary School
- Heading westbound on Alpha St., from the corner of Alpha St. & S. 40th St., there is a crosswalk mid-block with a radar speed sign placed ahead to alert cars to slow down

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- School crosswalks are very sparse on S. 40th St. If students don't use the crosswalk directly in front of the school at S. 40th St. & Alpha St., they must walk two blocks (about 0.2 miles) up a hill to get to the next crosswalk at the intersection of S. 40th St. & Gamma St. As a result, students are seen crossing S. 40th St. mid-block on their way to and from school (Figure 1).
- North of S. 40th St. is a hill, increasing the speed of cars traveling from Gamma St. to Alpha St. without any signs announcing a school zone. The hill also hides the visibility of the school and pedestrians. The 25mph speed limit signs are not very close to the school on S. 40th St. (Figure 1).
- At the intersection of S. 40th St. & Gamma St., there are unlabeled crosswalks (Figure 2).



Figure 1. No mid-block crosswalks on S. 40th St. between Alpha St. & Gamma St.



Figure 2. Unlabeled crosswalks at the intersection of S. 40th St. & Gamma St.

SAN DIEGO COUNTY WALK AUDIT

- The crosswalks on S. 40th St. & Alpha St. in front of the school do not have pedestrian crossing road signs (Figure 3).
- School signs are present only on Alpha St. along with a speedometer in an area that is far from the school's one entrance/exit.
- At the corner of S. 40th St. and Z St., the curb ramp needs maintenance and the gutter area has an exposed pipe (Figure 4).
- Multiple cars were seen parked illegally obstructing traffic, in handicapped parking with no placard, or in the 15-minute green zones for more than the allotted time, making illegal U-turns in the middle of the street (Figure 5).
- A tree shades one of the crosswalks at the intersection of S. 40th St. & Alpha St. in the afternoon. Cars turning into this intersection don't easily see pedestrians on the shaded crosswalk and sometimes come very close to pedestrians (Figure 6).
- Some vehicles park in the red zone, obstructing the sight of drivers coming from up the hill on S. 40th St. (Figure 7).



Figure 3. Crosswalk in front of Cesar Chavez Elementary without pedestrian crossing road sign



Figure 4. Curb ramp at the corner of S. 40th St. & Z St. needs maintenance



Figure 5. Car on the right parked partially on the sidewalk



Figure 6. Shaded crosswalk on S. 40th St. & Alpha St. makes it difficult for cars to see crossing pedestrians



Figure 7. Vehicle parked in the red zone and obstructing the sight of drivers in observing crossing pedestrians

NOTES AND PHOTOS

- Cesar Chavez Elementary serves 355 students ranging from PreK-5 and is across from Southcrest Park, which holds the Southcrest Recreation Center and Southeastern Little League.
- A parent mentioned that she now leaves her baby at home when she walks her 3 year old child to school because she is scared to take the baby in the stroller as they have almost been hit multiple times by cars. She also stated that the cars will honk at pedestrians and go, even when it is the pedestrian's right of way. The parent also mentioned that San Diego Police Dept. used to patrol the area of Alpha St. but has not been around for months.
- Another parent mentioned unsafe crossing for children and families and mentioned a pothole close to a crosswalk.
- Coming down the hill from Gamma St. to Alpha St. on S. 40th St., two dogs bark at pedestrians – one on either side of the street. One is a large German Shepherd behind a wood fence. The other is a smaller dog but since the page-fenced yard is elevated and directly adjacent to the sidewalk, the dog barks at about head level for an adult.

SAN DIEGO COUNTY WALK AUDIT

RECOMMENDATIONS

- Add at least one crosswalk with pedestrian crossing road signs along S. 40th St. between Alpha St. and Gamma St. to prevent children and families from crossing the street mid-block, especially since S. 40th St. is on a hill.
- Add a speedometer on S. 40th St.
- Install pedestrian crossing road signs at the main school intersection of S. 40th St. & Alpha St.
- Label crosswalks at the intersections 1-2 blocks away from the entrance/exit of the school, including the intersection between S. 40th St. and Gamma St.
- Fix and maintain sidewalks leading to Cesar Chavez.

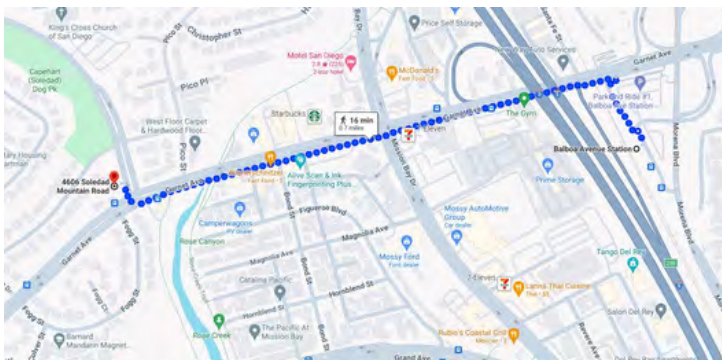
APPENDIX L

Site 10. Balboa Ave., Transit Center, San Diego

SAN DIEGO COUNTY WALK AUDIT #10

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Carlos Rojas, Community Resident	Balboa Ave. Transit Center, San Diego	02/22/2024

MAP OF AREA AUDITED



Garnet Ave. between Soledad Mountain Rd. and Balboa Ave. (Balboa Ave. Transit Center), Pacific Beach, San Diego, CA 92109

Garnet Ave. serves as a vital route to multiple neighborhoods in San Diego including Pacific Beach, La Jolla, and Clairemont. It is also a popular route to and from school, including Mission Bay High School, La Jolla High School, and Toler Elementary School.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- Walking westbound along Balboa Ave. from the Balboa Ave. Transit Center, cars are seen driving about 50 MPH past pedestrians without a sidewalk-street buffer (Figure 1).
- At the pedestrian crossing for the I-5 eastbound Balboa Ave. exit, cars do not always respect the “No Right on Red” sign (Figure 2).
- The I-5 underpass sidewalk that connects Balboa Ave. to Garnet Ave. is filled with debris and very narrow sidewalks, especially for pedestrians walking in opposite directions. There is also poor overhead lighting, and the underpass gets very dark at night (Figure 3).
- Entrances and exits to businesses including “The Gym” along Garnet Ave. become a safety hazard for pedestrians as cars attempt to quickly merge onto Garnet Ave. without looking out for pedestrians (Figure 4).
- Crossing the busy intersection of Garnet Ave. and Mission Bay Dr. is dangerous for pedestrians who have to watch out for incoming traffic encroaching the sidewalk turning right from Mission Bay Dr. toward Balboa Ave. and those turning right from Garnet Ave. onto Mission Bay Dr. (Figure 5).
- The bridge over Rosa Creek contains a narrow sidewalk that poses another safety hazard (Figure 6).



Figure 1. Balboa Ave. Transit Center splits the busy streets of Balboa Ave. & Garnet Ave.



Figure 2. Cars exiting I-5 E Balboa Ave. exit do not respect crosswalks



Figure 3. I-5 underpass on Garnet Ave. contains narrow sidewalks, debris, and poor lighting

SAN DIEGO COUNTY WALK AUDIT



Figure 4. Cars merging onto Garnet Ave. heading eastbound sometimes disregard pedestrians



Figure 5. Intersection between Garnet Ave. & Mission Bay Dr. experiences heavy congestion



Figure 6. Narrow sidewalk on Rose Creek bridge

NOTES AND PHOTOS

- The segment of Garnet Ave. that intersects with Interstate-5 and Mission Bay Dr. serves as a crucial link in San Diego's transit network, connecting Pacific Beach with adjacent neighborhoods, schools, and parks.
- The Balboa Ave. Transit Center, which includes the Balboa Ave. trolley stop, is a popular stop for commuters and sits on the east side of the I-5.
- Garnet Ave. experiences significant vehicular traffic, especially during peak hours and tourist seasons, with heavy congestion at its intersection with Mission Bay Dr.
- Pedestrians fear for their safety walking along Garnet Ave. toward Mission Bay Dr. from the Balboa Ave. Transit Center as cars reach high speeds around 50 mph without a sidewalk buffer
- This segment of Garnet Ave. does not contain bike lanes.
- Sidewalks along this route are described as narrow, dirty, without vegetation, and uninviting to pedestrians.
- Though the Balboa Ave. Transit Center is a very popular trolley stop, very few pedestrians walk down Garnet Ave. to reach destinations within Pacific Beach.
- Commuter recounts having to walk on grass and cut through business driveways to avoid fast traffic going eastbound on Garnet Ave.
- This is a popular route to several schools in the area including Mission Bay High School (student population of 1,190), La Jolla High School (student population of 1,350), and Toler Elementary School (student population of 250).

RECOMMENDATIONS

- Pedestrians need a convenient, safe, and attractive route to reach Mission Bay Park and Pacific Beach.
- Bikes should be encouraged with major modifications to road layout and shoulders.
- Sidewalk buffers can provide a sense of relief to pedestrians walking along a high-speed road like Garnet Ave.

APPENDIX M

Site 11. Otay Mesa, San Diego

SAN DIEGO COUNTY WALK AUDIT #11

AUDITOR NAME & ORGANIZATION

Maritza Chavarin, RLA Otay Mesa
 Blanca Rodriguez, RLA Otay Mesa
 Becky Lowe, RLA Otay Mesa

AUDIT LOCATION

Otay Mesa, San Diego

AUDIT DATE

02/29/2024

MAP OF AREA AUDITED



Otay Mesa Rd. between Caliente Ave. & Sea Fire Point, San Diego, CA 92154

Primary focus on a small segment on Otay Mesa Rd.

Otay Mesa is situated east of San Ysidro in the southeastern part of San Diego near the US-Mexico border.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- Otay Mesa Rd. is a concern for the community because students from San Ysidro High School walk to and from school through Otay Mesa Rd.
- Starting at the corner of Otay Mesa Rd. & Caliente Ave. and heading toward Sea Fire Point, there are no sidewalks and students are forced to walk on the street (Figure 1 and 2).



Figure 1. Students walking home from school in the street on Otay Mesa Rd. between Caliente Ave. & Sea Fire Point.



Figure 2. No accessible sidewalk for pedestrians walking on Otay Mesa Rd. from Caliente Ave.

- At the intersection of Otay Mesa Rd. & Caliente Ave., the crosswalks are faded and not properly labeled, which does not help to control the speed of traffic (Figure 3).



Figure 3. Crosswalks on intersection between Caliente Ave. & Otay Mesa Rd. need to be repainted.

SAN DIEGO COUNTY WALK AUDIT

NOTES AND PHOTOS

- Otay Mesa is split from San Ysidro by the I-805 and is home to the Otay Mesa Port of Entry.
- The community of Otay Mesa is characterized by its industrial and commercial development, with extensive warehouse and distribution facilities, manufacturing plants, and business parks.
- While Otay Mesa is well-connected to major highways such as the I-805, SR 905, and SR 125, it's residential development is generally less dense with more open space and undeveloped land.
- San Ysidro High School has a population of about 2,400 students and is located off the SR 905 on a spacious piece of land with several trails.
- Due to a majority of residential neighborhoods being on the other side of the SR 905, some San Ysidro High School students walk long distances to and from school.
- Otay Mesa Rd. is a popular route that many San Ysidro High School students take to and from school, however, a segment of Otay Mesa Rd. does not contain a proper sidewalk.
- This segment on Otay Mesa Rd. heading towards Sea Fire Point is just an extension of the road and what would be the sidewalk is covered by dense shrubs.
- Rather than taking a longer alternative route, students are subject to walking on the road alongside cars heading toward them without a buffer.
- By having well-designed streets and fixing existing active transportation infrastructure, the Otay Mesa community would be safer when driving or walking in this area.

RECOMMENDATIONS

- Install a proper sidewalk that connects the rest of Otay Mesa Rd. to Caliente Ave.
- Adding traffic-calming measures as vehicles on Otay Mesa Rd. approach Caliente Ave.
- Repaint crosswalks on the intersection of Otay Mesa Rd. & Caliente Ave.

APPENDIX N

Site 12. Julian, Unincorporated County

SAN DIEGO COUNTY WALK AUDIT #12

AUDITOR NAME & ORGANIZATION	AUDIT LOCATION	AUDIT DATE
Bonnie Beckman Spear, COI Community Council; Group of Julian moms	Julian, Unincorporated	03/06/2024

MAP OF AREA AUDITED



Within the boundaries of C St. & Cape Horn Ave. and 2nd St. & CA-78 in Julian, CA 92036

Primary focus on routes to Julian Elementary, Julian Charter School, and Julian Union High School, which together sit on the edge of town on a hill.

Julian is a town located in the Cuyamaca Mountains of San Diego County known for its apple farming and historic Gold Rush era past.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- There are 25 mph speed signs in both directions on CA-78 leading up to the intersection of CA-78 & 2nd St. indicating a school zone, however not every car respects this speed limit.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- There are three main routes from Julian Elementary School into town. The first route is heading up 2nd St. toward C St. from the corner of 2nd St. & Cape Horn Ave., this is the least popular route since it involves going up a hill (Figure 1).
- The second route is heading down 2nd St. toward CA-78. At this intersection, students can use only one labeled crosswalk to head into town. There are no labeled crosswalks to cross the busy road of CA-78, the main road leading into town.
- Heading into town from the corner of 2nd St. & CA-78, there are no sidewalks and cars do not respect the speed limit of 25 mph. Because the high school is adjacent to CA-78, Julian Union High School students are seen walking on the road along the CA-78 (Figure 2).
- The safest route to take into town is heading down Cape Horn Ave. toward C St. from the intersection of 2nd St. & Cape Horn Ave., however, this route becomes a dirt path that is sometimes covered in mud or snow depending on the weather (Figure 3 and 4).
- Once in town, there is a lack of crosswalks and 4-way stop intersections, such as at the intersection of Main St. & C St. and Main St. & B St. (Figure 5).



Figure 1. Three routes to take into town from school that branch out from Cape Horn Ave. (going up or down 2nd St. or going straight through a dirt path)



Figure 2. Some students walk along the narrow edge of CA-78 to get to and from school

SAN DIEGO COUNTY WALK AUDIT



Figure 3. Mud and puddles on the dirt path on the way to school on Cape Horn Ave.



Figure 4. Another view of the dirt path that leads into town toward C St.



Figure 5. The intersection of Main St. & C St. does not contain a 4-way stop or labeled crosswalks.

BACKGROUND NOTES AND PHOTOS

- Julian is a rural unincorporated town in eastern San Diego County that is surrounded by mountains, forests, and meadows with a population of over 1,700 according to the 2020 Census.
- Located at the edge of town, the schools of Julian together serve about 580 students and include Julian Elem., Julian Union High School, Julian Charter School, and Julian Junior High School.
- Some high school students who take the route along the CA-78 to school are seen “playing” by pushing one another into the traffic lane.
- The only 4-way stop intersection that exists in the town of Julian is at the intersection of Main St. & CA-79.
- The poor walkability in the town of Julian discourages locals from conducting walk audits because it feels unsafe walking with children, particularly on busy days.

RECOMMENDATIONS

- Install radar speed signs on CA-78 at the school zone near the intersection of CA-78 & 2nd St.
- Install sidewalk on CA-78 leading into town starting at the corner of CA-78 & 2nd St.
- Insert pavement on the dirt path from C St. to 2nd St. along Cape Horn Ave.
- Add more 4-way stop intersections with labeled crosswalks within the town of Julian, especially at the intersections with Main St. (including B St. and C St.).

APPENDIX O

Site 13. Wynola, Unincorporated County

SAN DIEGO COUNTY WALK AUDIT #13

AUDITOR NAME & ORGANIZATION

AUDIT LOCATION

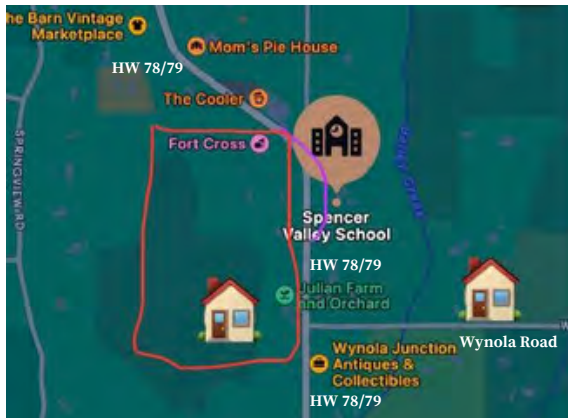
AUDIT DATE

Bonnie Beckman, COI Community Council; Kelly Baas, Superintendent; Thomas, Staff; Kathleen, Staff

Wynola, Unincorporated

05/06/2024

MAP OF AREA AUDITED



Along CA Highway 78/79 between Orchard Lane and Wynola Road, Santa Ysabel, CA 92070

Primary focus on routes to Spencer Valley School from students' homes and frequent field trip locations.

WALKING ASSETS: WHAT IS HELPFUL TO PEDESTRIANS?

- There are school zone speed limit signs approaching Spencer Valley School from either direction on Hwy 78/79.

WALKING CHALLENGES: WHAT MAKES IT DIFFICULT OR UNSAFE TO WALK?

- The school is located at a blind curve (indicated in purple on the map above) and cars frequently pass at a high rate of speed despite posted signs (Figure 1 and 2).
- The map additionally shows approximate locations of homes students would want to walk to/from if conditions felt safe to do so.
- Speed limit sign traveling west is difficult to see behind a power pole and a sign for a local business (Figure 3).
- Speed limit is 45 mph within a two block area around the school, otherwise it is 55 mph.
- There are no stop signs, crosswalks, or sidewalks anywhere around the school, with the exception of a stop sign for vehicles exiting the school's driveway (Figure 4).

SAN DIEGO COUNTY WALK AUDIT



Figures 1 and 2. show views from the driveway where vehicles exit Spencer Valley School, particularly the blind curve toward the right.



Figure 3. shows the school zone sign traveling west.



Figure 4. shows the shoulder of the road where pedestrians can walk while cars travel past with a posted speed limit of 45 mph.

NOTES AND PHOTOS

- Santa Ysabel is an unincorporated community in the eastern part of San Diego County near the community of Julian, characterized by its agricultural activities, including cattle ranching and farming.
- Santa Ysabel serves as a gateway to various natural attractions, including the Santa Ysabel Open Space Preserve and the Cleveland National Forest.
- Spencer Valley School is a small, rural elementary school located within the Santa Ysabel area. The school provides education for grades K-8 to about 35 students and emphasizes a close-knit, community-oriented approach to education, with a focus on personalized learning and student engagement.

RECOMMENDATIONS

- Further reducing the speed limit around Spencer Valley School, including installing flashing lights to draw drivers' attention to the need to slow down.
- Widening the finished shoulder.



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