

Pedestrian Field Trip #4: Museum School

Address: 211 Maple St, San Diego, CA 92103

Date: April 11th, 2025

The purpose of the pedestrian field trip was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network surrounding the Museum School. The activity was conducted in coordination with Museum School, and participants provided input on factors that make biking and pedestrian travel unsafe or uncomfortable, as well as suggestions for improvements they would like to see implemented in their neighborhood.

The field trip was attended by representatives from Circulate San Diego, Museum School staff, and third-grade students. The school is located in Bankers Hill, and the audit route included Maple Street, Laurel Street, Olive Street, Redwood Street, Spruce Street, Fourth Avenue, and Fifth Avenue. Between 2019 and 2023, there were 9 pedestrian injuries and 12 bicyclist injuries reported within a quarter-mile radius of the route (see Figure 1). On March 6, 2025, Oliver Sevilla Oliveros was killed by a driver while crossing the intersection of Maple Street and 6th Avenue at an unmarked crosswalk.

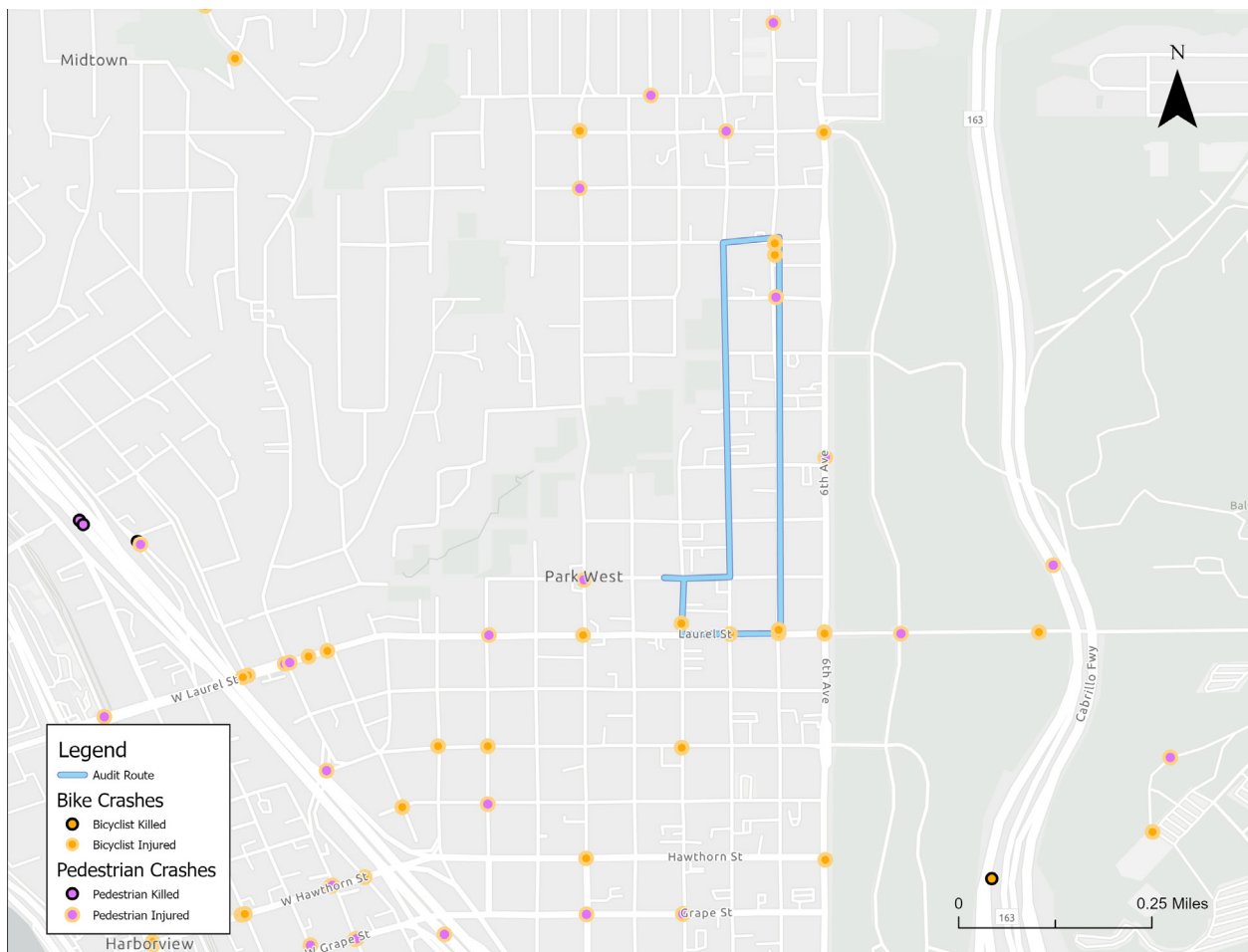



















FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO MUSEUM SCHOOL (2019-2023)

Audit Route

 Audit Route

Observations

-  Curb Extension
-  High Visibility Crosswalk
-  Class IV Bicycle Lane
-  Bus Shelter
-  Bus Stop Lacking Amenities
-  Rectangular Rapid Flashing Beacon
-  Construction
-  Obstruction
-  Broken Sidewalk
-  Narrow Sidewalk
-  Sharrows
-  No Shade
-  Short Crossing Window
-  No Crosswalk
-  Faded Crosswalk
-  No Audible Crossing

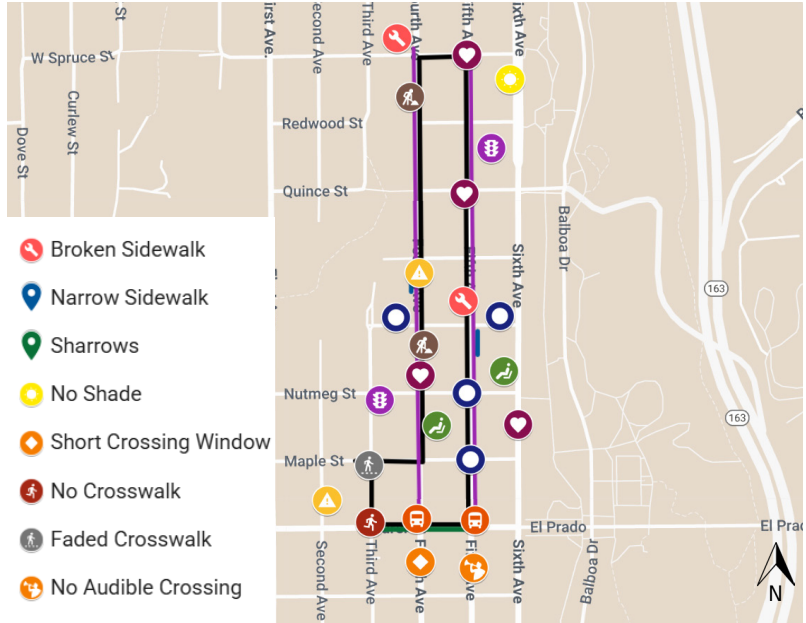


FIGURE 2. MUSEUM SCHOOL AUDIT RESULTS



FIGURE 3: ON LAUREL STREET, THE GROUP ENJOYED THE WIDE CLEAR SIDEWALKS AND SHADE TREES DURING THE AUDIT.



FIGURE 4: ON FOURTH AVENUE, PARTICIPANTS NAVIGATED AROUND OBSTRUCTIONS IN THE MIDDLE OF THE SIDEWALK.

The pedestrian field trip took place around the Museum School (see Figure 2). As the group traversed Laurel Street and Fifth Avenue, they enjoyed the shade trees, wide sidewalks, high-visibility crosswalks, and dedicated bike infrastructure (see Figure 3). However, some areas featured broken or narrow sidewalks. Despite these issues, the first half of the audit was enjoyable. The experience changed significantly starting at Spruce Street and continuing down Fourth Avenue toward the school. This portion of the audit was disrupted by frequent construction that blocked sidewalks, forcing the group to reroute and cross streets without designated crosswalks. In addition to these unsafe crossings, participants had to navigate sidewalks obstructed by electric boxes or poles (see Figure 4), which posed particular challenges for one student using a wheelchair. At the end of the audit, the students noticed the crosswalk near their school was faded on one side and missing on the other. This audit underscores the importance of smooth and unobstructed sidewalks, high-visibility crosswalks—especially near schools—and the need for construction zones to provide safe pedestrian detours, all of which contribute to a safer and more inclusive environment for students and the community.

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