

Mountain Hawk Park and Salt Creek Recreational Center Pedestrian Audit

Address: 1475 Lake Crest Dr, Chula Vista, CA 91915

Date: July 15, 2026

The purpose of the pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around Salt Creek Recreational Center and Mountain Hawk Park. Participants evaluated existing walking and bicycling conditions, documenting locations where they felt unsafe or uncomfortable and identifying barriers that make it more difficult for people of all ages and abilities to travel through the area.

The pedestrian audit was attended by Circulate Planning & Policy, Salt Creek staff, and Salt Creek campers. This audit took place along Otay Lakes Road and Lake Crest Drive. Between 2020 and 2024, there were 2 bicyclists injured within a quarter mile of the route (see Figure 1). On May 27, 2023, a three-year-old pedestrian was struck and killed by a driver in the parking lot of the Eastlake Village Marketplace, located near Otay Lakes Road and Fenton Street. On February 8, 2024, a 14-year-old cyclist was struck by a driver making a right turn while the cyclist crossed the street at the intersection of Otay Lakes Road and Fenton Street.

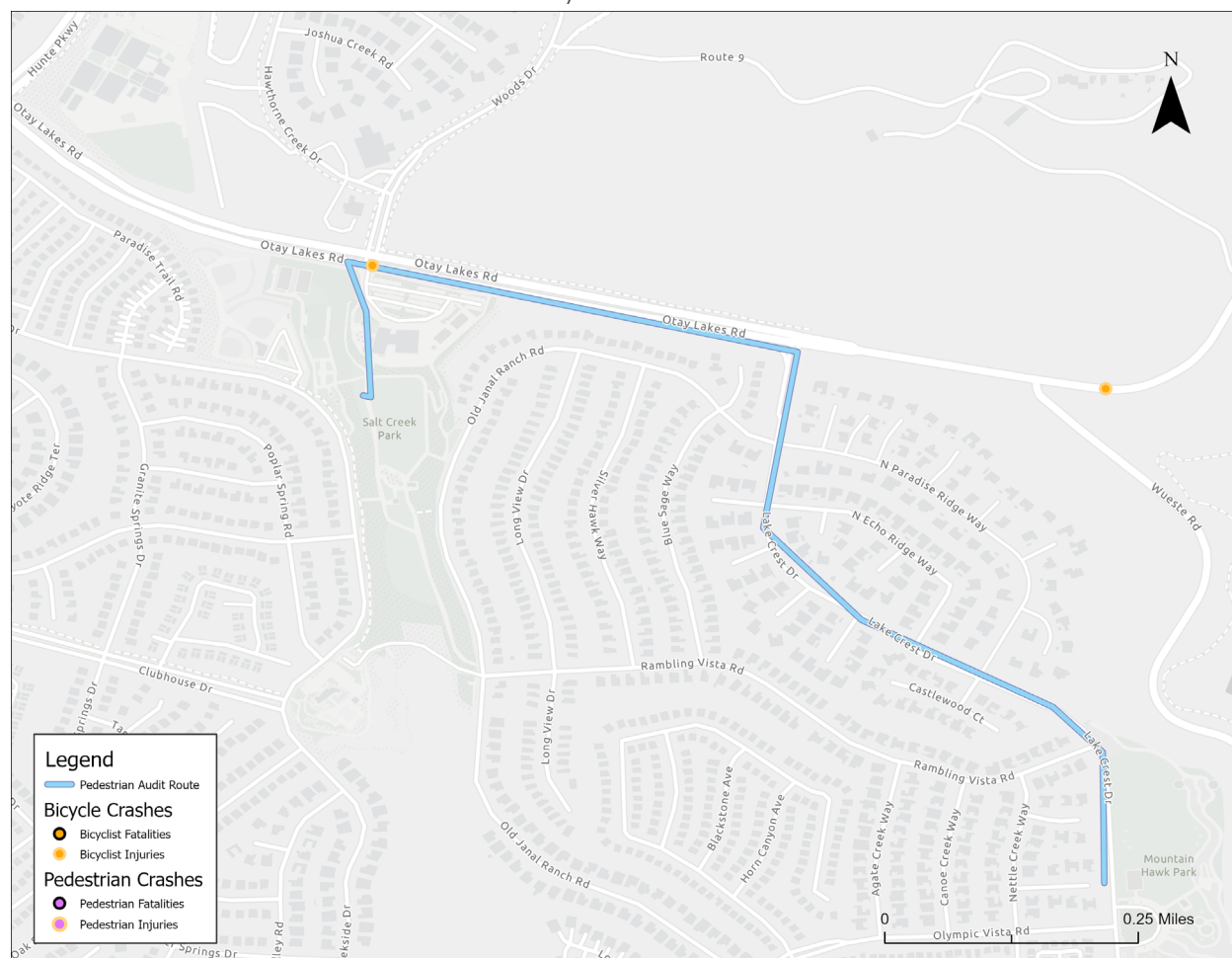


FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO SALT CREEK AND MOUNTAIN HAWK PARKS (2020-2024)

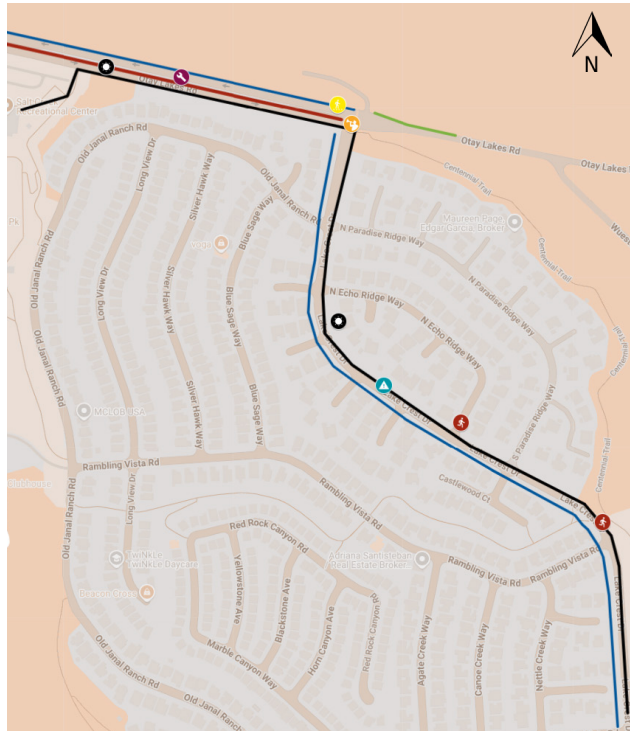


FIGURE 2. MOUNTAIN HAWK PARK AUDIT RESULTS

Observations	Faded Crosswalk	Sharrows
No Crosswalk	Broken Sidewalk	Wide Sidewalk
No Shade	Obstruction	Audit Route
Class II Bike Lane	No Audible Crossing	Audit Route



FIGURE 3: THE GROUP ENCOUNTERED A BUMPY SIDEWALK AND LIMITED SHADE ON OTAY LAKES ROAD.



FIGURE 4: DESPITE CLASS II BIKE LANES AND SHARROWS ON OTAY LAKES ROAD, THE 50 MPH SPEED LIMIT AND LACK OF PROTECTION LEADS CYCLISTS TO RIDE ON THE SIDEWALK.

Circulate joined Salt Creek campers on their walk from Mountain Hawk Park to the Salt Creek Recreation Center (Figure 2). The audit took place on a hot day, making shade an important factor in pedestrian comfort. Along Lake Crest Drive, participants encountered smooth sidewalks and frequent shade from trees, with only one minor obstruction caused by overgrown vegetation. In contrast, conditions along Otay Lakes Road were less favorable. Participants encountered uneven, bumpy sidewalks and a long stretch with little to no tree canopy (Figure 3), making this segment of the route uncomfortable to traverse. During the audit, all observed cyclists were riding on the sidewalk, despite the presence of Class II bike lanes on both Lake Crest Drive and Otay Lakes Road. Further investigation revealed that the speed limit on Otay Lakes Road is 50 mph (Figure 4), which may explain why cyclists chose to ride on the sidewalk rather than in the bike lane. This observation suggests that the high vehicle speeds may discourage cyclists from using the designated on-street facilities. Along Otay Lakes Road, the group noted the lack of an audible pedestrian signal at the crossing, which resulted in participants missing a significant portion of the crossing window. The group also observed that the crosswalk was faded. These observations highlighted several opportunities to improve safety and comfort of pedestrian and bicyclists, including smoother sidewalks, high-visibility crosswalks, traffic-calming measures to reduce vehicle speeds, additional shade trees, and the installation of audible pedestrian signals.

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