

Balboa Park Pedestrian Audit

Address: El Prado, San Diego, CA 92101

Date: May 30, 2026

The purpose of the pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around Balboa Park. 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 & Policy, RideSD, and interested participants. Participants rode the MTS Bus 120 from Fashion Valley Transit Station to Fourth Avenue and Laurel Street to get to Balboa Park. This audit took place along Laurel Street, 4th Avenue, 5th Avenue, El Prado, and through Balboa Park. Between 2020-2024, there were 9 bicyclists injured, 14 pedestrians injured, 2 pedestrians killed, and 1 bicyclist killed within a quarter mile of the route (see Figure 1). On March 6, 2025, 47-year-old pedestrian Oliver Sevilla Oliveros was struck and killed by a driver while using an unmarked crosswalk at the intersection of 6th Avenue and Maple Street.

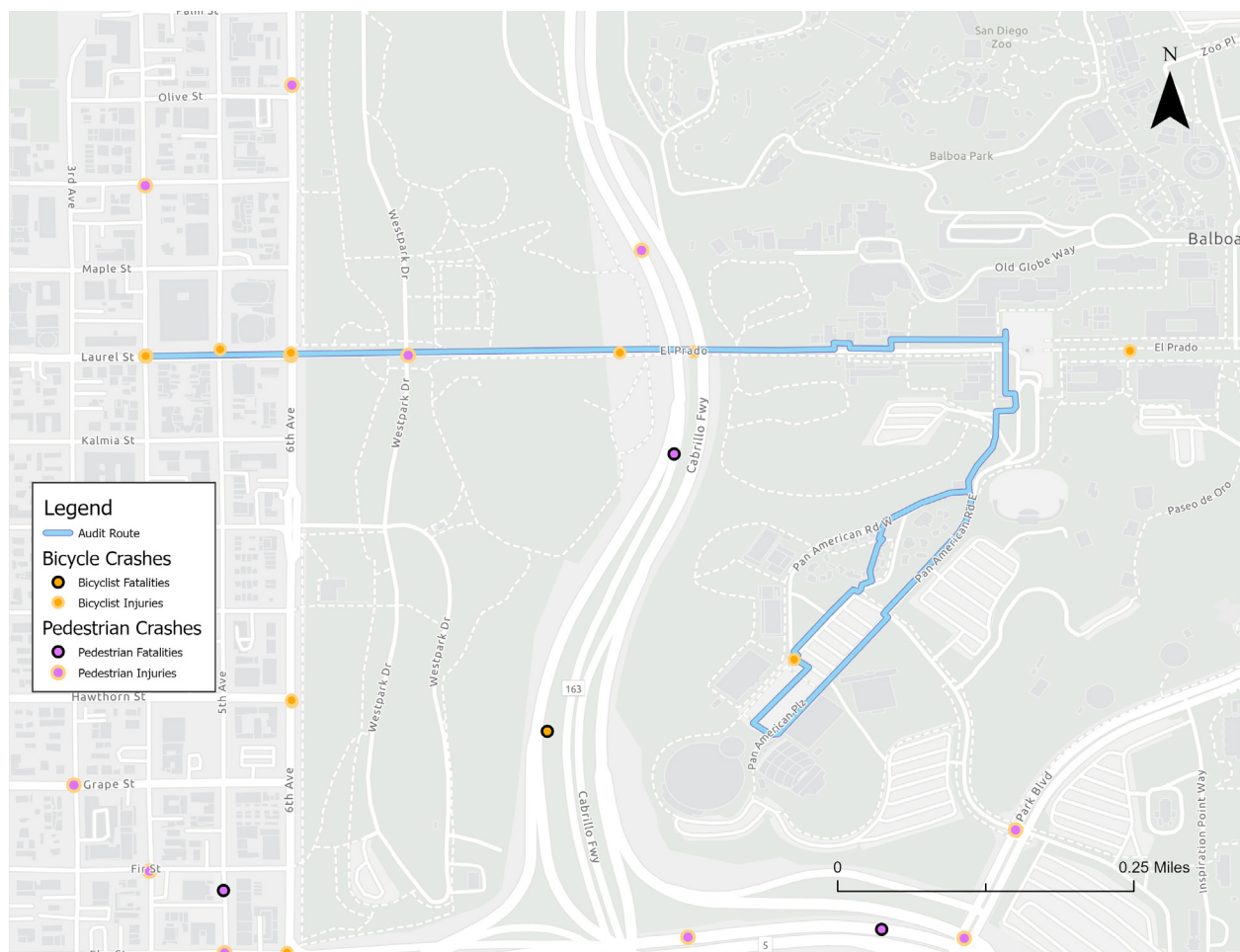


FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO BALBOA PARK (2020-2024)

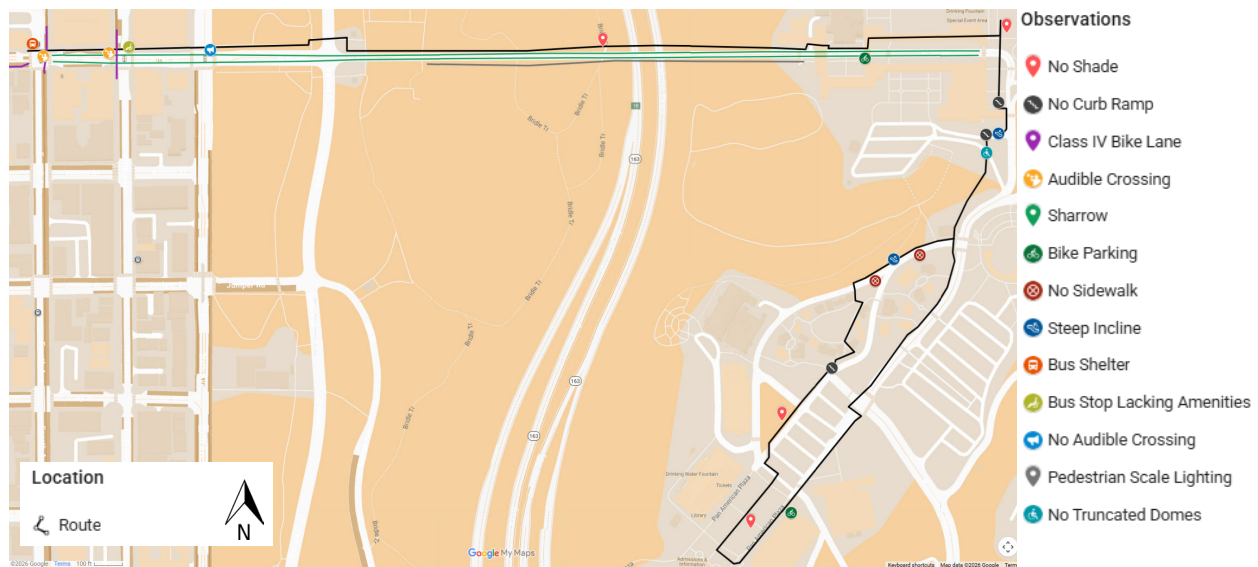


FIGURE 3: ROAD USERS OF ALL TYPES WERE OBSERVED TRAVELING ON EL PRADO.



FIGURE 4: PARTICIPANTS OBSERVED A MISSING CURB RAMP NEAR ALCAZAR PARKING LOT'S SIDEWALK.

Throughout the audit, participants identified several accessibility and mobility challenges within Balboa Park, including a lack of shade, bicycle parking, curb ramps, and benches (Figure 2). Beginning at Fourth Avenue and Laurel Street, the eastbound bicycle lane transitions from a protected Class IV bicycle lane to sharrow lane markings. Participants also noted the absence of protected bicycle facilities within Balboa Park and observed high volumes of pedestrians and bicyclists sharing space on Cabrillo Bridge, creating potential conflicts between travel modes (Figure 3). Near Plaza de Panama and the entrance to the Alcazar Parking Lot, participants identified missing curb ramps and truncated domes, creating accessibility challenges for people with mobility devices and other pedestrians accessing the park from the parking lot (Figure 4). Due to the park's size and multiple attractions, pedestrians expressed difficulties navigating between museums, parking areas, transit stops, and pedestrian entrances. To address these concerns, participants discussed several potential improvements, including installing wayfinding signage to help visitors navigate the park and access nearby transit stops, developing a connected network of protected bicycle facilities, considering closing Cabrillo Bridge to vehicular traffic, and improving sidewalk accessibility through the installation of curb ramps.

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