

Howard Gardner Community School Pedestrian Audit

Address: 647 E Street, Chula Vista, CA 91910

Date: September 2nd, 2026

The purpose of the audit was to identify safety concerns, gaps, and deficiencies in the pedestrian network around Howard Gardner Community School. This activity was coordinated with the school principal. 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 staff and students from Howard Gardner Community School.

Howard Gardner Community School is located in the northern portion of the City of Chula Vista, near the I-5 freeway. This pedestrian audit took place on E Street going west towards Bay Boulevard, back east to Broadway, and back west towards Howard Gardner Community School. Between 2020-2024, there were 12 pedestrians injured, 1 pedestrian killed, and 10 bicyclists injured within a quarter mile of the audit route (see Figure 1). On April 4th, 2025 at 2:27 pm, 66-year-old Susie Isabel Gonzalez was killed while legally using the crosswalk at E Street and Woodlawn Avenue when a driver of a Toyota sedan struck her, one block away from Howard Gardner Community School.

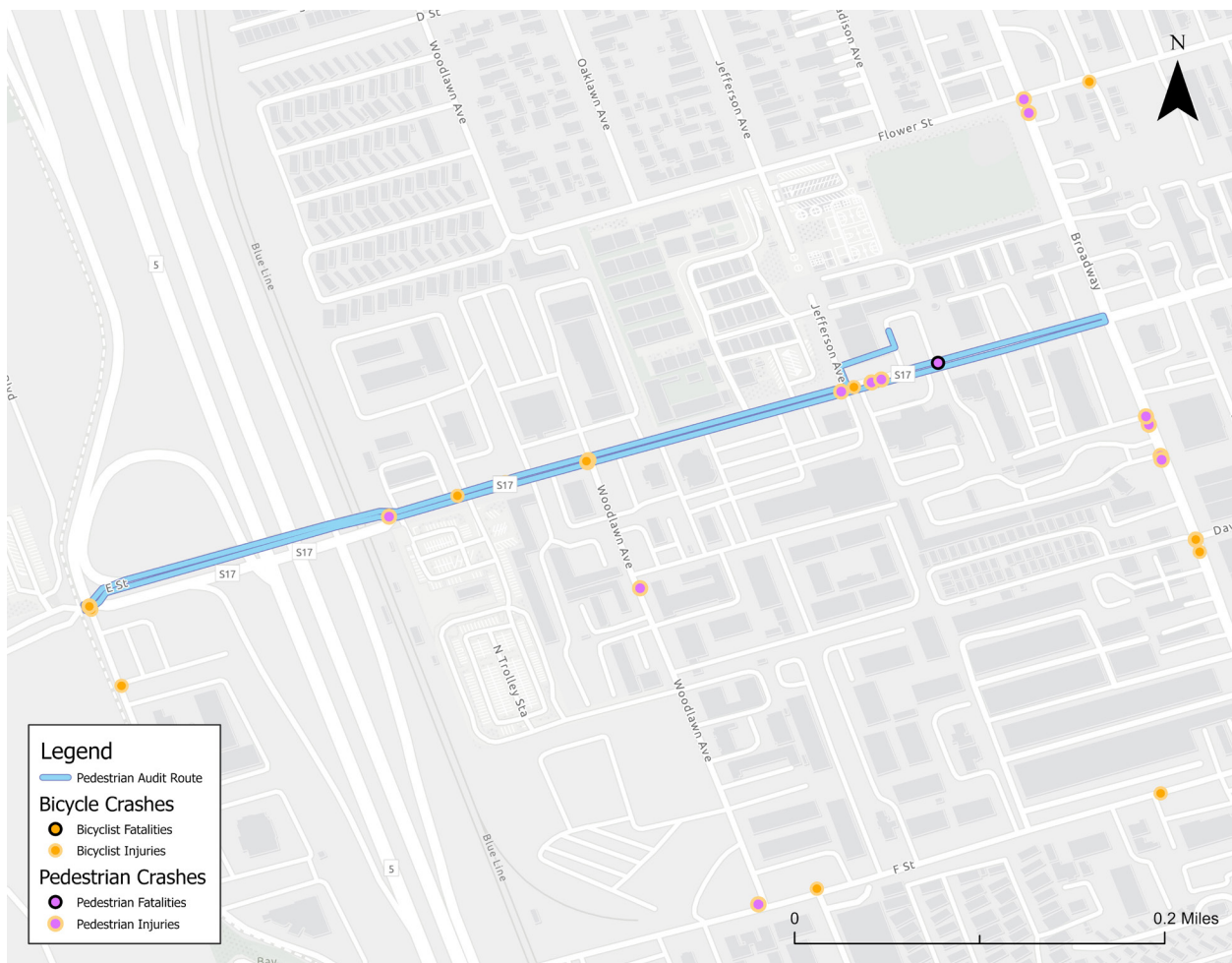


Figure 1. Pedestrian and bicycle fatalities and injuries proximate to Howard Gardner Community School (2020-2024)

Audit Route

 Audit Route

-  Obstruction
-  Missing Pedestrian Signal
-  Narrow Sidewalk
-  Bus Stop Lacking Amenities
-  Multi-Use Path
-  Bicycle Parking
-  Median Refuge Island
-  School
-  Short Crossing Window
-  Transit Station
-  Audible Crossings
-  No Truncated Domes



Figure 2. Howard Gardner Community School Pedestrian Audit results



Figure 3. Participants observed segments of obstructed sidewalks as shown above at E Street near the on ramp to the I-5 North.



Figure 4. Pedestrians crossing freeway on-ramp on the east side of E Street.

Observations mapped in Figure 2 revealed several gaps affecting the comfort and safety of people walking, particularly related to sidewalk conditions, crossings, and shade. Narrow sidewalks along the west side of E Street limit space for pedestrians to comfortably pass and may create accessibility challenges for people using mobility devices or strollers (see Figure 3). Additional safety concerns were observed near the I-5 freeway ramps, including a crossing between a park and school that lacks a dedicated pedestrian signal (see Figure 4). Students identified this location as an uncomfortable crossing. Similar issues were observed near the transit station, where pedestrians and vehicles receive a green indication at the same time, creating potential conflicts. While crossing, the group was honked at by a vehicle turning right. Both had a green light, highlighting pedestrian-vehicle conflicts. Speeding vehicles were also observed despite inconsistent 25 mph and 30 mph speed limit signs along E Street. Long blocks and widely spaced crosswalks also contribute to crossing challenges along the corridor. Near Howard Gardner Community School, crosswalks are approximately a quarter mile apart, and students reported that people frequently cross outside of marked crosswalks to reach the shopping center across the street. Bicycle infrastructure is also limited, with bicyclists primarily sharing the roadway with motor vehicles despite the corridor's proximity to the Bayshore Bikeway. Overall, the corridor would benefit from improvements such as removal of sidewalk obstructions, dedicated pedestrian signals near freeway ramps, improved intersection visibility, additional shade, enhanced bicycle facilities, and a rectangular rapid flashing beacon near Howard Gardner Community School. Prioritizing these improvements, particularly near the school, would create a safer, more accessible, and more comfortable corridor for all users.

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