



# AREA 4: Kellogg to Canon



Kellogg to Canon

Canon to Nimitz

Nimitz to Lytton

Lytton to Taylor

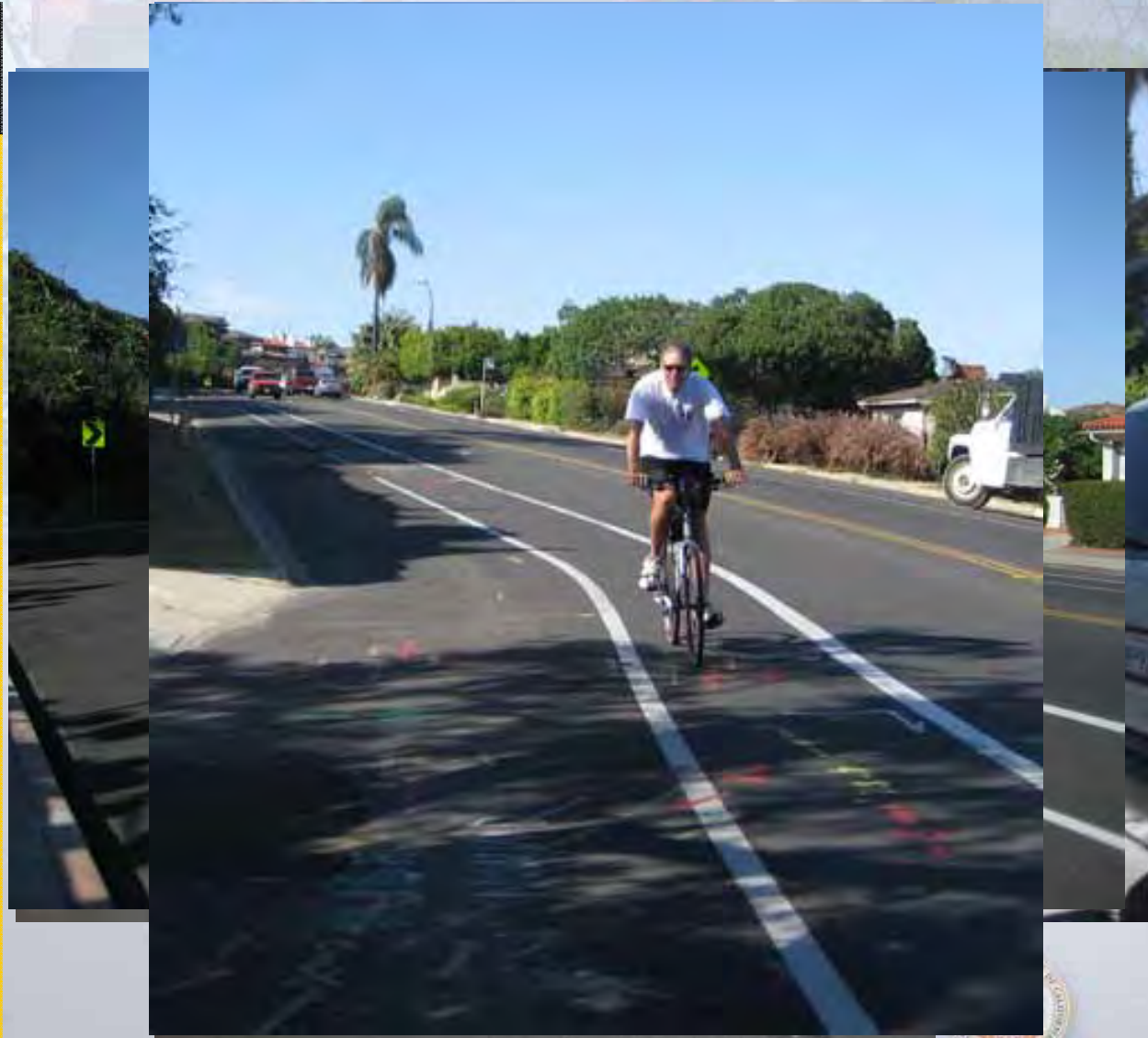


# AREA 4: CANON TO KELLOGG



## ISSUES & CONCERNS

- Speeding
- Need for traffic calming
- Rosecrans/Talbot intersection modifications





# Key Areas of Concern



- P Intersection Alignment at Talbot
- Q Lack of Continuous Sidewalks
- R Pedestrian Safety Crossing Rosecrans
- S Accidents & Traffic Speeds through Curve
- T/U Traffic Speeds along Rosecrans
- V Numerous Transit Stops with Low Ridership





# AREA 4: CANON TO KELLOGG

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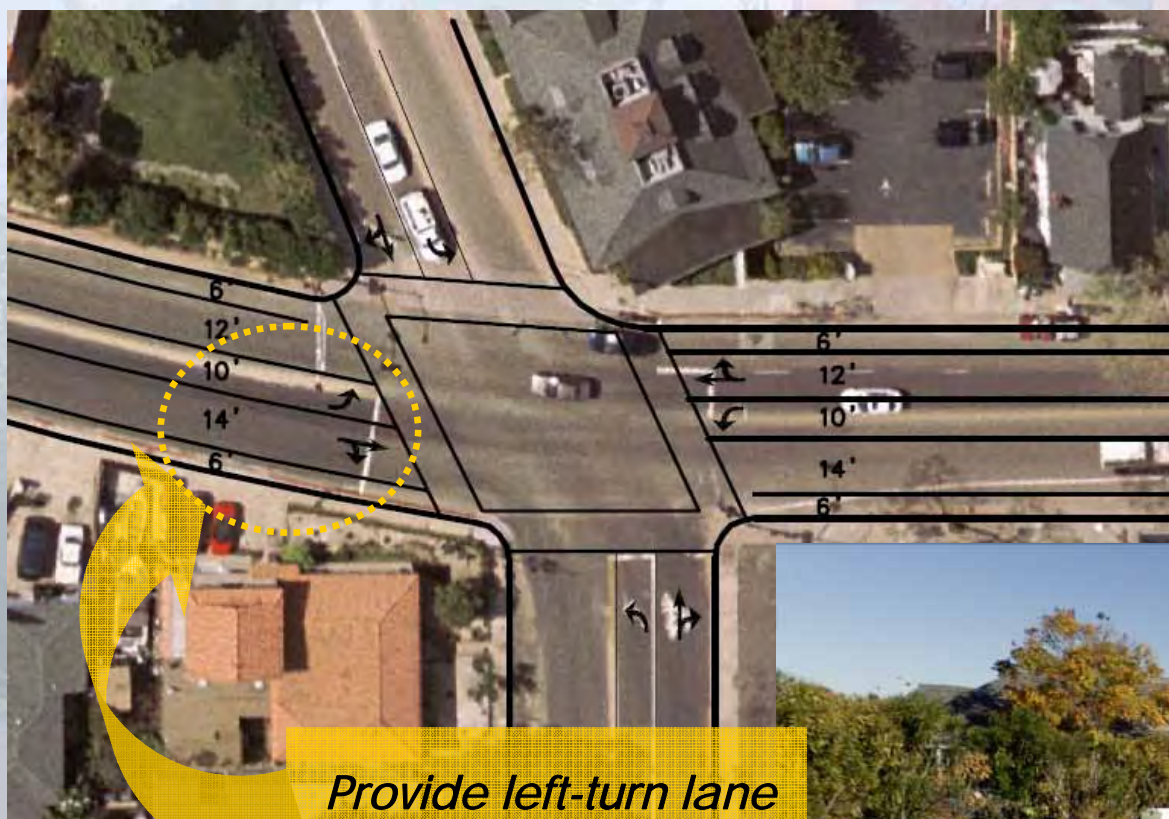


## PRELIMINARY RECOMMENDATIONS



## Preliminary Recommended Improvement :

## Restripe Talbot with Signal Modifications



*Provide left-turn lane at Talbot and add crosswalks*





Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route

Q





Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance

R





# CITY POLICY ON PEDESTRIAN MARKINGS

R



"Special pedestrian signs and pavement markings "PEDS" may be installed in advance of pedestrian crossings at relatively confined locations or randomly over a substantial distance. Signs and markings may also be used in isolated areas where pedestrian crossings are unexpected and advance warning to motorists is desirable. The following urban guidelines are recommended:

- There should be an identified pedestrian crossing problem
- Roadway should be classified as a through street
- Vehicular volume should be greater than 10,000 ADT
- Pedestrian crossing volume should be greater than 10 pedestrians during the peak pedestrian hour

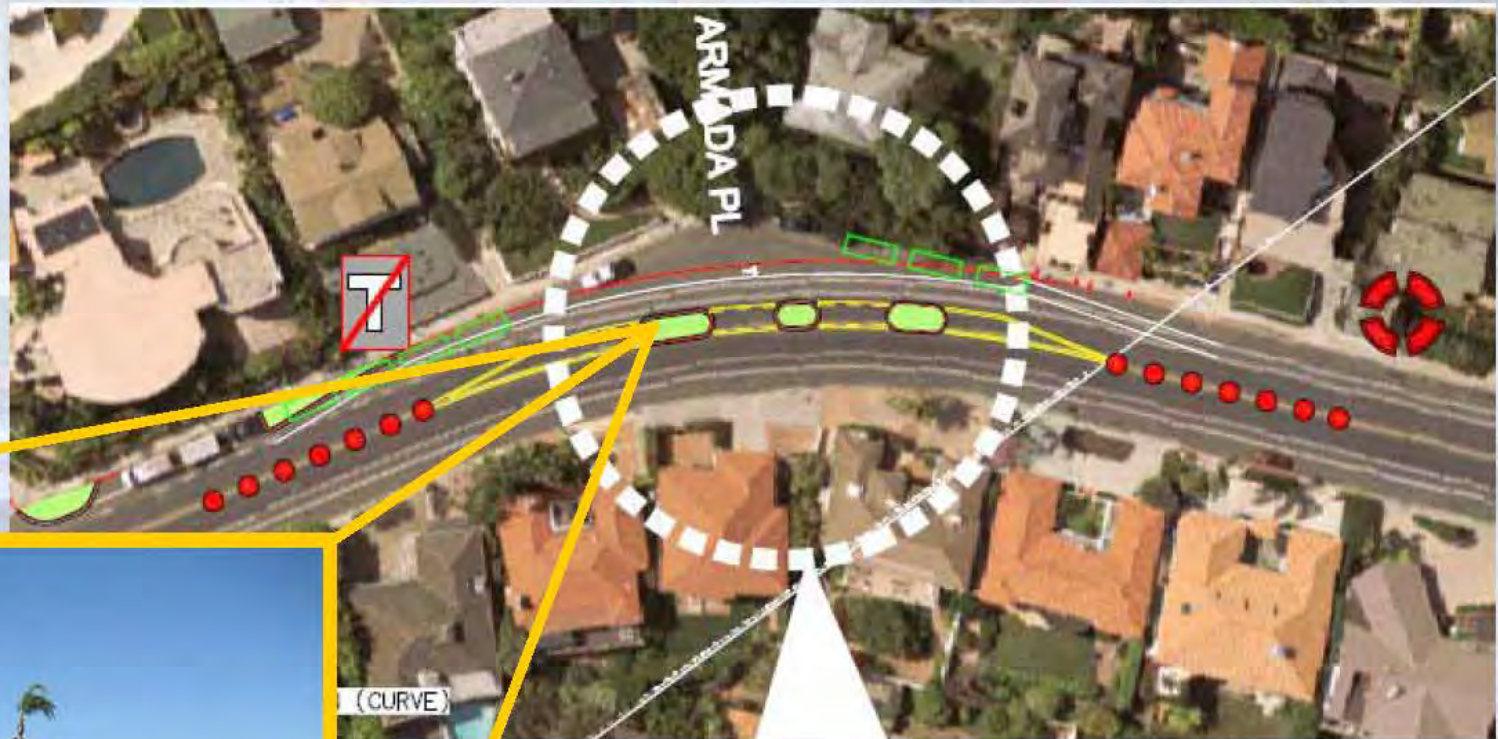
*City of San Diego Council Policy No. 200-07 (April 2009)*



# Preliminary Recommended Improvement:

Median Islands at Armada  
Reduce Traffic Speeds Buffer  
Parked Vehicles (southbound)

S

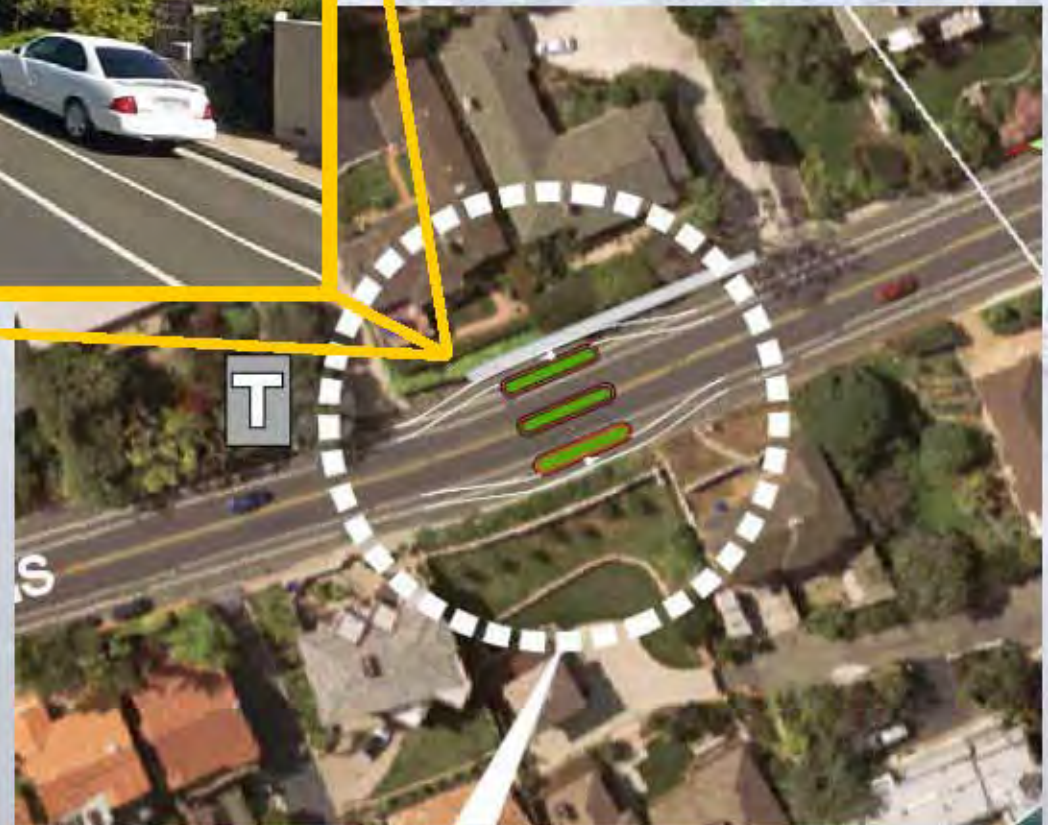




Preliminary Recommended  
Improvement :

Install Traffic Calming Devices to  
Reduce Traffic Speeds:  
Chokers

T





## Preliminary Recommended Improvement :

Install Traffic Calming Devices to  
Reduce Traffic Speeds:  
Mini-Roundabout @ McCall

U





## Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features

V



Insert new striping plan





# NEED FOR IMPROVEMENT



"City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street."

*City of San Diego Council Policy No. 200-07 (April 2009)*





Follow the arrows around the  
room to continue

