

# The Pasea Pedestrian Audit

Address: 1420 E Palomar Street, Chula Vista, CA 91913

Date: May 7th, 2026

The purpose of the audit was to identify safety concerns, gaps, and deficiencies in the pedestrian network around The Pasea. This activity was coordinated with The Pasea senior living community residents and staff. Participants provided input on safety issues that make walking and biking unsafe or uncomfortable along the route. The pedestrian audit was attended by Circulate Planning & Policy, City of Chula Vista's Engineering Department, and residents and staff from The Pasea.

The Pasea is located in the eastern portion of the City of Chula Vista, along the SR-125 freeway. This pedestrian audit took place along Santa Andrea Street towards Monarche Drive, east on E Palomar Street, and south to Santa Andrea Street to The Pasea. Between 2020-2024, there were 4 pedestrians injured within a quarter mile of the audit route (see Figure 1).

The Pasea is a senior living residency, making it important to install signage that alerts drivers to the presence of older adults in the surrounding area. Observations mapped in Figure 2 identify gaps that affect pedestrian comfort and safety, particularly related to crossings, sidewalk conditions, and accessibility. Sidewalk conditions along Monarche Drive vary. The

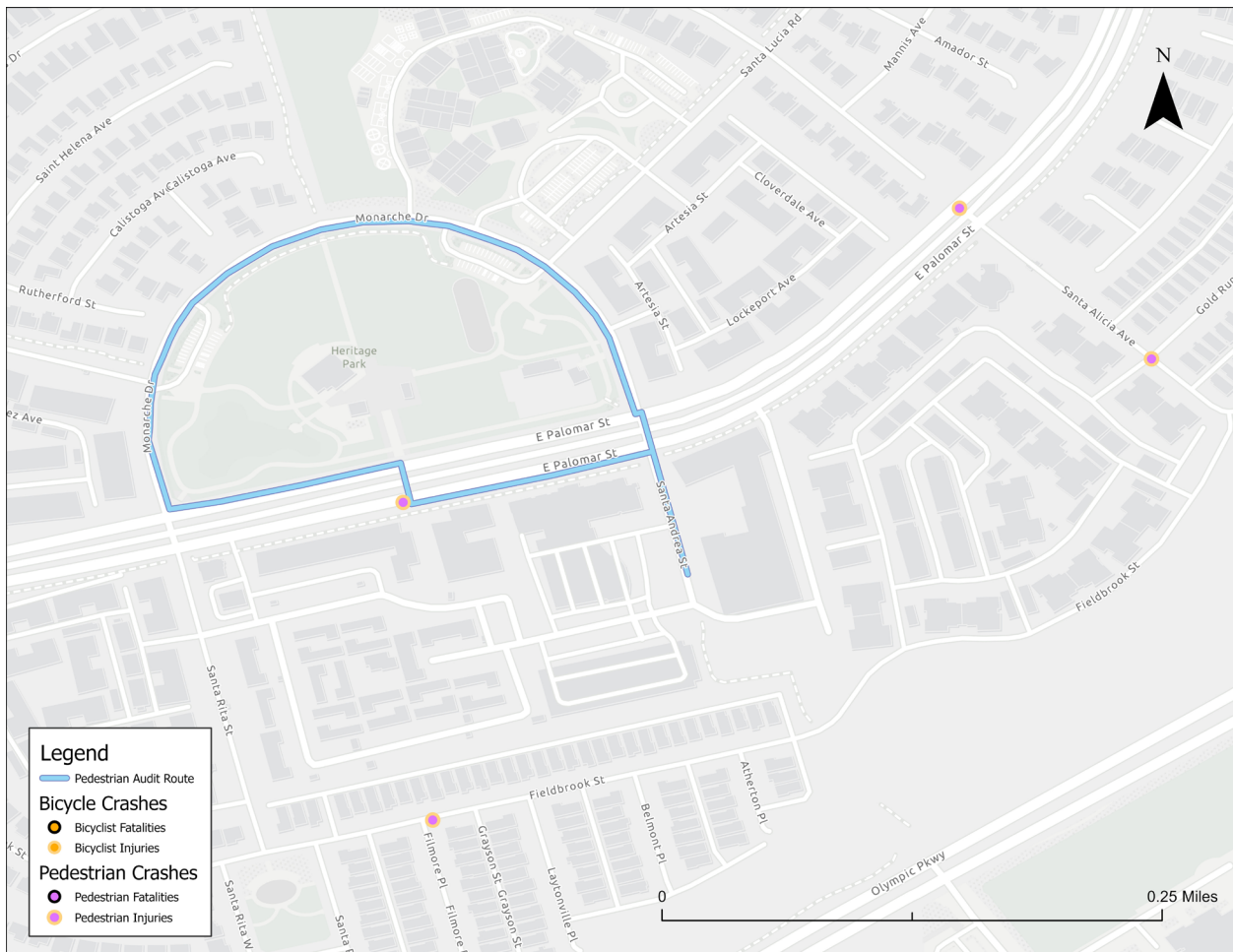


Figure 1. Pedestrian and bicycle fatalities and injuries proximate to The Pasea (2020-2024)

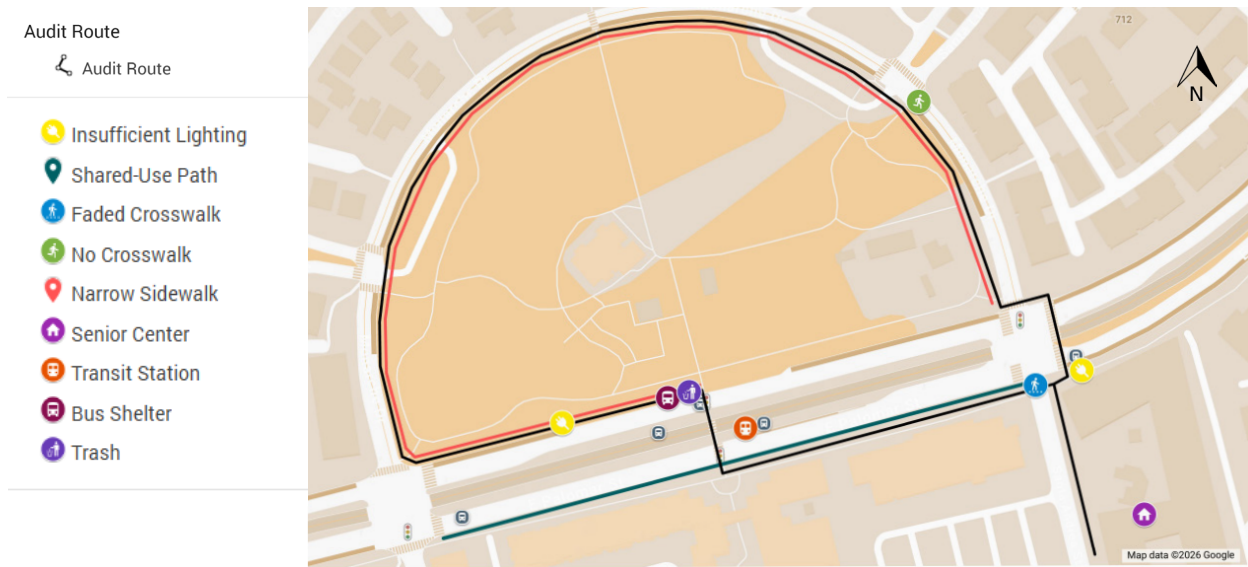


Figure 2. The Pasea Pedestrian Audit results



Figure 3. Participants frequently stated that the sidewalks are not wide enough for two people with mobility aids to walk next to each other throughout Heritage Park.



Figure 4. Participants stated that on East Palomar Street there should be metal tree plates so that mobility aids don't get caught on the dirt or tip over.

intersection of Monarche Drive and Santa Lucia Road, located directly across from Heritage Park, has an unmarked crosswalk, creating potential safety concerns for pedestrians. Additionally, Figure 3 highlights narrow sidewalks throughout Heritage Park and near The Pasea, limiting pedestrians' ability to comfortably pass one another. These sidewalks are especially difficult for individuals using mobility devices or strollers, as they can not adequately accommodate side-by-side movement. Along East Palomar Street uneven pavement and exposed tree well areas create tripping hazards and further reduce accessibility. Installing metal tree plates in these locations would improve mobility by allowing wheelchairs and other mobility devices to pass more easily when pedestrians are traveling in opposite directions (see Figure 4). Bicycle infrastructure along the corridor is limited to a shared-use path on East Palomar Street, where bicyclists and pedestrians share the same space. Participants noted that the path becomes congested during after school hours, seeing students go high speeds on their e-bikes, increasing the potential conflicts between bicyclists and pedestrians. Improved signage and ground markings identifying the corridor as a shared-use path is recommended to encourage safer speeds and clearer expectations for all users. Additionally, participants reported that nighttime lighting in the area is inadequate, with many relying on illumination from nearby buildings rather than pedestrian-scale street lighting. Overall, the corridor would benefit from a combination of short- and long-term improvements, including re-striping and adding crosswalks, widening sidewalks, improving visibility and wayfinding for the shared-use path, installing additional street lighting, and enhancing bicycle infrastructure. Prioritizing these upgrades, would create a safer, more accessible, and more comfortable environment for all residents.

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