

Kensington/Talmadge Pedestrian Plan

Pedestrian Master Plan – Phase 4

Kensington/Talmadge Area Description

The Kensington-Talmadge Community lies in the northern reaches of the Mid-City area, generally north of El Cajon Boulevard, east of I-15, south of I-8/Montezuma Road, and west of Collwood Boulevard. The Kensington and Talmadge neighborhoods are physically separated by canyons that are traversed by Fairmount Avenue, generally running north/south, and Aldine Drive which crosses Fairmount in a northwest/southwest direction and connects to Adams Avenue in Kensington and Monroe Avenue in Talmadge.

The predominant street pattern is a grid, interrupted by the canyons. At the southern edge of the community, El Cajon Boulevard connects the Kensington and Talmadge neighborhoods.

Kensington's first subdivision dates to 1910 and the neighborhood is recognized for its historic character. It is a narrow peninsula isolated on three sides by steep slopes, much of which is dedicated open space. Kensington offers a miniature "Main Street" along Adams Avenue, complete with coffee shops, restaurants, a branch library and the regionally famous Ken Theatre.

Talmadge, to the east, is also surrounded by canyons. It was established in 1925 and is home to the Talmadge Gates Historical District. The neighborhood is comprised of a mixture of single-family homes and mid- to large apartment complexes. Talmadge has a Maintenance Assessment District (TMAD) that was established in 2001 for the purpose of improving the public right-of-way with landscaping, ornamental lighting and traffic calming devices. As part of this beautification effort, Talmadge planted more than 400 trees along its streets.

Community Outreach

The project was presented to the Kensington/Talmadge Planning Group in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey. One on-line survey was completed online for the Kensington/Talmadge Community.

Kensington/Talmadge Area residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including 12 for the Kensington/Talmadge Community.

Open House surveys for Kensington/Talmadge indicated that the respondents did not feel strongly one way or another about the identified Improvement Areas or recommended improvements, but they did make suggestions as follows. Improving the Monroe/Euclid intersection and the segment of Monroe west of that intersection to Aldine and Menlo was the priority mentioned the most times, followed by being able to walk (and bike) between Kensington and Talmadge. Improvements to Aldine Drive were mentioned often in support of these other priorities—creating a connection between Kensington and Talmadge, and improving pedestrian conditions near the Euclid/Monroe intersection. Fairmount Avenue was another priority location for improvements.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in [Exhibit KT-1](#).

Route Types

All roadways within the Kensington/Talmadge Community were defined based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in Kensington/Talmadge: District, Corridor, Connector and Neighborhood. [Exhibit KT-2](#) illustrates the Route Type Classifications defined within the Kensington/Talmadge Community.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the Kensington/Talmadge Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the Kensington/Talmadge Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.



were refined as a result of the existing conditions needs assessment and input from the community. **Exhibit KT-3** illustrates the Kensington/Talmadge Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the Kensington/Talmadge Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the Kensington/Talmadge Community, six Improvement Areas were defined, which are illustrated in **Exhibit KT-4** and summarized in the table on the following page. Following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement area were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

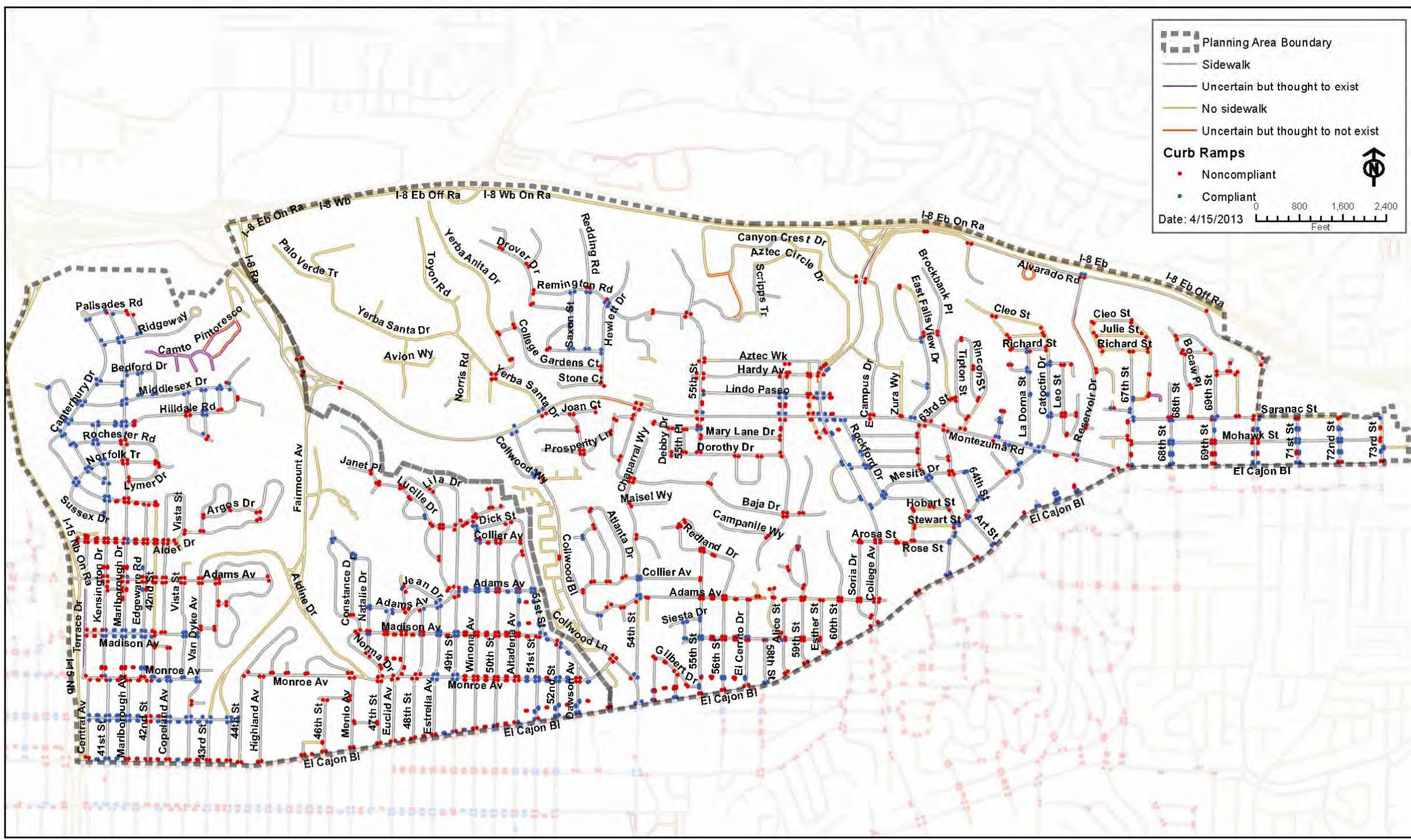
Kensington/Talmadge Area Pedestrian Plan

Improvement Area Recommendations

| Improvement Area | Recommendations | Priority Score |
|---|---|----------------|
| KT-1 Adams Avenue Walkability Improvements (Terrace Drive to 42nd Street) | Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures. Consider installation of a roundabout at Marborough Drive. | 20 |
| KT-2 El Cajon Boulevard Corridor Mobility Study (41st Street to Marcellena Road) | Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities, and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50 th Street should be implemented in advance of the Corridor Mobility Study to address existing walkability issues. | 34.5 |
| KT-3 El Cajon Boulevard / Central Avenue Intersection Improvements | Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 on-ramp. Improvements will also reduce pedestrian crossing distance. | 12 |
| KT-4 Aldine Drive Connectivity Improvements | 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 25 mph. | 5 |
| KT-5 Fairmount Avenue Connectivity Improvements | Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Ave. | 10 |
| KT-6 Monroe Avenue / Euclid Avenue Intersection Improvements | Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks. | 10 |

Exhibit KT-1: Missing Sidewalk and Curb Ramps

San Diego Pedestrian Master Plan Phase 4: College Area - Kensington-Talmadge



San Diego Pedestrian Master Plan Phase 4: College Area - Kensington-Talmadge

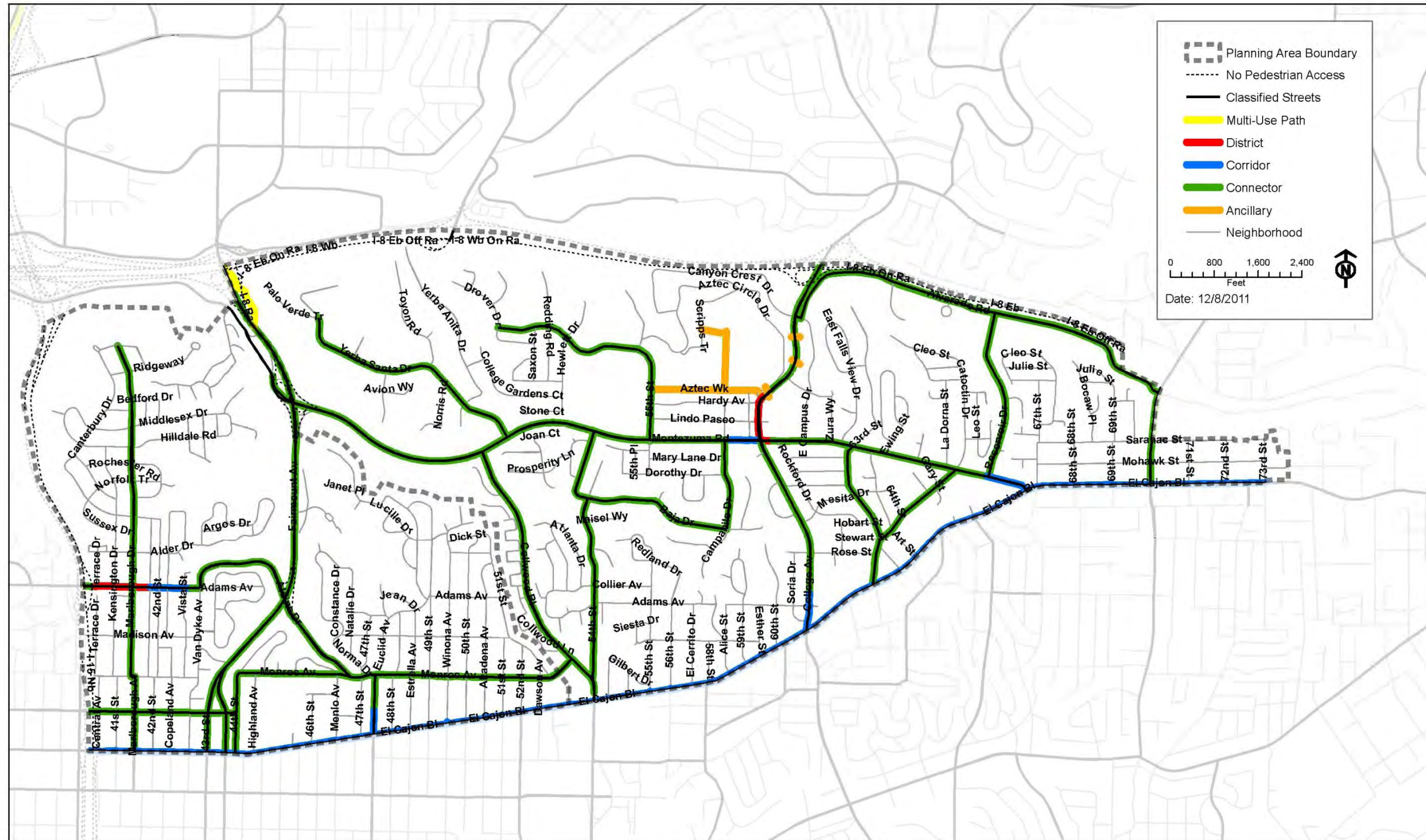


Exhibit KT-3: Focus Area

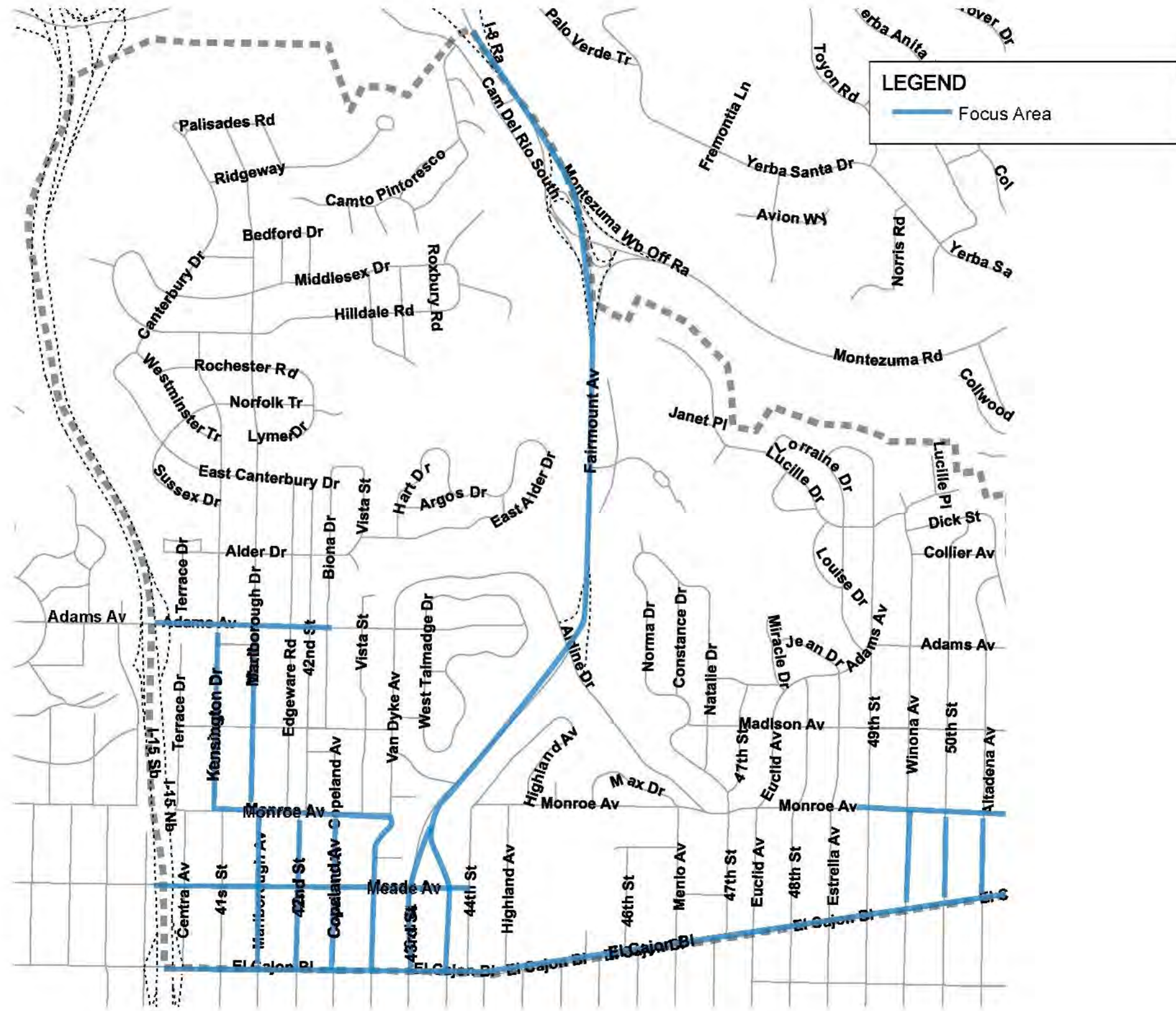
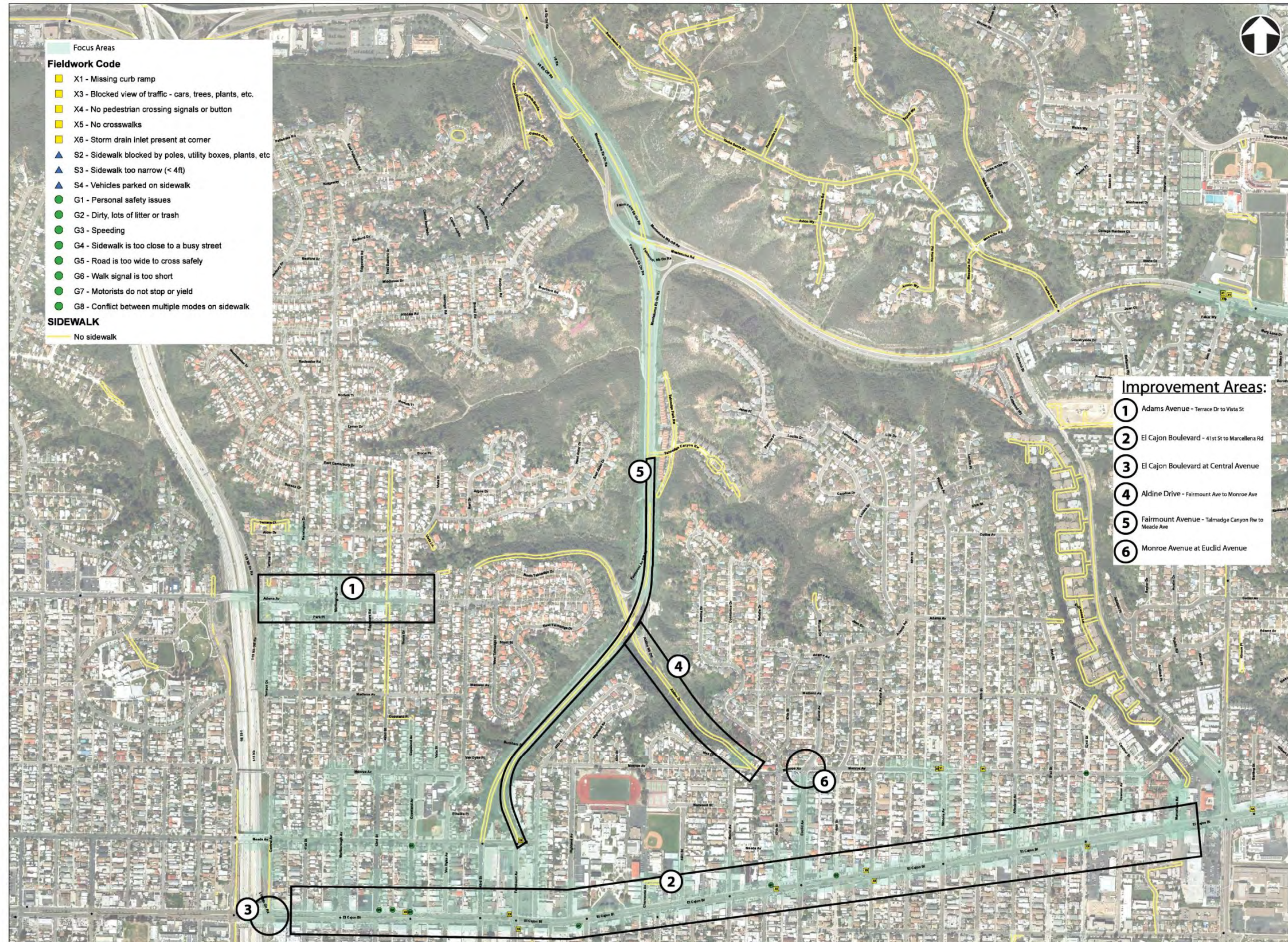
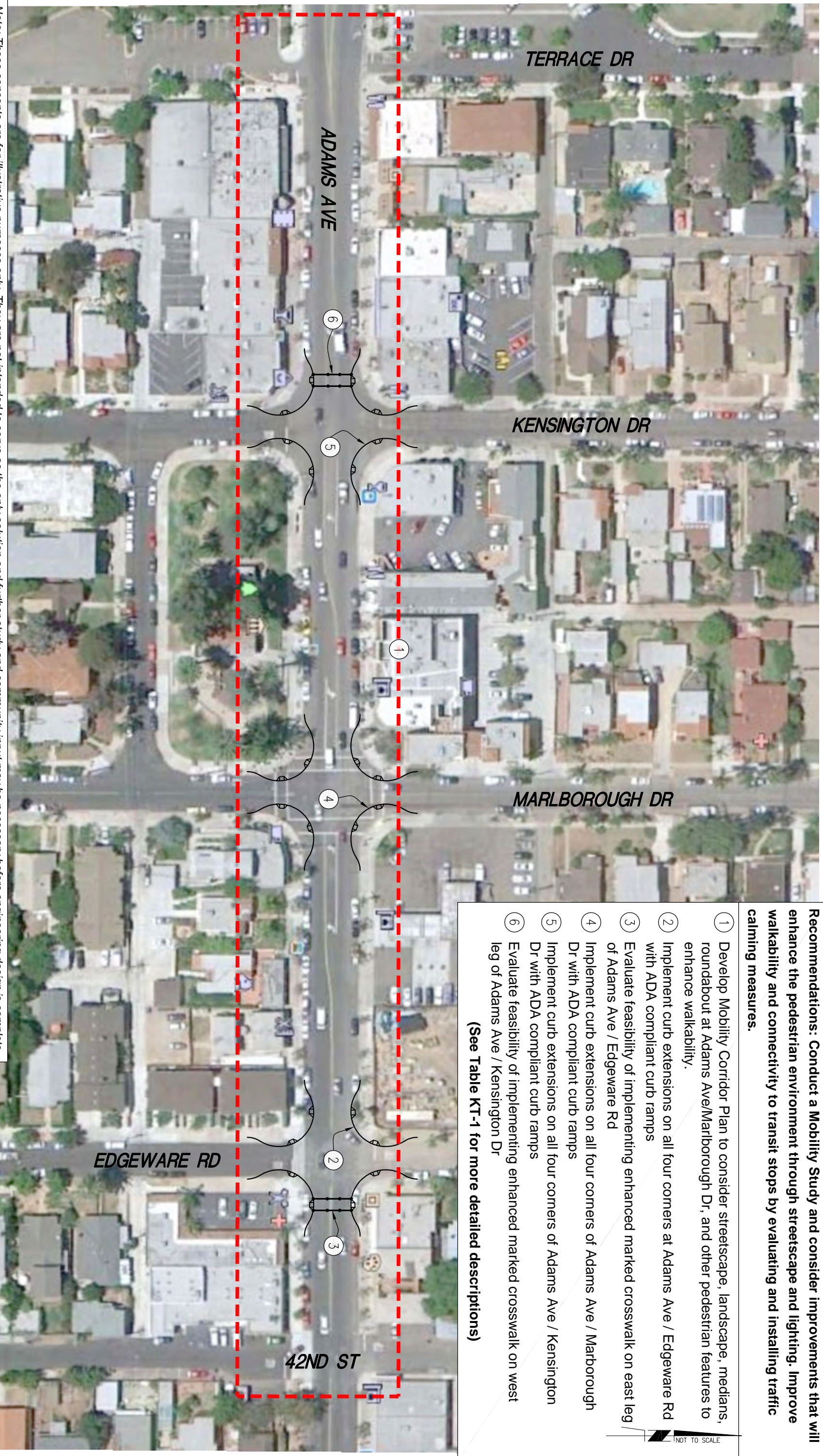


Exhibit KT-4: Improvement Areas





Recommendations: Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures.

- ① Develop Mobility Corridor Plan to consider streetscape, landscape, medians, roundabout at Adams Ave/Marlborough Dr, and other pedestrian features to enhance walkability.
- ② Implement curb extensions on all four corners at Adams Ave / Edgeware Rd with ADA compliant curb ramps
- ③ Evaluate feasibility of implementing enhanced marked crosswalk on east leg of Adams Ave / Edgeware Rd
- ④ Implement curb extensions on all four corners of Adams Ave / Marlborough Dr with ADA compliant curb ramps
- ⑤ Implement curb extensions on all four corners of Adams Ave / Kensington Dr with ADA compliant curb ramps
- ⑥ Evaluate feasibility of implementing enhanced marked crosswalk on west leg of Adams Ave / Kensington Dr

(See Table KT-1 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

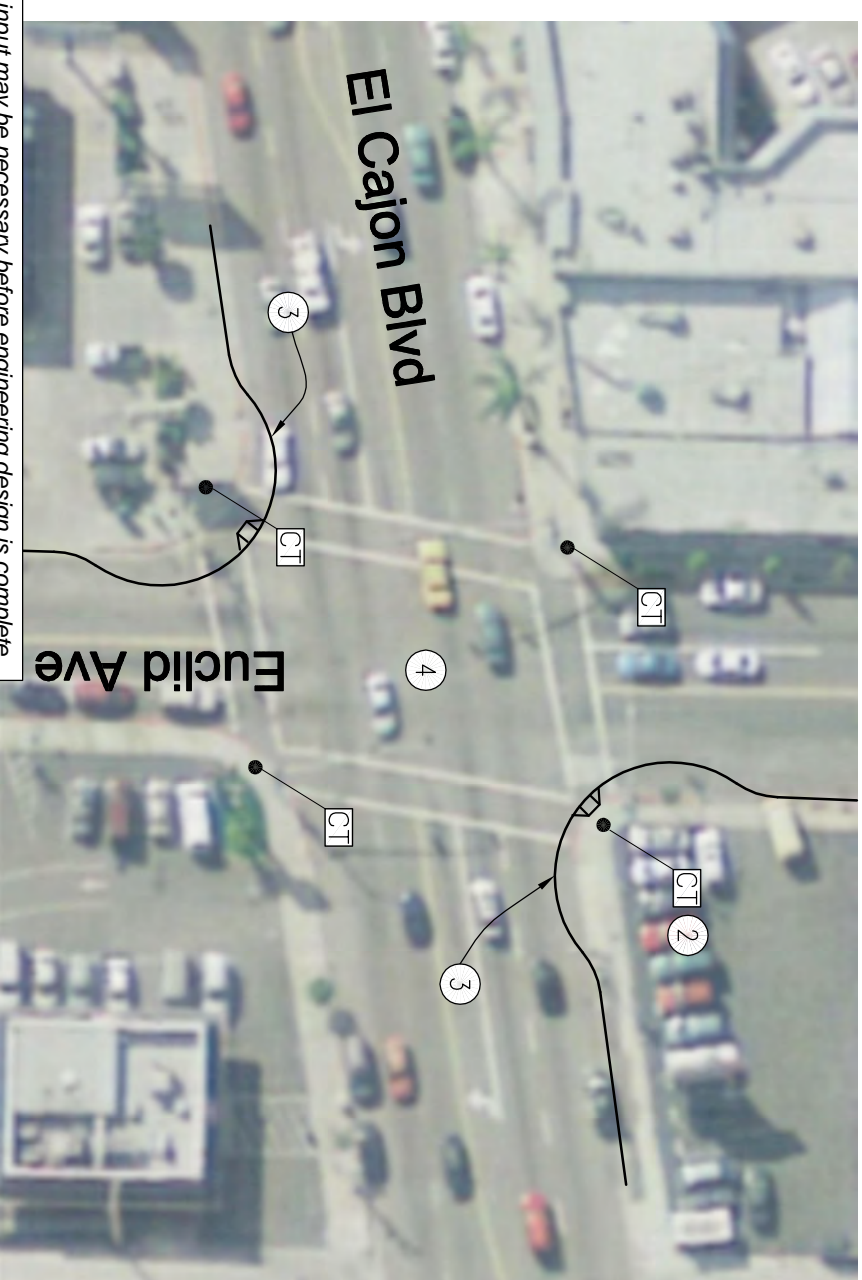
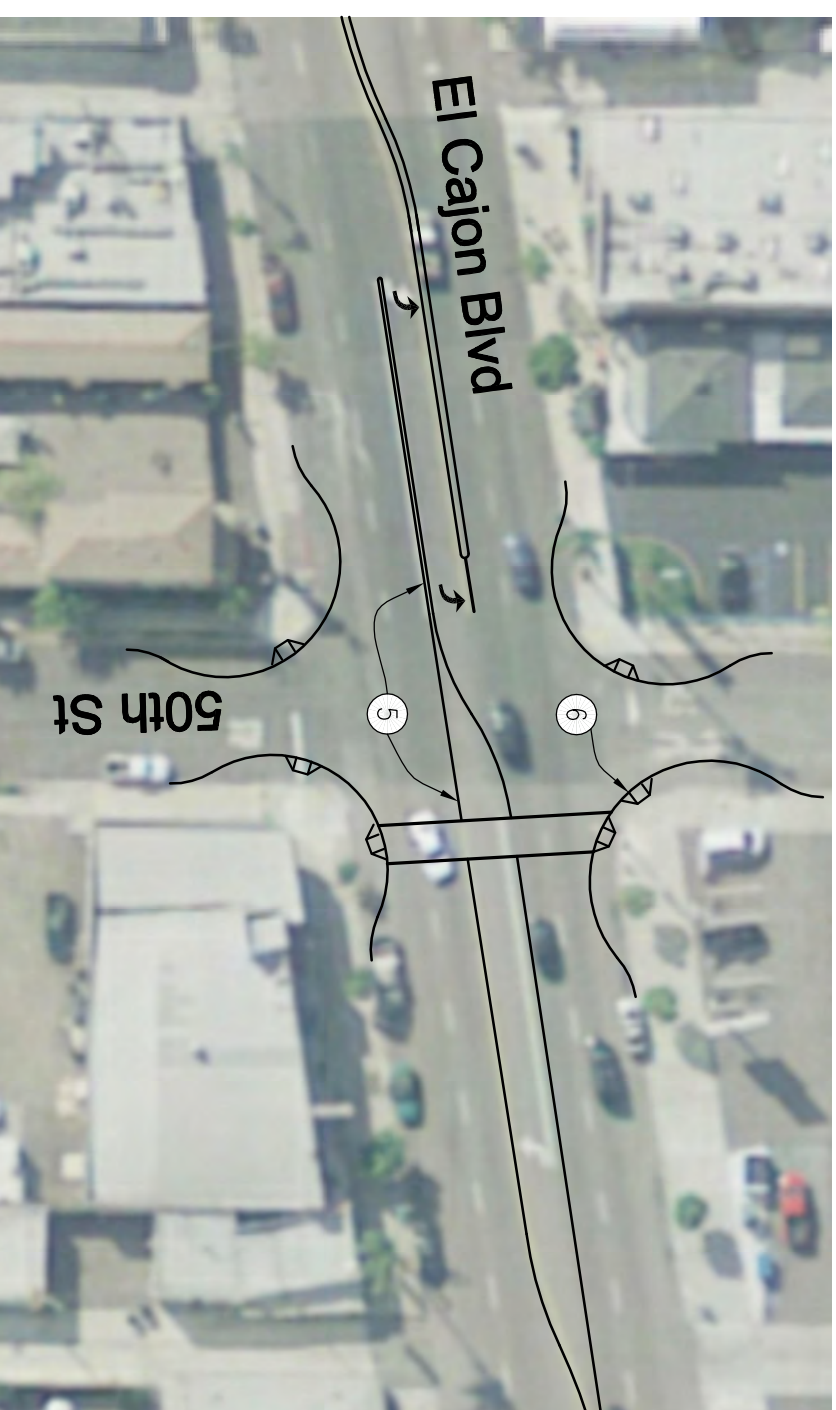
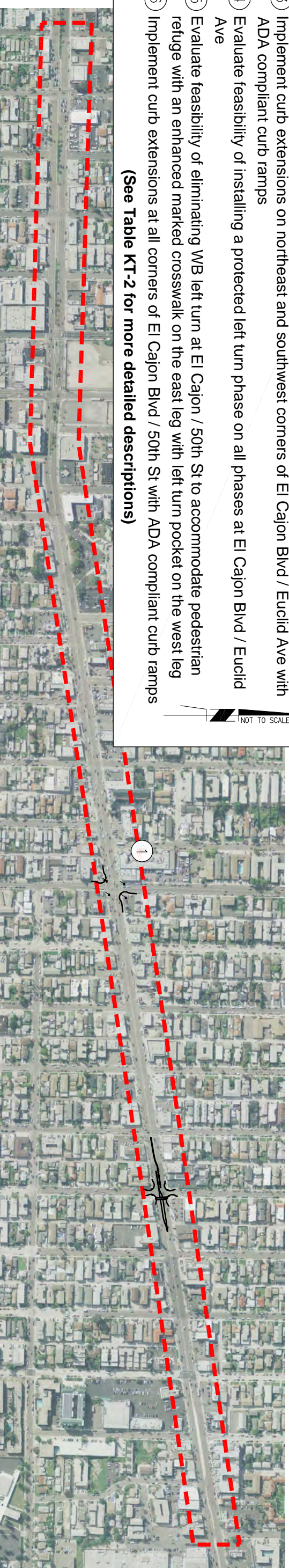
IMPROVEMENT AREA KT-1

Adams Avenue Walkability Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50th Street should be implemented in advance of the Corridor Mobility Study to address existing walkability issues.

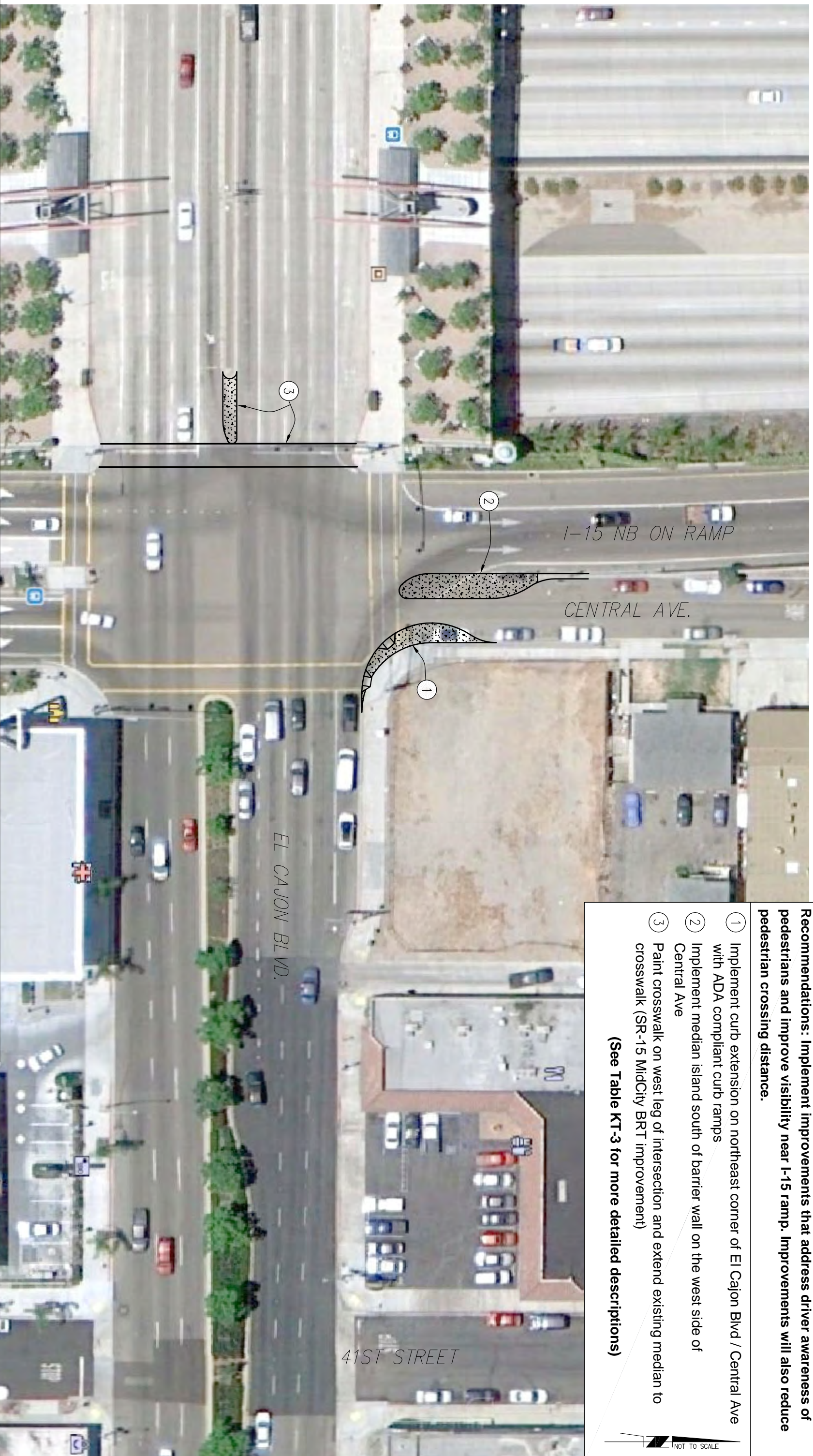
- ① Conduct Corridor Mobility Study along corridor
 - ② Replace existing pedestrian heads with countdown timers (CT) at El Cajon Blvd / Euclid Ave
 - ③ Implement curb extensions on northeast and southwest corners of El Cajon Blvd / Euclid Ave with ADA compliant curb ramps
 - ④ Evaluate feasibility of installing a protected left turn phase on all phases at El Cajon Blvd / Euclid Ave
 - ⑤ Evaluate feasibility of eliminating WB left turn at El Cajon / 50th St to accommodate pedestrian refuge with an enhanced marked crosswalk on the east leg with left turn pocket on the west leg
 - ⑥ Implement curb extensions at all corners of El Cajon Blvd / 50th St with ADA compliant curb ramps
- (See Table KT-2 for more detailed descriptions)



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IMPROVEMENT AREA KT-2

El Cajon Boulevard Corridor Mobility Study



Recommendations: Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 ramp. Improvements will also reduce pedestrian crossing distance.

- ① Implement curb extension on northeast corner of El Cajon Blvd / Central Ave with ADA compliant curb ramps
- ② Implement median island south of barrier wall on the west side of Central Ave
- ③ Paint crosswalk on west leg of intersection and extend existing median to crosswalk (SR-15 MidCity BRT improvement)

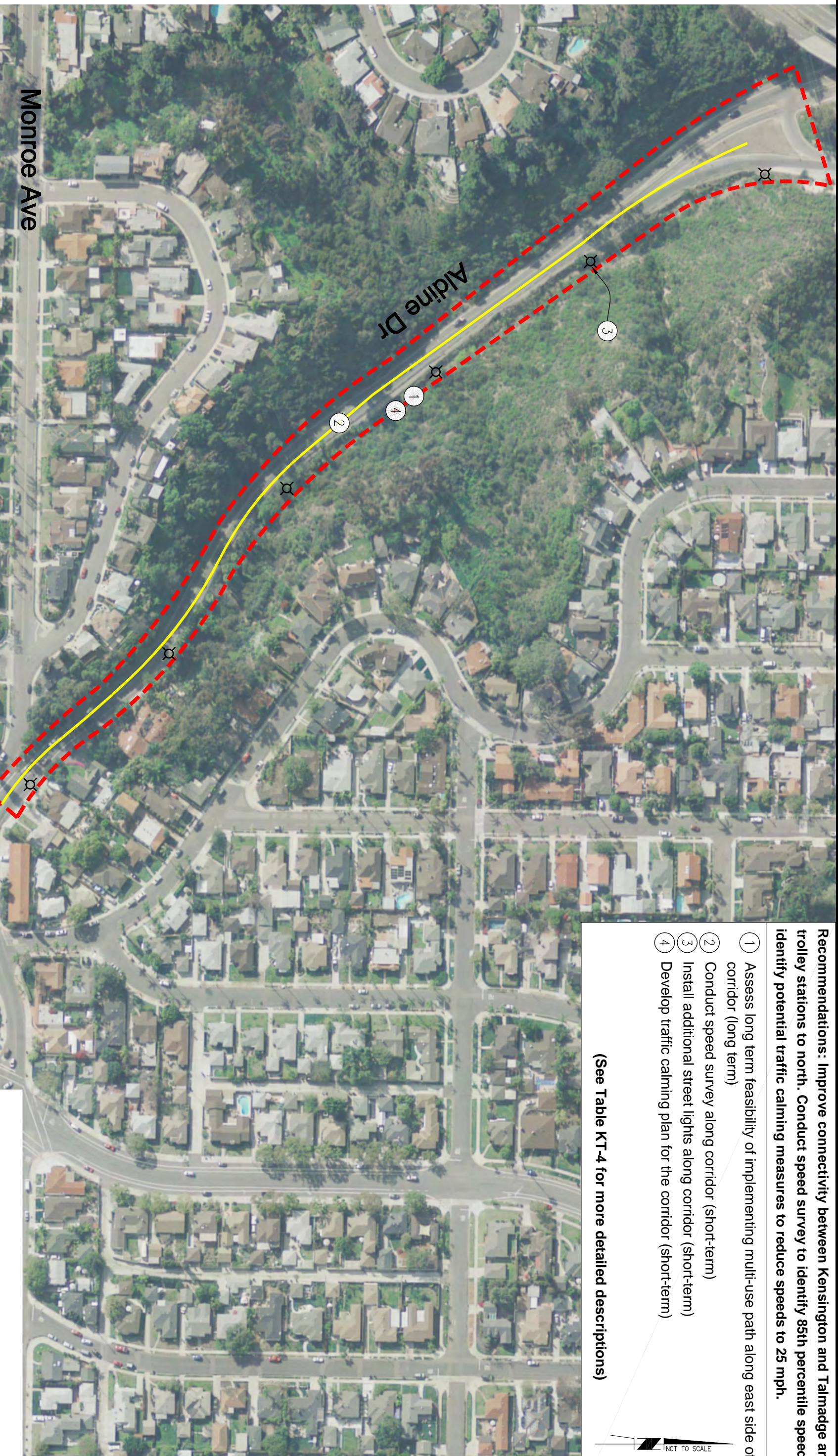
(See Table KT-3 for more detailed descriptions)



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IMPROVEMENT AREA KT-3

El Cajon Boulevard / Central Avenue Intersection Improvements



Recommendations: 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 25 mph.

- ① Assess long term feasibility of implementing multi-use path along east side of corridor (long term)
- ② Conduct speed survey along corridor (short-term)
- ③ Install additional street lights along corridor (short-term)
- ④ Develop traffic calming plan for the corridor (short-term)

(See Table KT-4 for more detailed descriptions)



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IMPROVEMENT AREA KT-4

Aldine Drive Connectivity Improvements

Pedestrian Master Plan - Phase 4



Recommendations: Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Avenue.

- ① Evaluate the feasibility of implementing a 5' sidewalk on east side of corridor from Meade Ave to Aldine Dr
- ② Install street lighting along new sidewalk on Fairmount Avenue
- ③ Install ADA compliant curb ramps at all intersections
- ④ Assess feasibility of implementing an enhanced marked crosswalk across Aldine Dr at on-ramp
- ⑤ Evaluate the feasibility of extending the proposed multi-use path on Aldine Dr north along on-ramp to existing sidewalk on Fairmount Ave

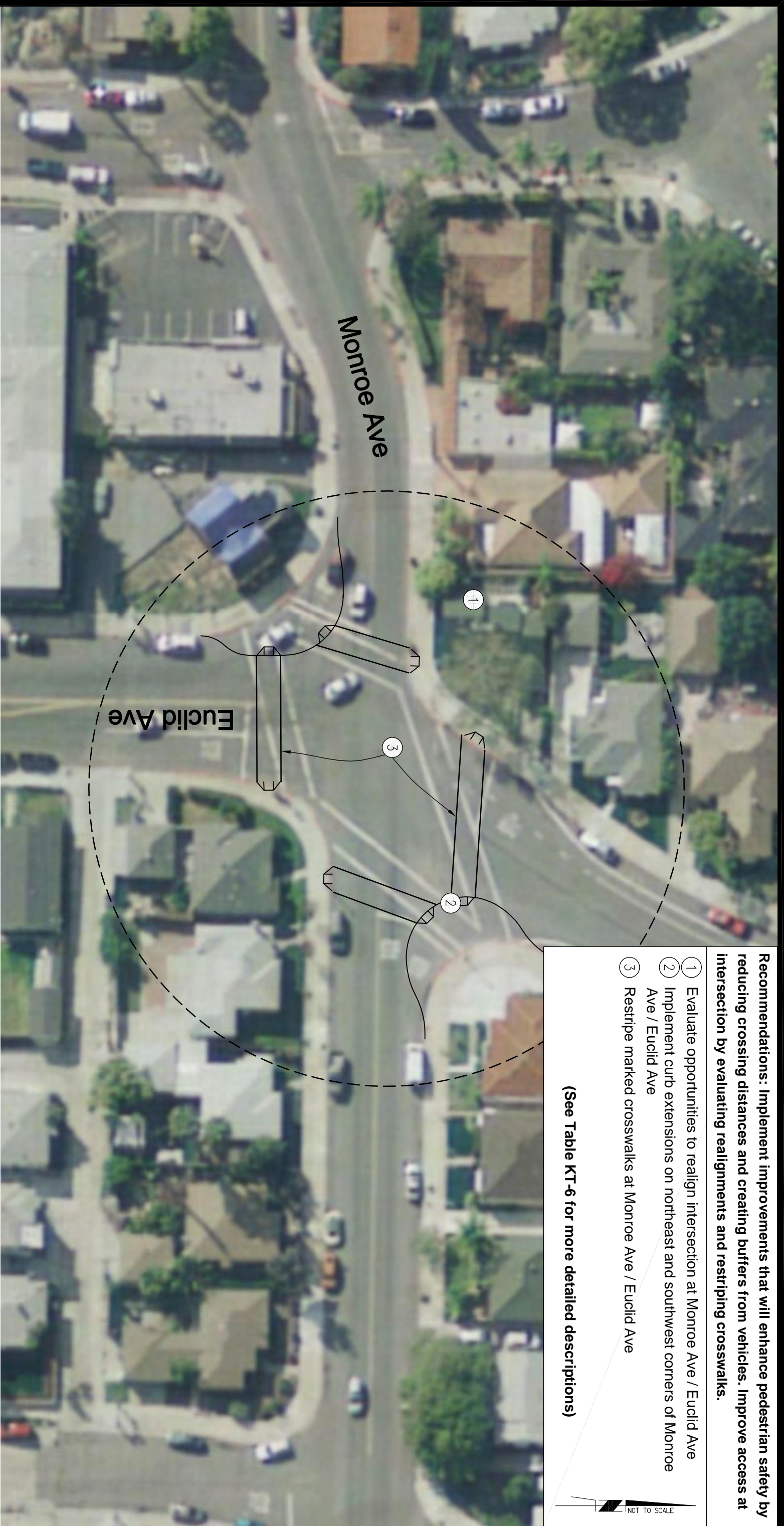
(See Table KT-5 for more detailed descriptions)

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IMPROVEMENT AREA KT-5

Fairmount Avenue Connectivity Improvements

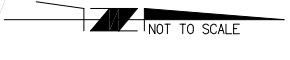
Pedestrian Master Plan - Phase 4



Recommendations: Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks.

- ① Evaluate opportunities to realign intersection at Monroe Ave / Euclid Ave
- ② Implement curb extensions on northeast and southwest corners of Monroe Ave / Euclid Ave
- ③ Restripe marked crosswalks at Monroe Ave / Euclid Ave

(See Table KT-6 for more detailed descriptions)



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IMPROVEMENT AREA KT-6

Monroe Avenue / Euclid Avenue Intersection Improvements

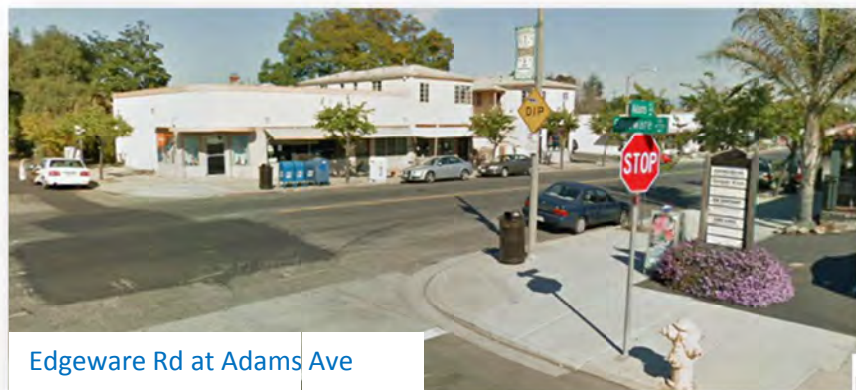
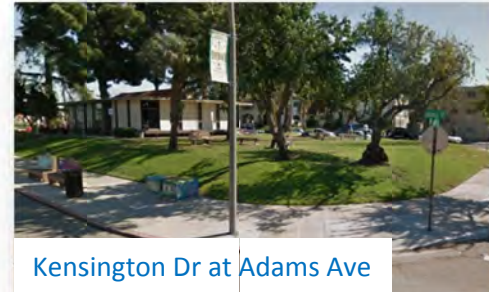
Pedestrian Master Plan - Phase 4

Improvement Area KT-1:

Adams Avenue Walkability Improvements (Terrace Drive to 42nd Street)

Purpose & Need:

This segment of Adams Avenue is a two-lane road with a posted speed limit of 25 mph. This commercial area includes retail shops, Kensington Park, and the Kensington Library. There is on-street parking along the corridor and sidewalks on both sides of the street. MTS Route 11 bus stops are located at Adams Avenue / Terrace Drive and Adams Avenue / Kensington Drive. Despite the potential for high pedestrian activity, field visits revealed moderate activity. This is in part due to limited pedestrian amenities, lack of marked crosswalks and bus stops that need improvement. There have been two pedestrian involved accidents at the intersection of Adams Avenue and Kensington Street in the past five years. Crossing the corridor is difficult due to the heavy traffic volume and difficulty finding gaps in traffic. Improvements in this area should address safety and connectivity at intersections, bus stop amenities, as well as connectivity on side streets.



Recommendations:

Conduct a Mobility Study and consider improvements that will enhance the pedestrian environment through streetscape and lighting. Improve walkability and connectivity to transit stops by evaluating and installing traffic calming measures. The table below provides potential improvements that should be considered.

Kensington/Talmadge Area Pedestrian Plan

Table KT-1: Adams Avenue Walkability Improvements (Terrace Drive to 42nd Street)

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|--|--|---------------------|--|------------------|
| Adams Avenue (Terrace Drive to 42 nd Street) | 1) Develop Comprehensive Mobility Plan to consider streetscape, landscape, roundabouts and walkability improvements. | S, W | Encourage more pedestrian trips by enhancing the walking environment | \$350,000 |
| Adams Ave / Edgeware Road | 2) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps | S, W | Improve pedestrian visibility and decrease vehicle turning speeds | \$80,000 |
| | 3) Evaluate the feasibility of implementing enhanced marked crosswalk including highly reflective paint and in pavement flashers on east leg of intersection | A, S | Improve visibility of pedestrians and connectivity to bus stop on north side of street | \$18,250 |
| Adams Ave / Marborough Drive | 4) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps | S, W | Reduce pedestrian crossing distance and decrease vehicle turning speeds | \$80,000 |
| Adams Avenue / Kensington Drive | 5) Implement curb extensions at all four corners of intersection with ADA compliant curb ramps | A, S | Reduce pedestrian crossing distance and decrease vehicle turning speeds | \$30,000 |
| | 6) Evaluate the feasibility of implementing enhanced marked crosswalk including highly reflective paint and in-pavement flashers on west leg of intersection | A, S | Improve visibility of pedestrians and connectivity to bus stop on north side of street | \$12,100 |
| TOTAL ESTIMATED COST | | | | \$590,900 |

⁽¹⁾ A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-2:

El Cajon Boulevard Corridor Mobility Study (41st Street to Marcellena Road)

Purpose & Need:

This segment of El Cajon Boulevard has a posted speed limit of 35 mph with average daily traffic ranging from 30,000 to 33,000 vehicles per day. There is also a 25 mph school zone at 44th Street for Herbert Hoover High School. Short street blocks, high density land use and frequent transit stops support high levels of pedestrian activity along this corridor. A frequent occurrence of mid-block jaywalking demonstrates the lack of pedestrian connectivity at intersections. Many intersections are unsignalized and lack marked crosswalks, making crossing this wide, high-speed street difficult. Key pedestrian issues include improving path of travel, improving access to transit, and improving safety at intersections. A Corridor Mobility Study is recommended for this improvement area to determine potential multimodal improvements for El Cajon Boulevard. To address immediate walkability concerns, improvements at Euclid Avenue and at 50th Street are recommended.



El Cajon Blvd at 50th Street – uncontrolled intersection with bus stop



El Cajon Blvd at Euclid – unprotected left turns

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian access (including access to transit), bicycle facilities, and vehicular circulation. Improvements at El Cajon Boulevard / Euclid Avenue and at El Cajon Boulevard / 50th Street should be implemented in advance of the Corridor Mobility Study to address existing safety and walkability issues. The table below provides potential improvements that should be considered in the near term.

Kensington/Talmadge Area Pedestrian Plan

Table KT-2: El Cajon Boulevard Corridor Mobility Study (41st Street to Marcellena Road)

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|---|---|---------------------|---|------------------|
| El Cajon Boulevard (41 st Street to Marcellena Road) | 1) Conduct Corridor Mobility Study | W, A, S, C | Address multimodal issues along the corridor | \$350,000 |
| Intersection Improvements: | | | | |
| El Cajon Boulevard / Euclid Avenue | 2) Replace existing pedestrian heads with countdown timers | S | Discourage pedestrians from crossing at end of phase | \$24,000 |
| | 3) Implement curb extensions on northeast and southwest corner of intersection on Euclid Avenue with ADA compliant curb ramps | S,W | Decrease vehicle turning speed, improve pedestrian visibility, and reduce crossing distance | \$57,000 |
| | 4) Evaluate the feasibility of installing a protected left turn phase on all approaches | S, W | Reduce pedestrian-vehicle conflicts and reduce cut-through traffic on Aldine Dr. | \$2,500 |
| El Cajon Boulevard / 50 th Street | 5) Evaluate feasibility of eliminating westbound left turn at 50 th to accommodate a pedestrian refuge with an enhanced marked crosswalk on the east leg. Continue median to the west with a left turn pocket on west leg. | A, S | Reduce pedestrian-vehicle conflicts and create safe access to transit across El Cajon Blvd | \$50,000 |
| | 6) Implement curb extensions at all corners of intersection on El Cajon Blvd with ADA compliant curb ramps | S, W | Decrease pedestrian crossing distance and improve pedestrian visibility | \$57,000 |
| TOTAL ESTIMATED COST | | | | \$548,500 |

⁽¹⁾ A = Access S = Safety
C = Connectivity W = Walkability

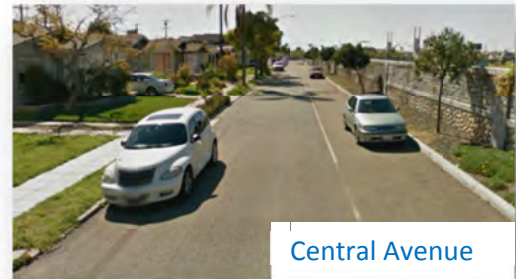


Improvement Area KT-3:

El Cajon Boulevard / Central Avenue Intersection Improvements

Purpose & Need:

Central Avenue is located directly adjacent to the on-ramp for the northbound I-15. Vehicles accelerate around the northeast corner of the intersection in order to enter the on-ramp, but first have to cross the Central Avenue intersection. The north leg of the intersection is difficult for pedestrians to cross due to the width of the intersection, vehicle turning speed and uncertainty in vehicular paths of travel (I-15 or Central Avenue). Pedestrians cross at this location to access the El Cajon Boulevard transit station, access parked vehicles on Central Avenue, and to access businesses on El Cajon Boulevard. Vehicles also use Central Avenue as a cut-through route adding unnecessary vehicular volume to the street.



Central Avenue



Central Avenue at El Cajon Blvd

The SR-15 Mid-City BRT Project will implement improvements at this intersection for the implementation of a future BRT station on the freeway overpass. The proposed improvements recommended in the Pedestrian Master Plan are consistent with or supplement the improvements proposed by the BRT project at this intersection.



Entrance to I-15 NB on-ramp – at Central Avenue

Recommendations:

Implement improvements that address driver awareness of pedestrians and improve visibility near I-15 on-ramp. Improvements will also reduce pedestrian crossing distance. The table below provides potential improvements that should be considered.

Table KT-3: El Cajon Boulevard / Central Avenue Intersection Improvements

Kensington/Talmadge Area Pedestrian Plan

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|--------------------------------------|---|---------------------|---|-----------------|
| El Cajon Boulevard at Central Avenue | 1) Implement curb extension on northeast corner of intersection with ADA compliant curb ramps | S | Decrease vehicle turning speed and discourage cut-through traffic | \$21,000 |
| | 2) Implement median island south of barrier wall on west side of street | S | Create better buffer from freeway on-ramp and decrease vehicle turning speed | \$8,000 |
| | 3) Paint crosswalk on west leg of intersection and extend existing median to crosswalk (Included in the Mid-City BRT improvement) | A, W | Provide access to and from future BRT Station per I-15 BRT Project recommended improvements | \$9,000 |
| TOTAL ESTIMATED COST | | | | \$38,000 |

⁽¹⁾ A = Access S = Safety
C = Connectivity W = Walkability



Improvement Area KT-4:

Aldine Drive Connectivity Improvements

Purpose & Need:

Aldine Boulevard is a two-lane Collector with a posted speed limit of 25 mph. The community has expressed multiple concerns related to walkability along this road. Pedestrians on Aldine Drive walk along the shoulder of the road due to incomplete sidewalks along the corridor. There are no marked crosswalks at the merge with Fairmount Avenue to the north or Monroe Avenue to the south. High-speed traffic and uncontrolled right turning vehicles result in difficult crossing conditions. There is also a lack of street lights along the corridor. This project would reduce traffic speeds along the corridor as well as improve pedestrian connectivity.



Aldine Drive – no sidewalks



Exit to Fairmount Avenue – no pedestrian crossings



Aldine Drive / Monroe Avenue Merge

Recommendations:

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 25 mph. The table below summarizes the potential improvements.

Table KT-4: Aldine Drive Connectivity Improvements

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|-----------------------------|--|---------------------|--|------------------|
| Aldine Drive (Long Term) | 1) Assess feasibility of implementing multi-use path along the east side of the corridor | C | Provide missing sidewalk link to connect from Monroe Avenue | \$350,000 |
| Aldine Drive (Short Term) | 2) Conduct speed survey | S | Determine existing travel speed | \$7,500 |
| | 3) Install additional street lights along the corridor | S | Improve visibility of pedestrians | \$36,000 |
| | 4) Develop traffic calming plan to reduce traffic speeds | S,W | Identify measures (horizontal or vertical) to maintain 25 mph travel speed | \$20,000 |
| TOTAL ESTIMATED COST | | | | \$413,500 |

⁽¹⁾ A = Access S = Safety
C = Connectivity W = Walkability

Improvement Area KT-5:

Fairmount Avenue Connectivity Improvements

Purpose & Need:

Fairmount Avenue is a four-lane roadway with a striped median and a posted speed limit of 55 mph. There are grade separated interchanges at Montezuma Road and Aldine Drive. MTS transit Routes 11 and 13 travel along Fairmount Avenue with stops at Talmadge Canyon Row, Meade Street and Camino del Rio South. There are no sidewalks along either side of Fairmount Avenue, except for short segments near the bus stops and from Talmadge Canyon Row to Montezuma Row. There are no sidewalk connections along the corridor from Meade Avenue to Talmadge Canyon Row. There are also missing connections between Aldine Drive and Fairmount Avenue. This project would provide pedestrian connectivity along this corridor, including completion of sidewalk to provide connections to the commercial areas on Meade Avenue and the bus stops located along the corridor.

Recommendations:

Complete pedestrian connection from Talmadge Canyon to Meade by implementing sidewalk on east side of Fairmount Ave. The table below provides additional improvements that should be considered.



Northbound Fairmount Avenue – discontinuous sidewalk north of Aldine Drive on-ramp



Fairmount Avenue – no sidewalks on either side (grade issues?)



Northbound Fairmount Avenue – sidewalk ends just north of Meade



Table KT-5: Fairmount Avenue Connectivity Improvements

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|---------------------------------|--|---------------------|--|------------------|
| Fairmount Avenue | 1) Evaluate the feasibility of implementing a 5' sidewalk on east side of corridor from Meade Avenue to Aldine Drive | C | Provide pedestrian connection | \$350,000 |
| | 2) Install street lighting along new sidewalk | S, W | Provide for safe walking environment | \$60,000 |
| | 3) Install ADA compliant curb ramps at all intersections | A, W | Provide access for all users | \$6,000 |
| Fairmount Avenue / Aldine Drive | 4) Assess feasibility of implementing an enhanced crosswalk across Aldine Drive on-ramp with pedestrian signal | C, S | Provide connection between proposed sidewalk and Aldine Drive | \$18,250 |
| | 5) Evaluate the feasibility of extending the proposed multiuse path on Aldine Drive north along the on-ramp to the existing sidewalk on Fairmount Avenue | C, W | Provide connection between Aldine Drive and the bus stop on Fairmount Avenue | \$50,000 |
| TOTAL ESTIMATED COST | | | | \$484,250 |

⁽¹⁾ A = Access S = Safety
 C = Connectivity W = Walkability

Improvement Area KT-6:

Monroe Avenue / Euclid Avenue Intersection Improvements

Purpose & Need:

Monroe Avenue is identified in the Kensington Talmadge Planning Group’s list of 2014 Capital Improvement Program project requests. It is referenced as an area of recurring accidents caused by blind spots, congestion, and speeding. According to the Planning Group, walkability is impaired by flooding and sheeting of water during rainstorms resulting in pedestrian safety concerns. This segment of Monroe Avenue is also an important pedestrian connection for surrounding residents to the future YMCA located at Fairmount Avenue / Meade Street. Adult and child pedestrian activity along this route will likely increase following construction of the YMCA.. Intersections in this area have long crossing distances, with high vehicular speeds, and few gaps in traffic. Improvements in this area include modifications to intersection geometries to reduce crossing distances, and enhanced marked crosswalks to improve connectivity and safety for pedestrians.

Recommendations:

Implement improvements that will enhance pedestrian safety by reducing crossing distances and creating buffers from vehicles. Improve access at intersection by evaluating realignments and restriping crosswalks. The table below provides potential improvements that should be considered.

Table KT-6: Monroe Avenue / Euclid Avenue Intersection Improvements

| Location | Description | Goal ⁽¹⁾ | Objective | Est. Cost |
|-------------------------------|--|---------------------|--|------------------|
| Monroe Avenue / Euclid Avenue | 1) Evaluate opportunities to realign intersection to reduce crossing distance | A, S | Reduce crossing distances at this skewed intersection | \$50,000 |
| | 2) Implement curb extensions on northeast and southwest corners with ADA compliant curb ramps | S | Reduce pedestrian crossing distance, improve visibility of pedestrians and reduce vehicle turning speeds | \$54,000 |
| | 3) Restripe marked crosswalks to align with legs of intersections and proposed curb extensions | S, W | Straighten to reduce crossing distances and improve visibility | \$3,000 |
| TOTAL ESTIMATED COST | | | | \$107,000 |

⁽¹⁾ A = Access S = Safety
 C = Connectivity W = Walkability