

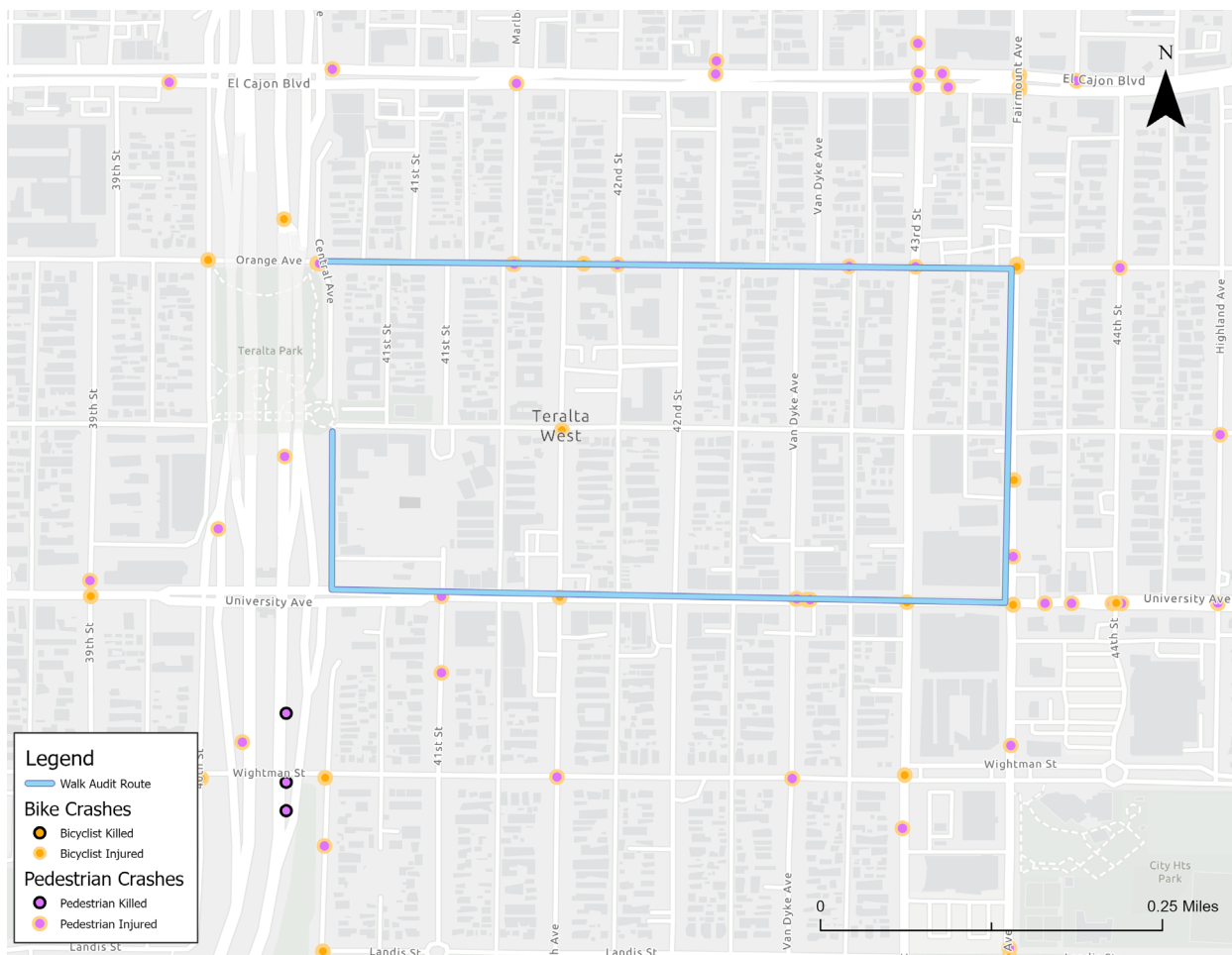
# Pedestrian Audit #2: City Heights Evening Audit

Address: 4100 Central Avenue, San Diego, CA 92105

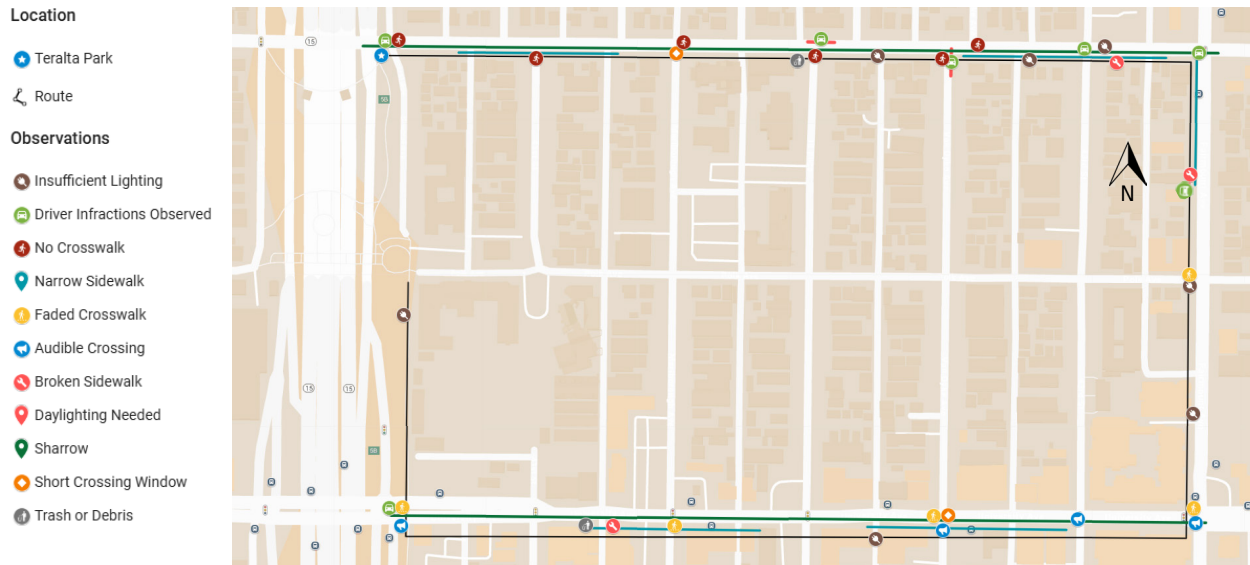
Date: February 25, 2025

The purpose of the pedestrian audit was to identify safety concerns, gaps, and deficiencies in the pedestrian and bicycle network around City Heights in the evening. This activity was conducted in coordination with City Heights Community Development Corporation (CDC). 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 for evening safety.

The pedestrian field trip was attended by Circulate San Diego, community members, and City Heights CDC staff. This audit took place along Central Avenue, Orange Avenue, Fairmount Avenue, and University Avenue after 6:00 PM. Between 2019-2023, there were 72 pedestrians injured, 3 pedestrians killed, and 22 bicyclists injured within a quarter mile of the route (see Figure 1). Recently, on January 23, 2025, a tragic incident occurred when 91-year-old Jose de Jesus Gutierrez Muñoz was struck and killed by a truck driver while crossing the intersection of Marlborough Street and University Avenue. The driver made a left turn onto University Avenue and hit Mr. Muñoz in the crosswalk



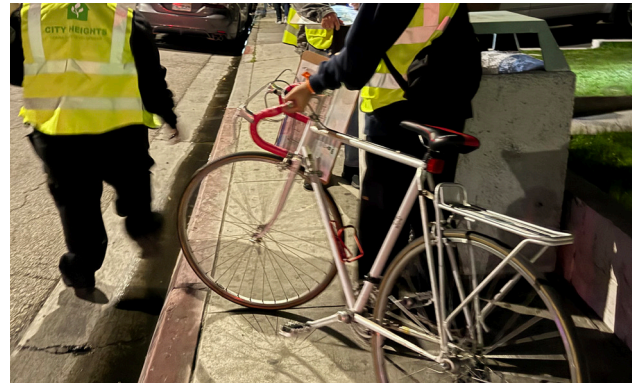
**FIGURE 1. PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES PROXIMATE TO THE EVENING AUDIT ROUTE (2019-2023)**



**FIGURE 2. CITY HEIGHTS EVENING AUDIT RESULTS**



**FIGURE 3: PARTICIPANTS OBSERVED MULTIPLE UNMARKED CROSSWALKS ALONG ORANGE AVENUE.**



**FIGURE 4: PARTICIPANTS WALKED ALONG NARROW SIDEWALKS AND OBSERVED THE LIMITED SPACE AT THE BUS STOP LOCATED NEAR FAIRMOUNT AND ORANGE AVENUE.**

During the evening audit, participants observed several driver infractions, including drivers failing to yield to pedestrians, encroaching on crosswalks, and parking near intersections (Figure 2). Additionally, a lack of bicycle infrastructure was noted throughout the audit, despite seeing many micromobility users. During the walk, particularly along Orange Avenue, participants noted areas with poor lighting near alleys, with one broken streetlight observed at the intersection of Orange Avenue and 42nd Street. Along Orange Avenue, participants highlighted concerns such as narrow sidewalks, unmarked crosswalks, and poor visibility as they approached Fairmount Avenue. For example, in Figure 3, participants observed unmarked crosswalks at the intersection of Van Dyke Avenue and Orange Avenue, as well as a lack of signage to slow or stop drivers. Along Fairmount Avenue, participants noted narrow sidewalks, vehicles parked on sidewalks, and a need for more lighting (Figure 4). The sidewalks felt particularly narrow near bus stops, especially along University Avenue. Participants appreciated the audible intersections and marked crosswalks along University Avenue. This pedestrian audit reinforced the need for wider sidewalks, curb extensions, pedestrian-scale lighting, and protected bicycle lanes to ensure safety for individuals of all ages and abilities.

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