

Beautiful PB Pedestrian Audit

Address: 763 Turquoise St., San Diego, CA 92109

Date: August 15, 2026

The purpose of the pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around some of the Pacific Beach access points. Participants provided input on issues that make walking and bicycling unsafe or uncomfortable along the route, as well as suggestions for improvements they would like to see implemented.

The audit was attended by Circulate Planning & Policy, Beautiful PB members, StrongTown SD members, and residents. The audit took place along Turquoise Street, La Jolla Boulevard, Tourmaline Street, Loring Street, Crystal Drive, Ocean Boulevard, Law Street, and Dixie Drive. Between 2020 and 2024, there were five pedestrians and 15 bicyclists injured within a quarter mile of the route (see Figure 1). On October 17, 2024, a 26-year-old cyclist was severely injured after being struck by a pick-up truck while biking across the intersection of Mission Boulevard and Wilbur Avenue. On January 24, 2025, a 39-year-old pedestrian was struck by a driver turning right on red while they were crossing the intersection of Mission Boulevard and Turquoise Street.

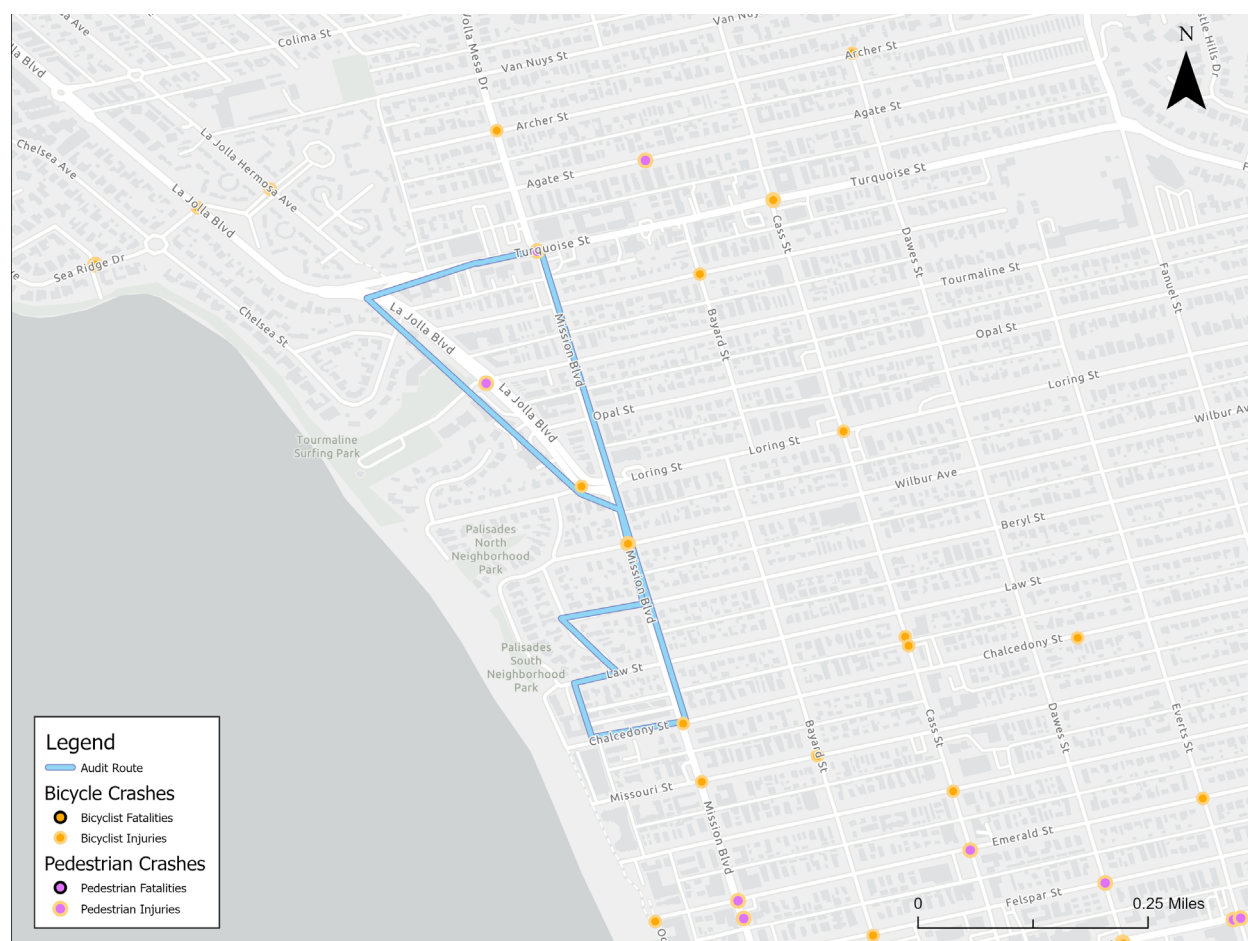


FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO MISSION BOULEVARD AND LA JOLLA BOULEVARD (2020-2024)



FIGURE 2. BEAUTIFUL PB AUDIT RESULTS

Audit Route	Observations	
Boards 'N' Beans	No Crosswalk	Narrow Sidewalk
Audit Route	Faded Crosswalk	Steep Incline
	Driver Infractions Observed	Bicycle Parking
	No Shade	Class II Bicycle Lane
	Obstruction	Signal Malfunction



FIGURE 3: FOR THE MAJORITY OF THE AUDIT, PARTICIPANTS ENCOUNTERED BUSY STREETS WITH LIMITED PEDESTRIAN AND BICYCLE INFRASTRUCTURE.



FIGURE 4: AT TWO OF THE THREE BEACH ACCESS POINTS, PEDESTRIANS AND CYCLISTS WERE REQUIRED TO SHARE THE ROAD WITH DRIVERS

This audit was requested by Beautiful PB members due to growing safety concerns about Pacific Beach pathways and beach access points they have observed while traveling to and around the area (Figure 2). The audit was both challenging and eye-opening, as many beach access points lacked adequate pedestrian and bicycle infrastructure despite the high number of visitors and limited parking. The sidewalk along La Jolla Boulevard was narrow and participants frequently encountered pedestrians walking in the bike lanes (Figure 3). At Tourmaline Street, the sidewalk was completely blocked, forcing pedestrians and cyclists—who had no dedicated bike lane—to share the road with drivers to reach the beach (Figure 4). Similar conditions were observed at Loring Street, where the sidewalk ended and there was no designated bicycle parking. Participants observed bicycles locked to poles and fences, while Law Street had limited bike parking that was quickly filled. Crossing conditions were also a concern, with no audible crossings, faded or missing crosswalks, and drivers frequently encroaching on crosswalks. Several busy intersections, including Crystal Drive, Dixie Drive, and Wilbur Drive, lacked stop or yield signs and marked crossings. Mission Boulevard had more frequent crosswalks but still lacked bicycle infrastructure and shade. This audit highlights the need for safer and more connected pedestrian and bicycle infrastructure around Pacific Beach, including wide sidewalks, dedicated bike lanes, adequate bike parking at the beach, high-visibility crosswalks, audible crossings, and shade trees.

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.