

Pedestrian Field Trip #7: Potiker Senior Residence

Address: 525 14th St, San Diego, CA 92101

Date: February 18th, 2025

The purpose of the pedestrian field trip was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around the Potiker Senior Residence. This activity was conducted in coordination with Serving Seniors. Participants provided input on issues that make the pedestrian experience unsafe or uncomfortable along the route as well as what improvements they would like to see implemented around their residence.

The pedestrian field trip was attended by Circulate San Diego, residents of the Potiker Senior Residence, visitors to the neighborhood, and Serving Senior staff. Potiker Senior Residence is located in East Village. This audit took place along Market Street, Island Avenue, 14th Street, and 17th Street. Between 2019-2023, there were 68 pedestrians injured, 9 pedestrians killed, and 41 bicyclists injured within a quarter mile of the walking route (see Figure 1). On December 3rd, 2022, 41-year-old Stephanie Amick was killed by a driver suffering from a medical emergency while walking on the sidewalk near F Street and 16th Street.

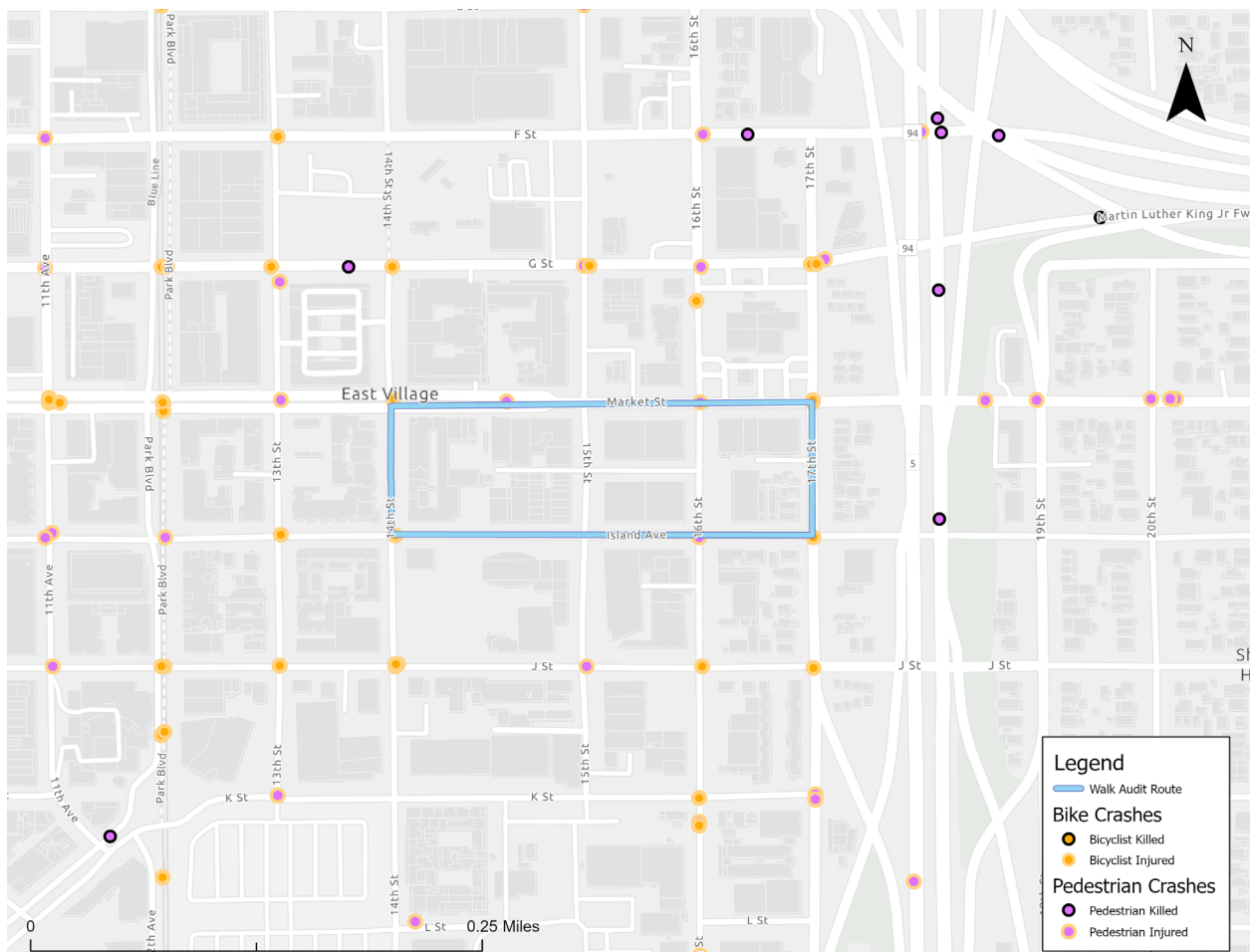


FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO POTIKER SENIOR RESIDENCE (2019-2023)

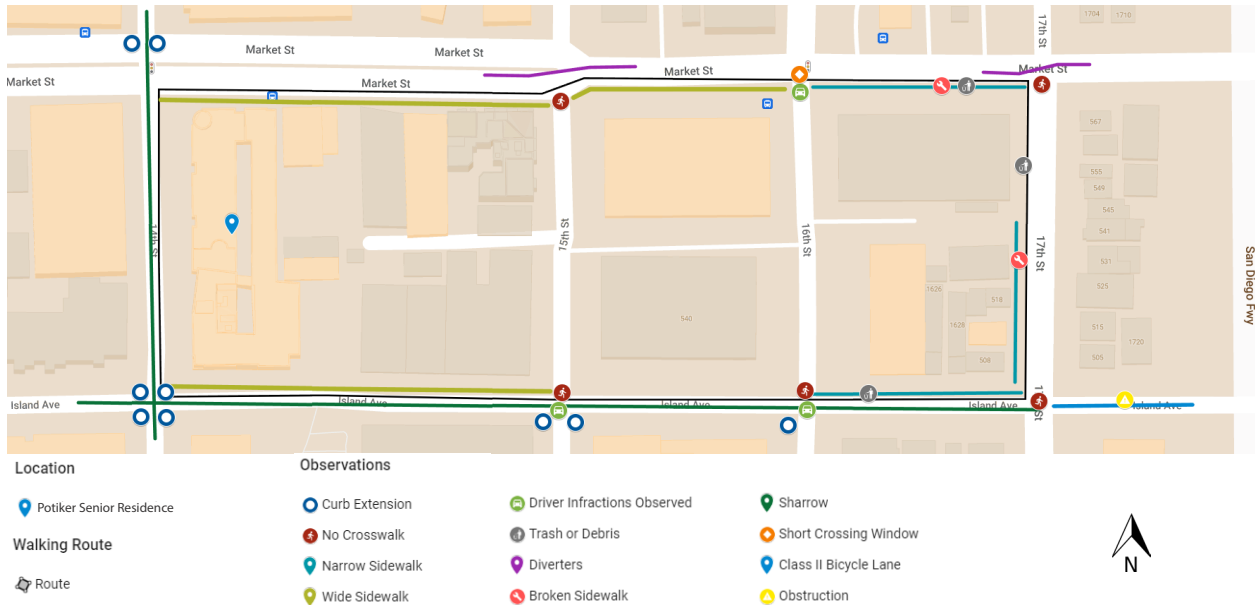


FIGURE 2. POTIKER SENIOR RESIDENCE AUDIT RESULTS



FIGURE 3: PARTICIPANTS NOTED MANY INTERSECTIONS ON ISLAND AVENUE WITHOUT CROSSWALKS AND CURB EXTENSIONS WHILE CROSSING.



FIGURE 4: PARTICIPANTS OBSERVED DRIVERS FAILING TO YIELD AS THEY CROSSED THE INTERSECTION OF 16TH STREET AND MARKET STREET.

Circulate and the participants assessed the pedestrian conditions between the Potiker Senior Residence building and Interstate 5 (see Figure 2). Between 15th and 17th Streets on Island Avenue, participants noted the absence of traffic calming measures, such as curb extensions and crosswalks, which made it challenging for participants using mobility aids to feel visible. Serving Seniors staff assisted by stopping traffic to help the older adults cross the street safely (see Figure 3). As the group approached Market Street, participants noticed broken sidewalks and the absence of crosswalks on both 15th and 17th Street. At these intersections, diverters are also in place to prevent drivers from going straight or making left turns; however, participants observed that the diverters were broken. At the intersection of 16th Street and Market Street, the group observed drivers encroaching on the crosswalk, despite the short crossing window (see Figure 4). Nonetheless, participants appreciated the wide sidewalks around their residence building. This pedestrian audit reinforced the need for high-visibility crosswalks, curb extensions, and median islands to ensure individuals of all ages and abilities can travel safely on our streets. Installing a hardened median at the intersections of 15th, 17th, and Market Streets would assist in preventing driver infractions.

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