

# Logan Heights CDC Pedestrian Audit

Address: 3040 Imperial Avenue, San Diego, CA 92102

Date: May 29, 2026

The purpose of the pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around the Logan Heights community. Participants provided input on issues that make the pedestrian and bicyclist experience unsafe or uncomfortable along the route as well as what improvements they would like to see implemented.

The pedestrian field trip was attended by Circulate Planning, Logan Heights Community Development Corporation (LHCDC), and community residents. This audit took place along Imperial Avenue, between 22nd Street and 31st Street. Between 2020-2024, there were 2 pedestrians killed, 32 pedestrians injured, and 32 bicyclists injured within a quarter mile of the route (see Figure 1). On November 23rd, 2020 52-year-old Michael Dockery was fatally struck by a hit-and-run driver near the intersection of 25th Street and Imperial Avenue.

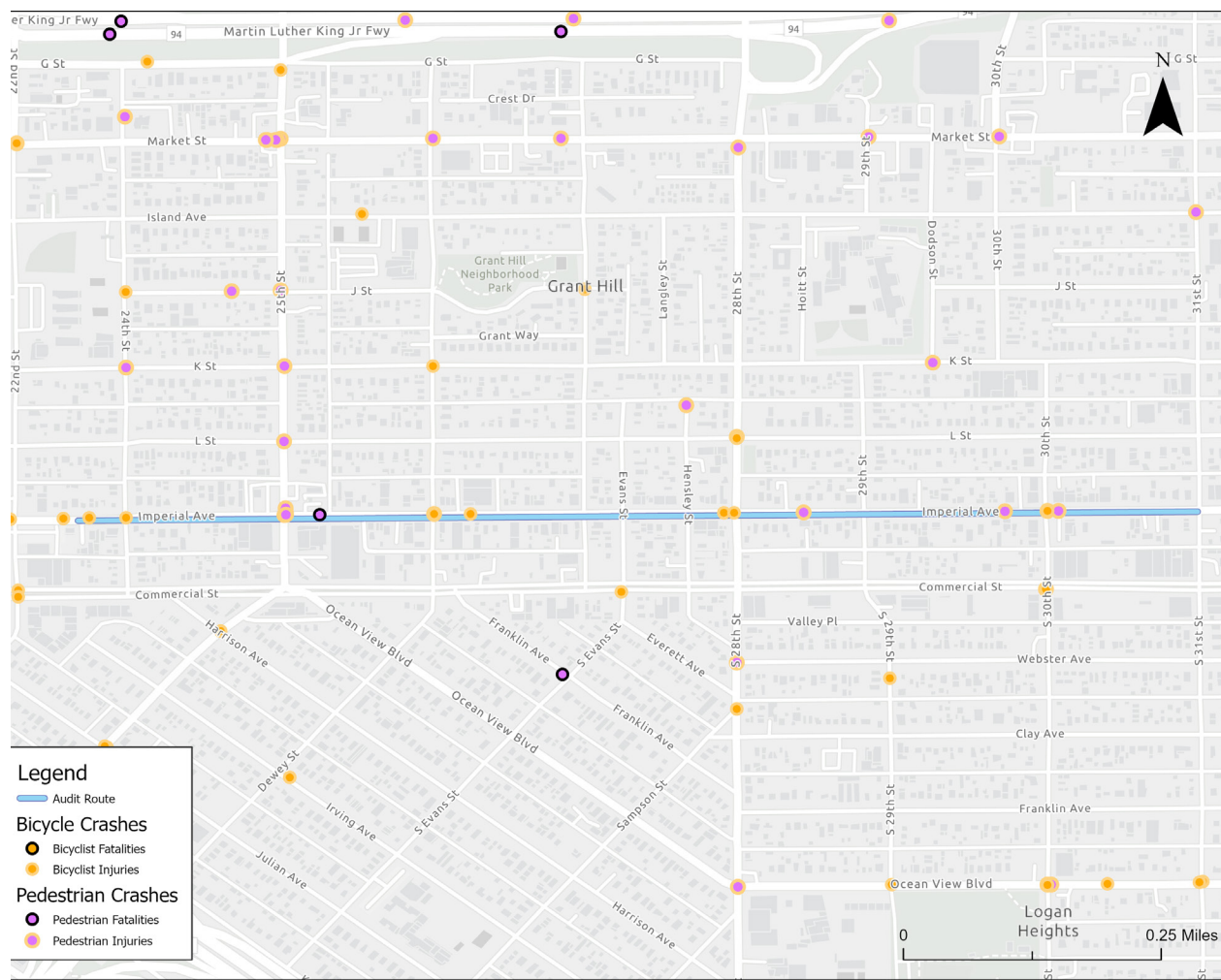


Figure 1. Pedestrian and bicycle fatalities and injuries proximate to Logan Heights CDC (2020-2024)



**Figure 2. Logan Heights CDC audit results**



**Figure 3: Uneven and broken sidewalks observed all throughout Imperial Avenue.**



**Figure 4: Speeding driver on 26th Street failed to properly stop at the stop sign.**

Throughout the pedestrian audit, the group observed a lack of pedestrian-scale lighting, deteriorating sidewalk conditions, and aggressive driver behavior. As shown in Figure 2, many of the issues raised by residents were observed during the pedestrian audit. Participants noted numerous broken and uneven sidewalks along Imperial Avenue that narrowed the pedestrian walkway and created hazards for people walking (see Figure 3). The group also observed several intersections with unmarked crosswalks along Imperial Avenue, a corridor that has speeding vehicles. At the intersection of Imperial Avenue and 26th Street, participants witnessed a driver traveling at a high speed that failed to properly stop at the stop sign, crossing beyond the stop bar and encroaching into the pedestrian crossing area (see Figure 4). Additional concerns included limited shade along the north side of Imperial Avenue, a lack of pedestrian-scale lighting throughout the route, transit stops without shelters, and signalized intersections that provided insufficient crossing time for pedestrians. For example, participants noted that the pedestrian signal at 28th Street did not allow adequate time to safely cross. These observations highlight several opportunities to improve pedestrian safety and comfort in the area. Potential enhancements include longer pedestrian crossing times, leading pedestrian intervals, audible pedestrian signals, high-visibility marked crosswalks, smoother sidewalks, additional street lighting, increased tree canopy, improved transit stop amenities, and curb extensions similar to the existing ones on 24th Street.

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