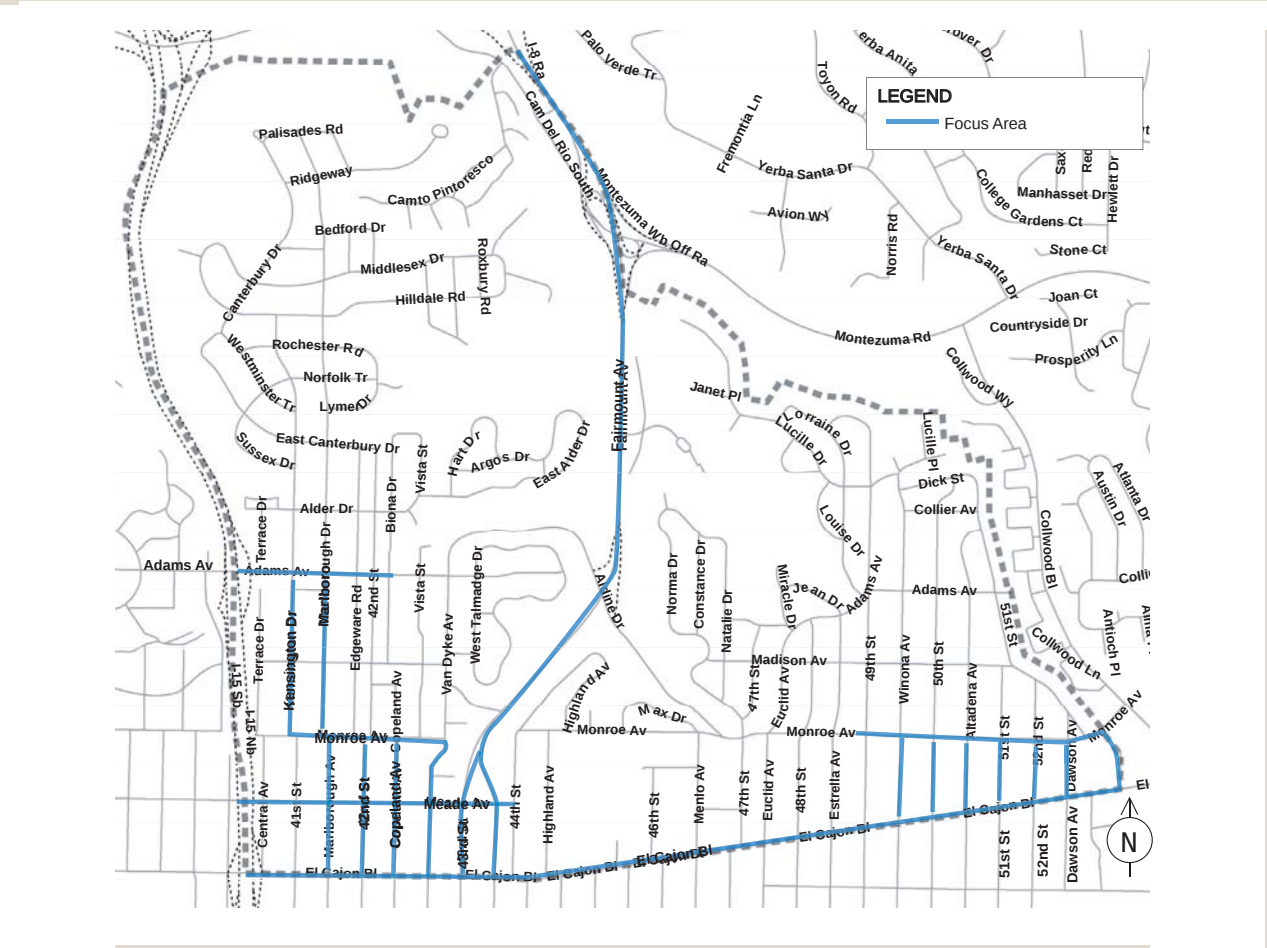


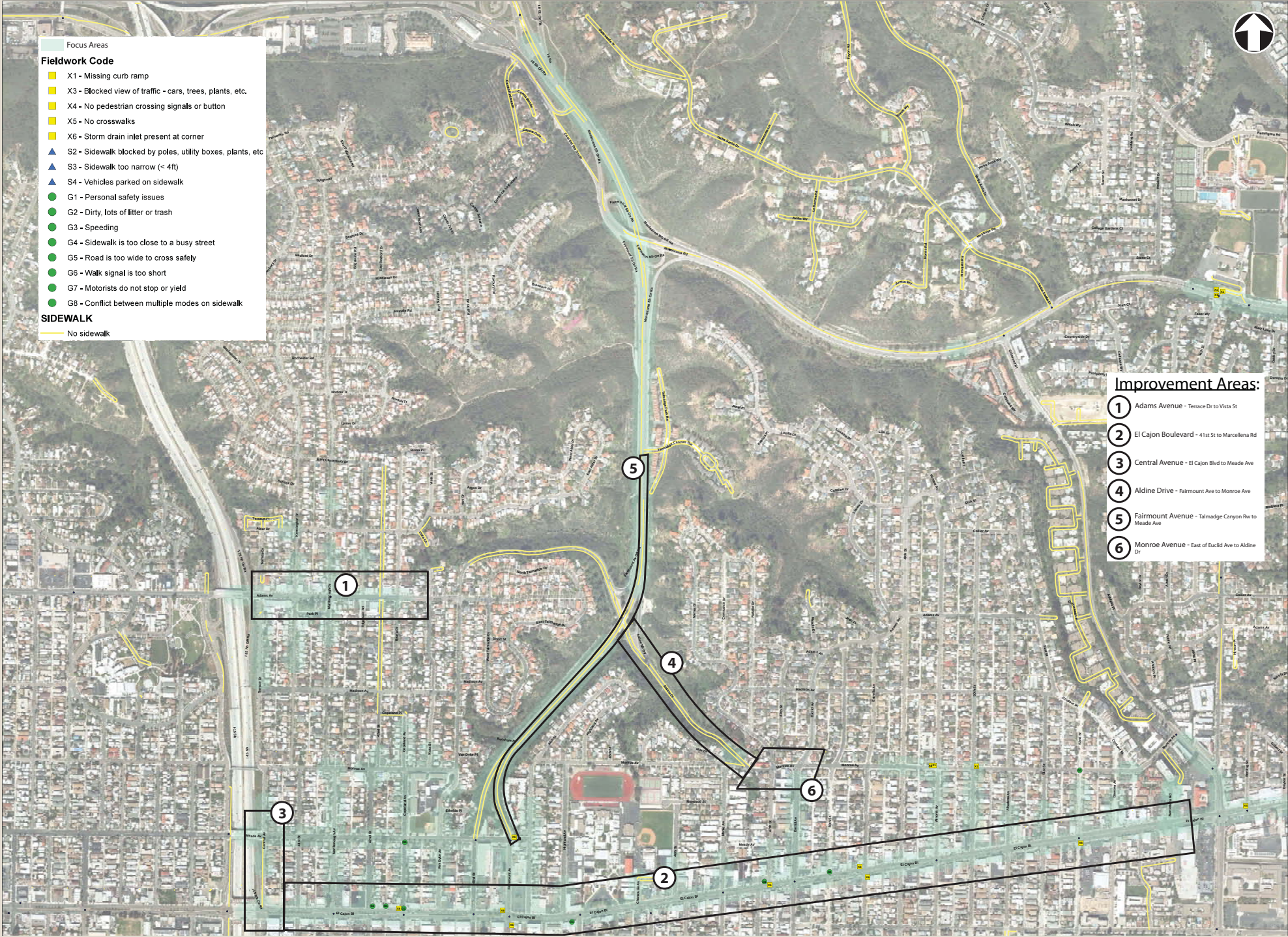
KENSINGTON-TALMADGE

Focus Areas and Existing Conditions



KENSINGTON-TALMADGE

Recommended Improvement Areas



KENSINGTON-TALMADGE

Improvement Details

Improvement Area	Concerns	Recommendations	Potential Improvements
K-1: Adams Avenue Walkability Improvements	- Commercial area lacking pedestrian amenities to encourage walking 2 pedestrian-involved accidents at Kensington/Adams - Crossing Adams difficult due to lack of gaps in traffic	Enhance pedestrian environment through streetscape and lighting improvements. Improve walkability and improve connectivity to transit stops by evaluating and installing traffic calming measures.	Construct intersection modifications at: 42nd Street - Biona Drive - Kensington Drive Improvements may include bulb-outs, flashing crosswalks where warranted, and landscape/lighting improvements.
K-2: El Cajon Boulevard Corridor Study	- Wide streets and high traffic speeds make crossing difficult at uncontrolled intersections - Traffic speed and volume affect walking environment and access to transit stops	Conduct a comprehensive mobility study that develops a comprehensive plan to improve pedestrian accessibility, access to transit, bicycle facilities and vehicular circulation.	Potential intersection modifications at 50th Street and Marcellena may include: - curb extensions - countdown timers - medians - marked crosswalks (if warranted) - Add protected left turn at El Cajon / Euclid to reduce cut-through traffic on Aldine
K-3: Central Avenue Walkability Improvements	- Accelerating vehicles accessing I-15 on-ramp do not yield for pedestrians - Residential street fronting I-15 carries cut-through traffic - Incomplete or missing sidewalks	Improve pedestrian visibility near I-15 on-ramp and reduce pedestrian crossing distance.	- Recommend traffic calming measures to complement Mid-City Rapid Bus Project and 1.15 BRT improvements including bulb-outs to reduce crossing distance and discourage cut-through traffic. - Traffic calming should complement bicycle plan for this corridor.
K-4: Aldine Drive Connectivity Improvements	- Pedestrian activity along road shoulder due to incomplete sidewalks - Limited street lights on residential street reduce pedestrian visibility - Traffic speeds not compatible with walking environment	Improve connectivity between Kensington and Talmadge and to trolley stations to north. Conduct speed survey to identify 85th percentile speed and identify potential traffic calming measures to reduce speeds to 25mph.	- Construct traffic calming measures to reduce traffic speeds. - Assess feasibility of constructing sidewalk/bike path along corridor. - Install street lights along corridor to improve visibility.
K-5: Fairmount Avenue Connectivity Improvements	- Discontinuous sidewalks (gap from Talmadge Canyon to Meade) - Traffic speeds not compatible with walking environment	Complete pedestrian connection from Talmadge Canyon to Meade by constructing sidewalk on east side of Fairmount Ave.	Improvements may include: - Minimum 5-foot sidewalk - ADA ramps at all intersections - Pedestrian-scale street lights where no street lights exist
K-6: Monroe Ave Safety Improvements	- Skewed intersection at Euclid creates long crossing distances for pedestrians - Future YMCA at Fairmount / Meade to increase pedestrian use along route with high vehicle speeds and volumes	Improve pedestrian connection from Talmadge to future YMCA location. Improve crossings for pedestrians at intersections.	Intersection modifications at Euclid / Monroe and Aldine / Monroe may include: - Realign intersection to reduce crossing distances - Illuminated crosswalks - Curb extensions - Sidewalk buffers

