

Pedestrian Field Trip# 1: 30th Street

Address: 4044 Idaho St, San Diego, CA 92104

Date: February 21st, 2025

The purpose of the pedestrian field trip was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network in North Park along 30th Street. This trip was conducted in coordination with North Park Community Planning Group. Participants provided input on what makes walking and biking along the route unsafe or uncomfortable, as well as what they enjoyed about the route. The pedestrian field trip was attended by Circulate San Diego staff, North Park Community Planning Group members, and other residents of North Park.

This pedestrian audit took place along Polk Avenue, 30th Street, Upas Street, and Adams Avenue. Between 2019-2023, there were 3 pedestrians killed, 51 pedestrians injured, and 24 bicyclists injured within one quarter-mile of the walking route (see Figure 1). On November 21st, 2023 42-year-old Stephen Debow was killed by a hit-and-run driver at the intersection of Polk Avenue and Utah Street.

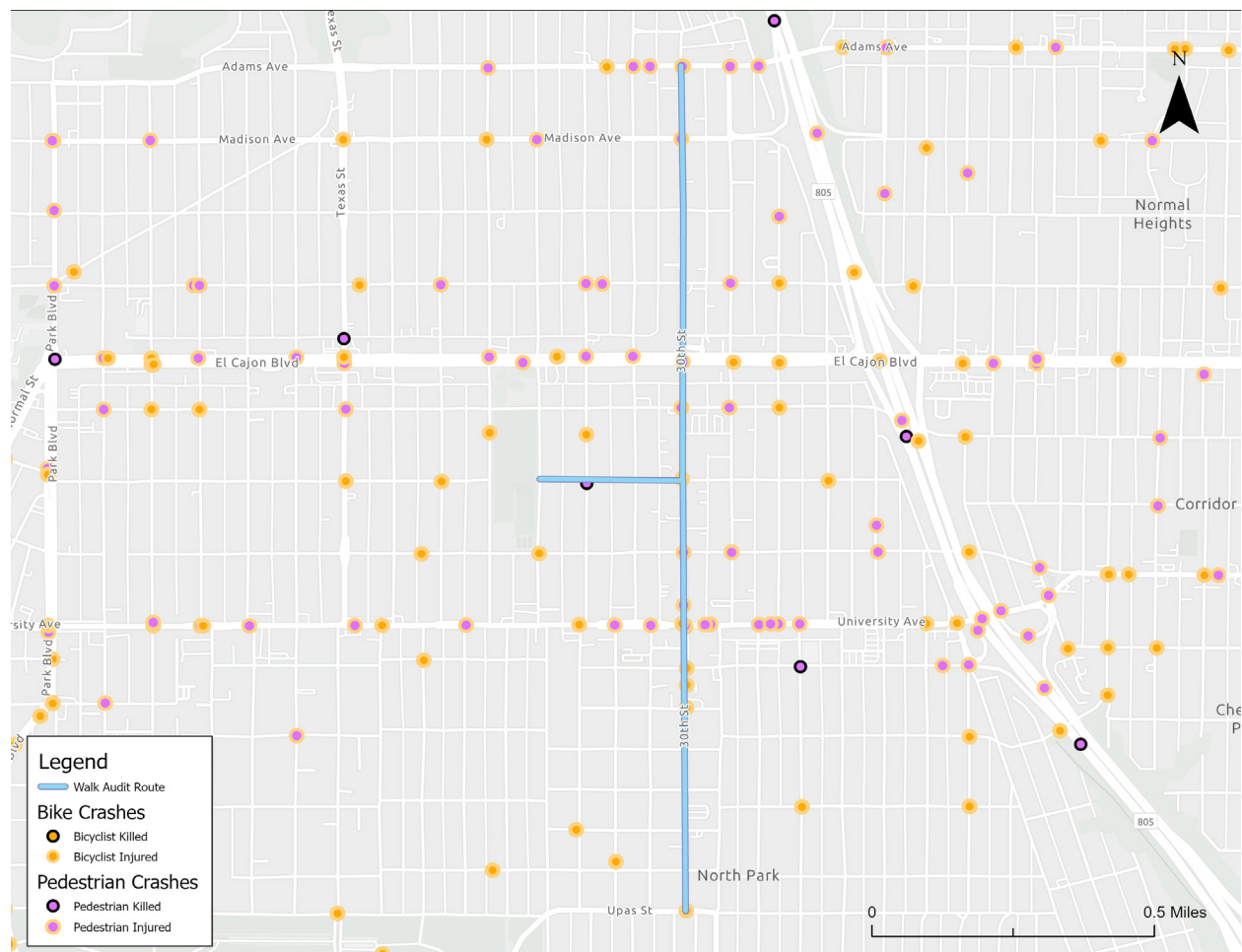


FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO 30TH STREET (2019-2023)

FIGURE 2. 30TH STREET PEDESTRIAN AUDIT RESULTS

Walking Route

Walking Route

Observations

- No Crosswalk
- Broken Sidewalk
- Faded Crosswalk
- Driver Infractions Observed
- Rectangular Rapid Flashing Beacon
- Wide Sidewalk
- Audible Crossing
- Class IV Bike Lane
- Narrow Sidewalk
- Flooding
- Construction
- Class II Bike Lane
- High Visibility Crosswalk
- Long Pedestrian Wait Times

This pedestrian field trip took place along 30th Street in North Park (Fig. 2). During the audit, the group observed intersections with varying levels of infrastructure for both cyclists and pedestrians, with some well-equipped with bike- and pedestrian-friendly features, while others lacked basic infrastructure, such as marked crosswalks. At the beginning of the audit, the group noticed that the intersections between Polk Avenue and 30th Street had missing crosswalks (Fig. 3) and for the majority of the audit, the group encountered broken sidewalks (Fig. 4), both of which made it difficult to walk safely. Throughout most of the audit, Circulate staff had to alert the group to upcoming broken sections of the sidewalk and flooding (Fig. 5) in the crosswalks to prevent injuries. While walking along 30th Street, participants noticed a clear difference in safety between intersections. Intersections with traffic calming measures, such as high-visibility crosswalks, protected bike lanes, and clearly marked conflict zones, felt much safer. In contrast, intersections without these features (Fig. 6) created confusion and increased risk. The group also observed more driver infractions at intersections with limited pedestrian and bicycle infrastructure. For example, on 30th Street near Lincoln Avenue, drivers used an unprotected section of the bike lane for right turns (Fig. 7). At intersections with faded or missing crosswalks, drivers encroached on the crosswalks or failed to yield to pedestrians' right of way (Figs. 8 and 9). North Park is a vibrant and beloved neighborhood, frequented by a diverse range of road users (Fig. 10). This audit underscores the urgent need for consistent and comprehensive bike and pedestrian infrastructure. Implementing key traffic calming measures—such as high-visibility crosswalks, raised crosswalks in flood-prone areas, smoother sidewalks, and protected bike lanes with clearly defined conflict zones—would significantly enhance safety for all road users and also foster a more welcoming environment for everyone on the road.

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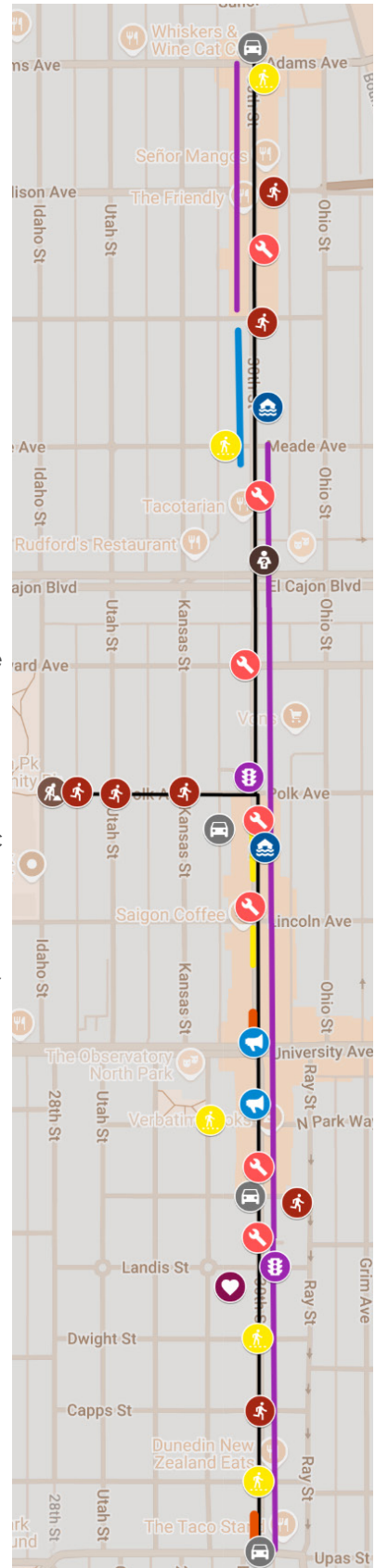




FIGURE 3: PARTICIPANTS CROSSED THE STREET AT POLK AVENUE AND KANSAS STREET, WHERE THERE IS NO CROSSWALK.



FIGURE 4: THERE WERE NUMEROUS BROKEN SIDEWALKS AND HOLES ALONG 30TH STREET, MAKING IT DIFFICULT TO NAVIGATE, ESPECIALLY FOR THOSE USING MOBILITY AIDS OR STROLLERS.



FIGURE 5: PARTICIPANTS ENCOUNTERED FLOODING IN THE CROSSWALKS AND BIKE LANES THROUGHOUT THE AUDIT.



FIGURE 6: AT 30TH STREET AND LANDIS STREET, THE GROUP ENCOUNTERED AN INTERSECTION WITH INFRASTRUCTURE FOR ALL ROAD USERS.



FIGURE 7: PARTICIPANTS CROSSED THE BUSY MADISON AVENUE AND 30TH STREET INTERSECTION WITHOUT A CROSSWALK.



FIGURE 8: DRIVER USES BIKE LANE TO MAKE A RIGHT TURN ONTO LINCOLN AVENUE.



FIGURE 9: DRIVER ENCROACHING ON THE CROSSWALK IN FRONT OF PARTICIPANTS ON EL CAJON BOULEVARD.



FIGURE 10: 30TH STREET IS A BUSY, SHARED SPACE, AND EVERYONE WHO USES IT DESERVES TO FEEL SAFE.