



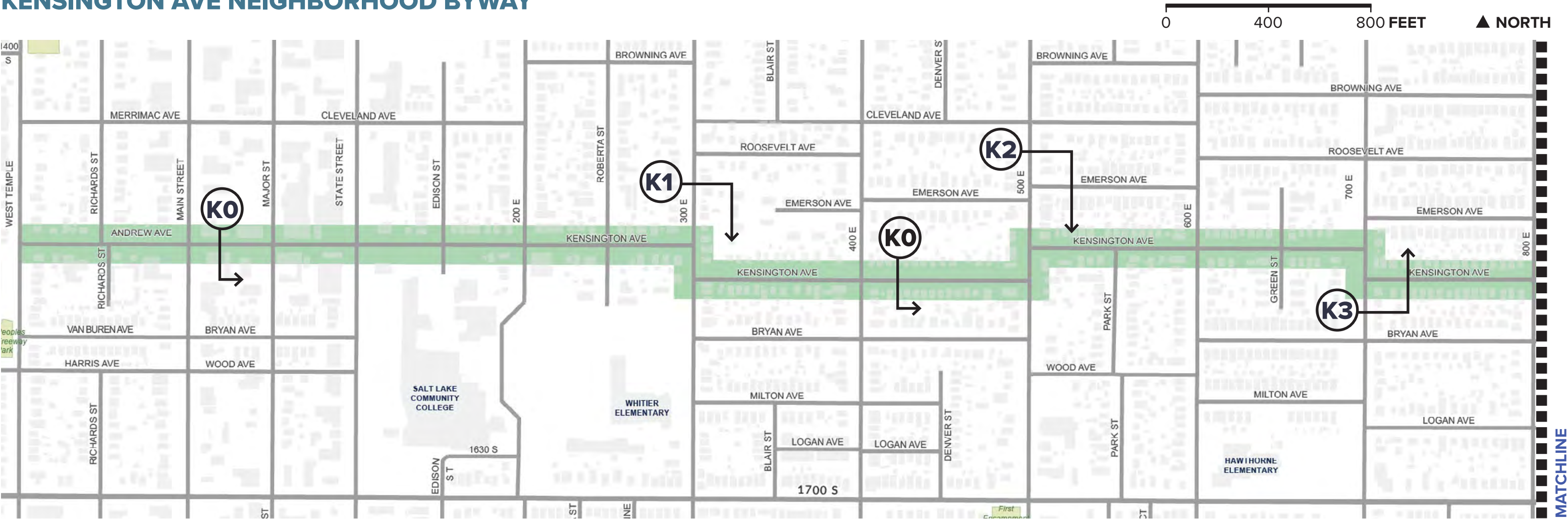
CONCEPT 2

KENSINGTON AVE NEIGHBORHOOD BYWAY | EXISTING CONDITIONS



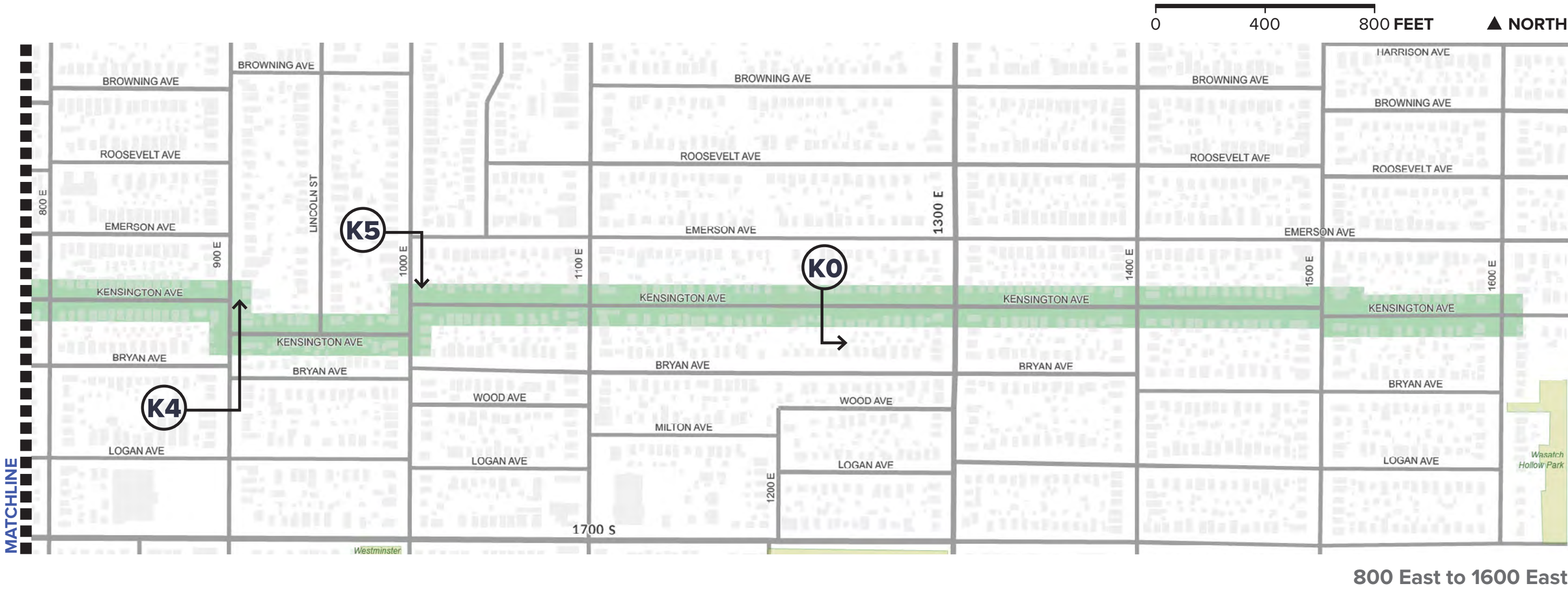
OVERVIEW

KENSINGTON AVE NEIGHBORHOOD BYWAY



K# → Section Cut. See following pages.

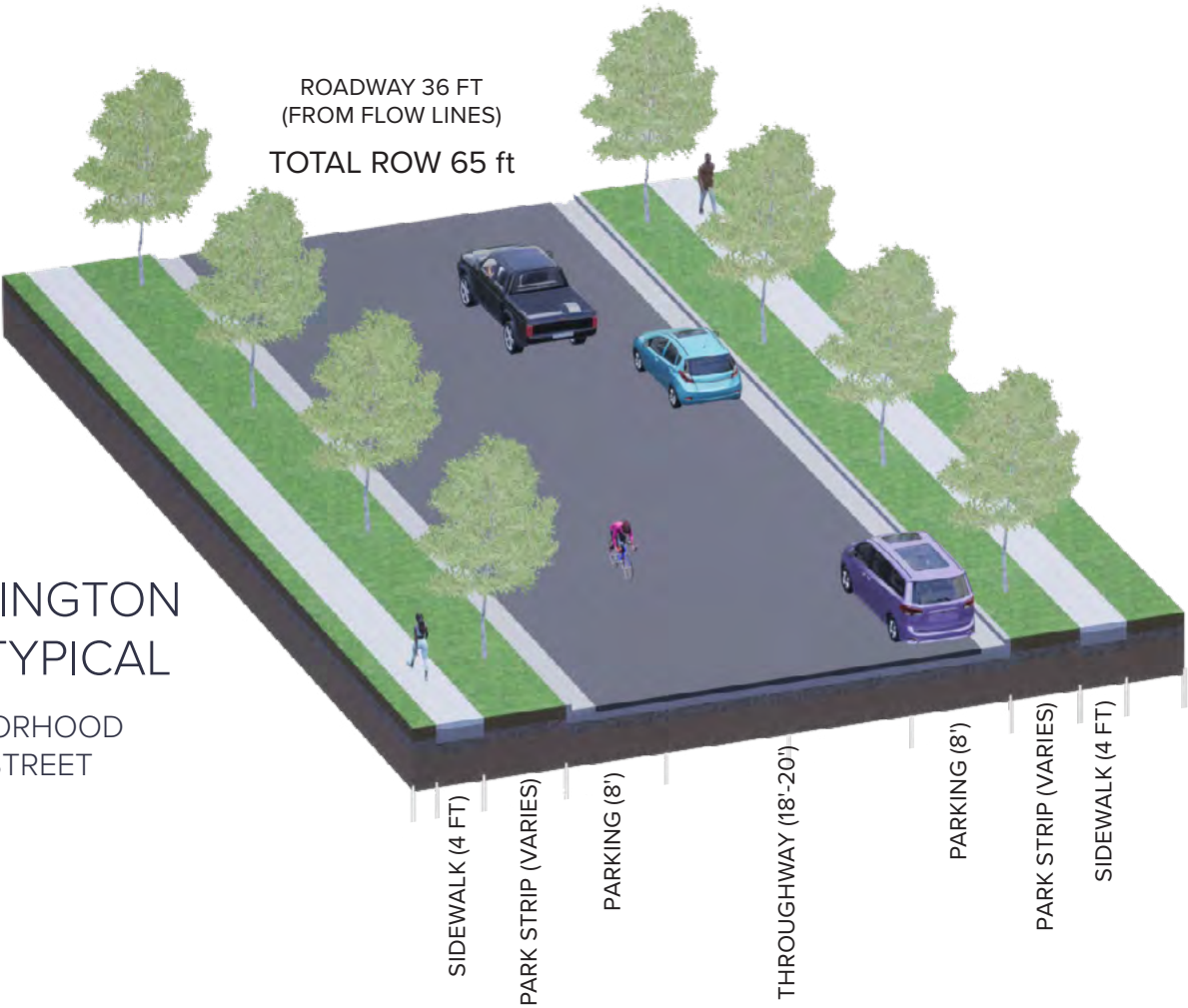
West Temple to 800 East



OVERVIEW: SECTIONS
KENSINGTON AVE NEIGHBORHOOD BYWAY

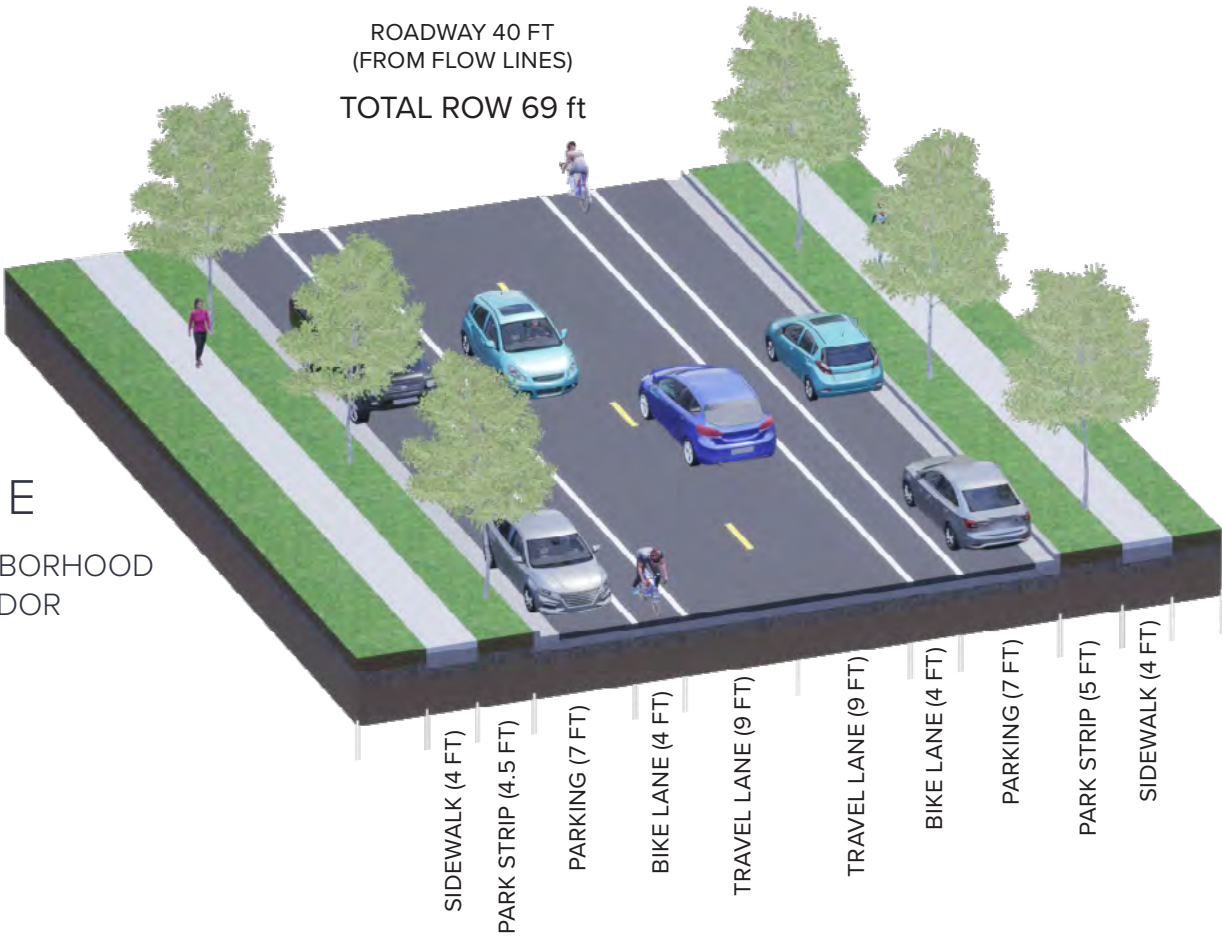
K0

KENSINGTON AVE TYPICAL
NEIGHBORHOOD GREEN STREET



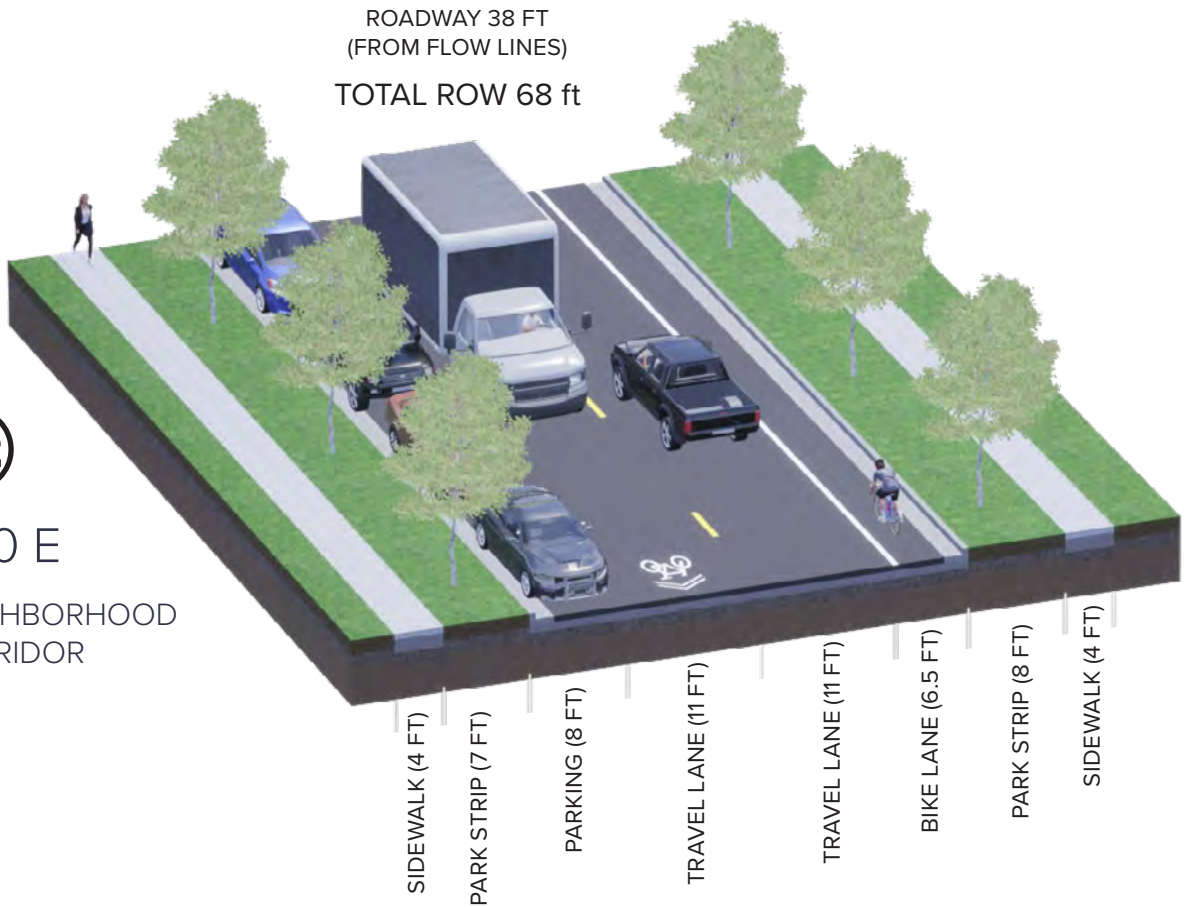
K1

300 E
NEIGHBORHOOD CORRIDOR



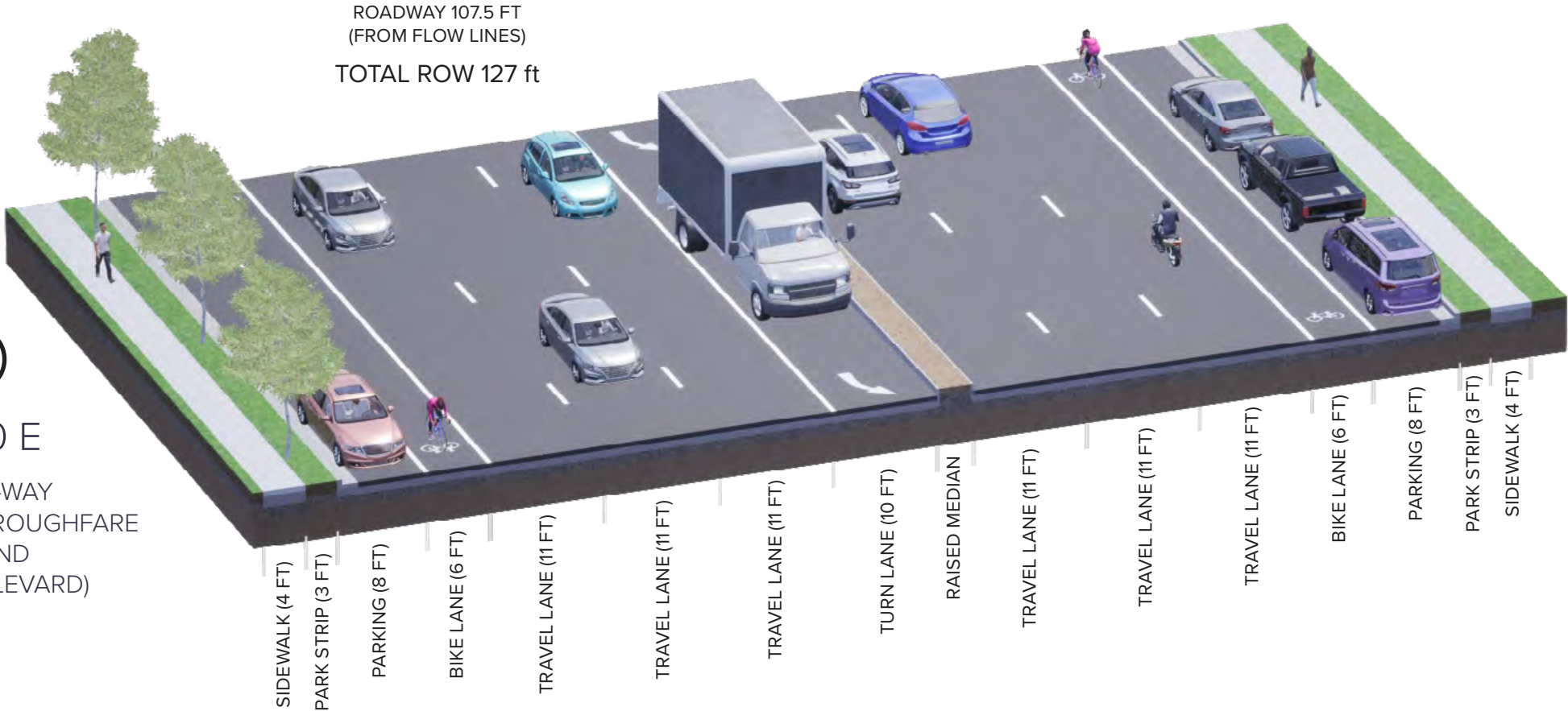
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500 E
NEIGHBORHOOD CORRIDOR



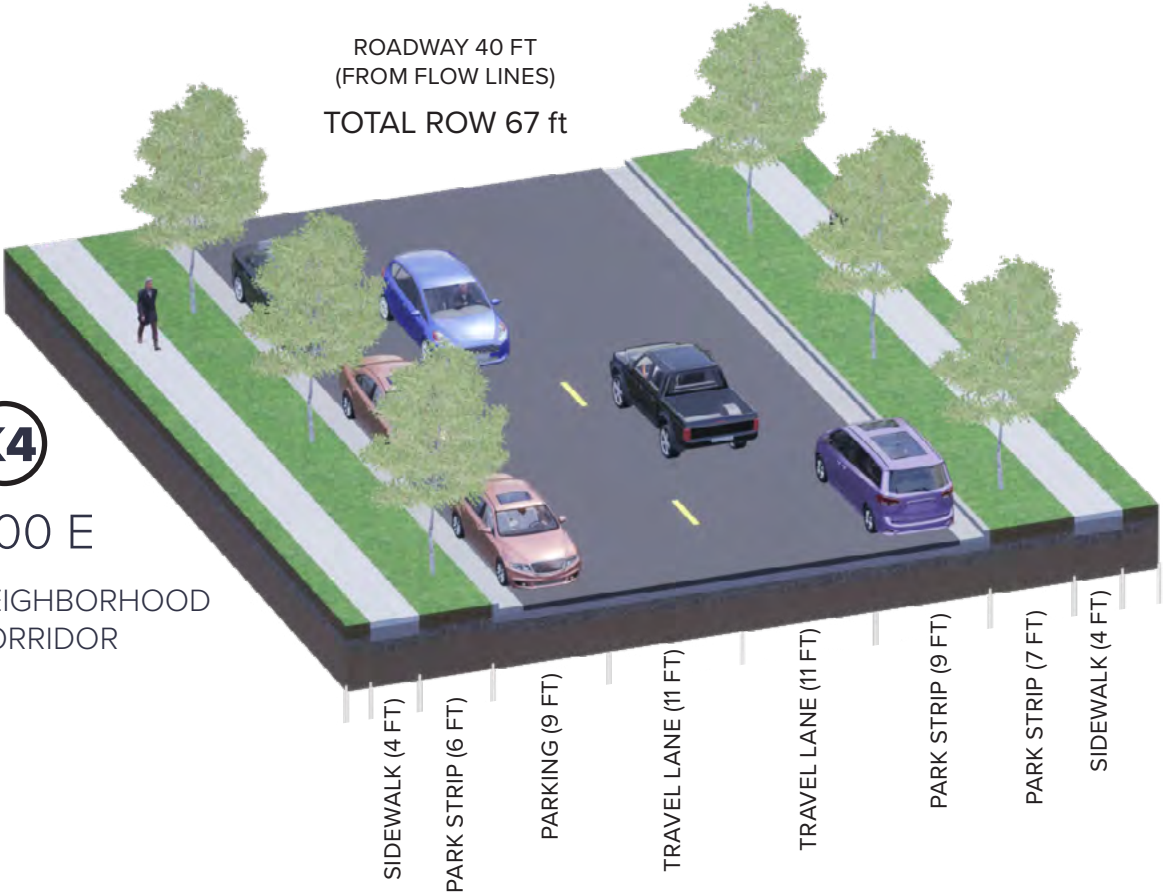
K3

700 E
TWO-WAY
THOROUGHFARE
(GRAND
BOULEVARD)



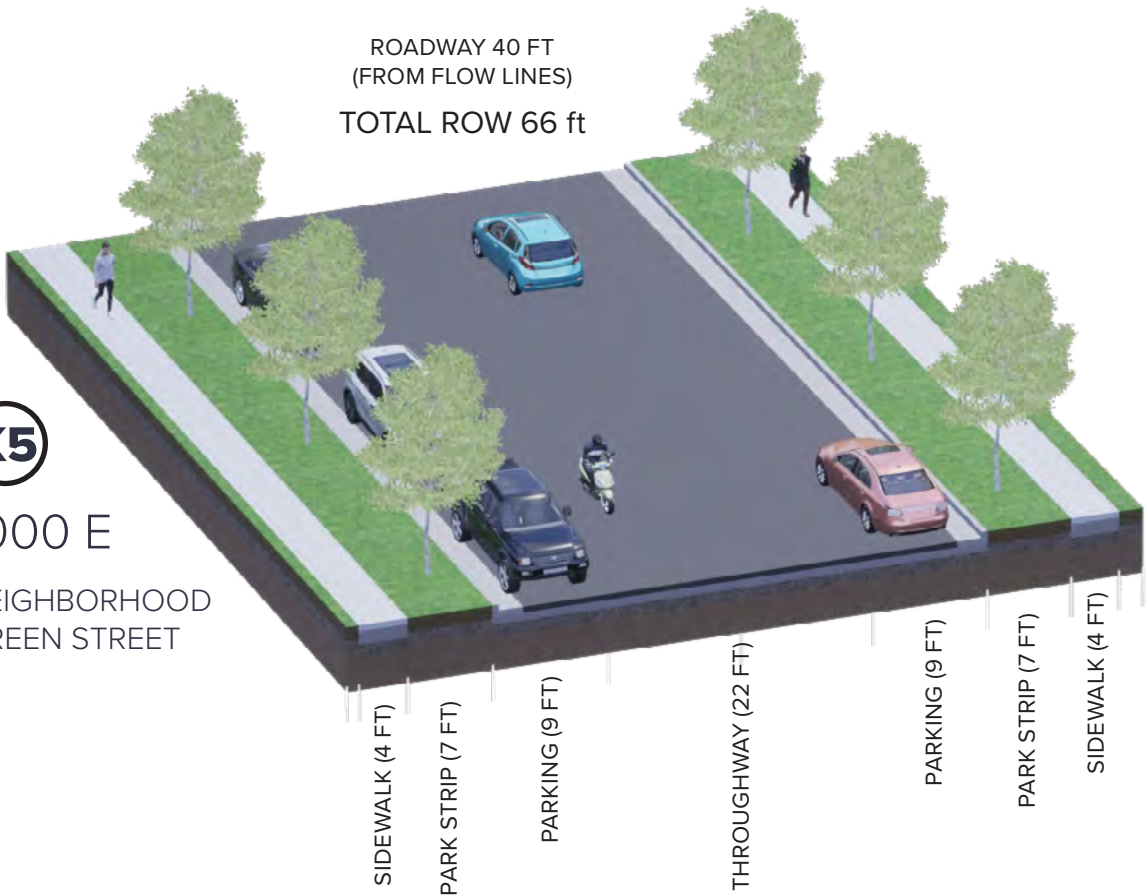
K4

900 E
NEIGHBORHOOD
CORRIDOR



K5

1000 E
NEIGHBORHOOD
GREEN STREET



LAND USE

KENSINGTON AVE NEIGHBORHOOD BYWAY



West Temple to 800 East

LAND USE LEGEND

- RESIDENTIAL
- COMMERCIAL
- CIVIC
- PARK / OPEN SPACE



State St/BALLPARK COMMERCIAL



SALT LAKE COMMUNITY COLLEGE



800 East to 1600 East



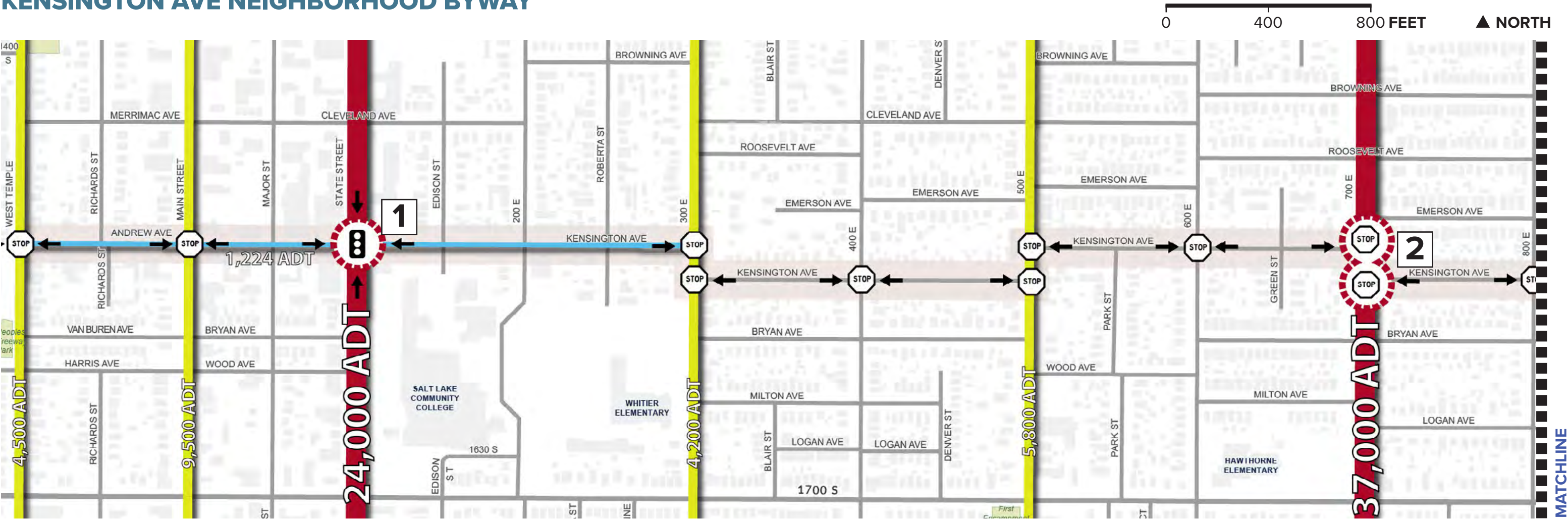
1100 EAST NODE



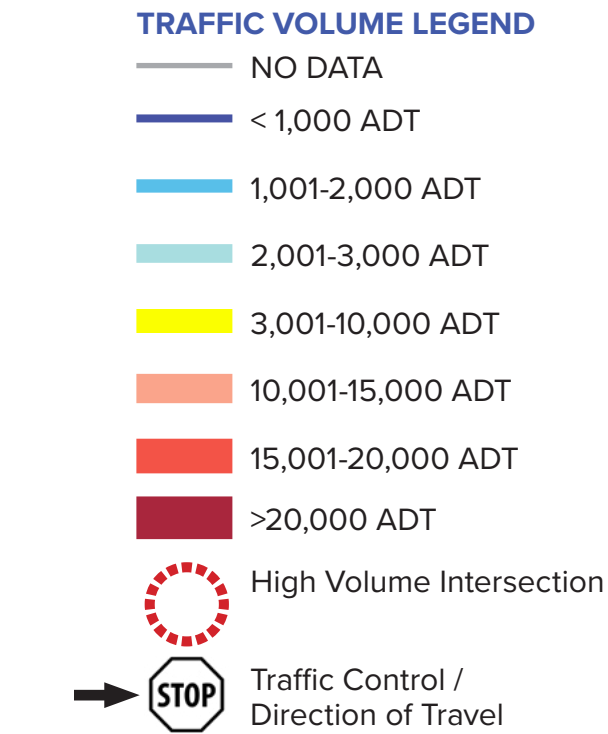
1500 EAST NODE

TRAFFIC VOLUMES

KENSINGTON AVE NEIGHBORHOOD BYWAY



West Temple to 800 East

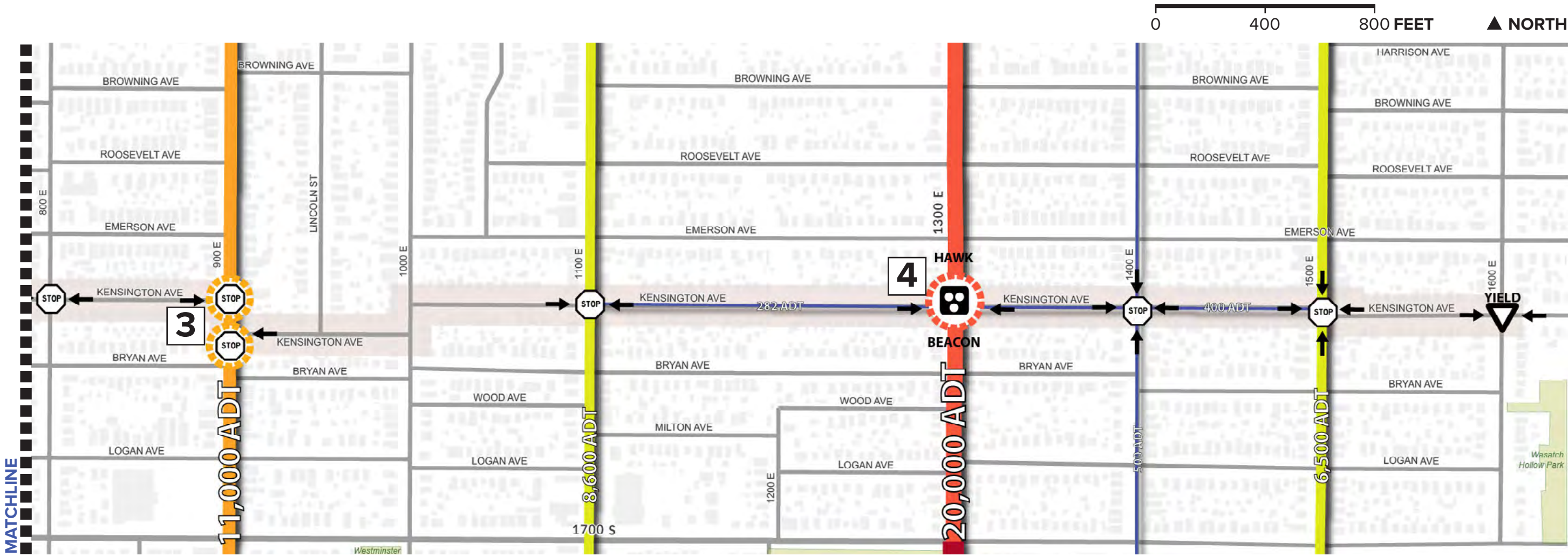


Traffic Volume Analysis

Traffic volumes from intersecting streets along the Kensington Ave corridor vary widely. Traffic volumes range between less than 3,000 and over 35,000 average daily traffic (ADT). State St and 700 East experience the highest volumes, followed closely by 1300 East. All three of these roads have ADT counts of over 20,000 vehicles per day, presenting challenges in developing a safe and comfortable bicycling and walking corridor for all ages and abilities. State St has an existing traffic signal that can help facilitate pedestrian and bicycle crossings. 700 East does not have any traffic control, save for stop signs for traffic exiting Kensington Ave. 1300 East has a pedestrian hybrid beacon (PHB) on the north side, but should be studied for further improvements. Options looking at reducing stop signs along the byway alignment for more efficient biking should also be considered.



BYWAY AT STATE ST



800 East to 1600 East



BYWAY JOG AT 700 EAST



BYWAY JOG AT 900 EAST



BYWAY AT 1300 EAST WITH PEDESTRIAN CROSSING


TRAFFIC SPEED

KENSINGTON AVE NEIGHBORHOOD BYWAY



West Temple to 800 East

TRAFFIC SPEED LEGEND

- NO DATA
- <20 MPH (85% speed)
- 20-25 MPH (85% speed)
- 25-30 MPH (85% speed)
- >30 MPH (85% speed)
-  Traffic Control /
Direction of Travel
- XX MPH** TRAFFIC COUNTER
LOCATION AND SPEED

Traffic Speed Analysis

For the most part, 85th-percentile traffic speeds along the Kensington Ave corridor fall below 25 MPH. Exceptions are some of the cross streets where the corridor jogs. 300 E, 500 E, 700 E, and 900 E all exhibit traffic moving faster than 25 MPH, and in some cases faster than 30 MPH. The stretch of Kensington Ave between State St and 300 E also exhibits speeds of greater than 25 MPH. These segments should be considered for traffic calming measures to help slow speed along the byway.

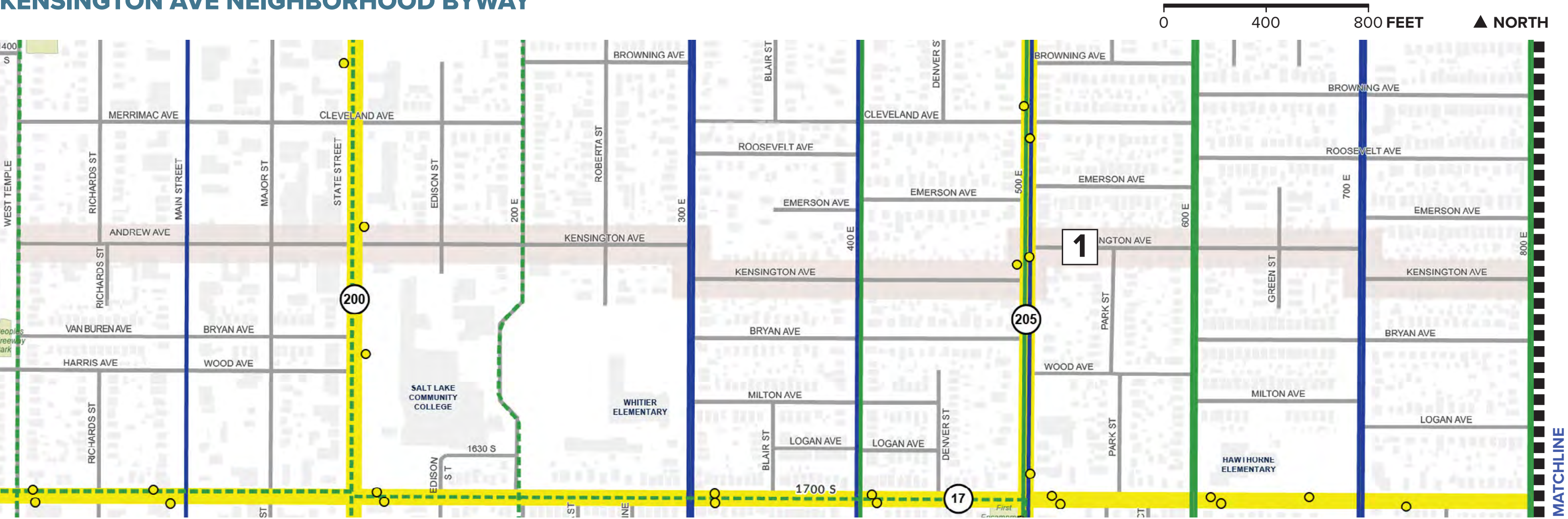
* Note: Wejo speed data has been used to supplement speed data from traffic counters where counters were not deployed.



800 East to 1600 East

MULTIMODAL CONNECTIVITY

KENSINGTON AVE NEIGHBORHOOD BYWAY



West Temple to 800 East

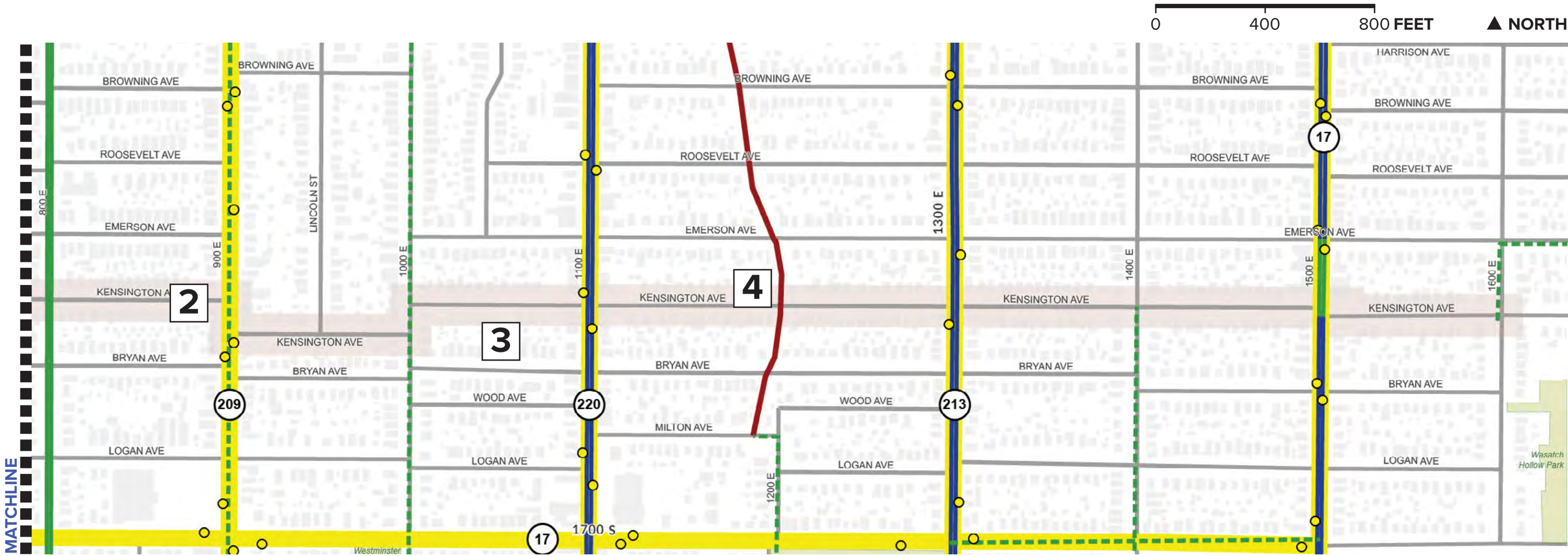
- MOBILITY LEGEND**
- BUS LINE WITH STOP
 - BUS ROUTE
 - EXISTING BYWAY / SHARED ROADWAY
 - PROPOSED BYWAY / SHARED ROADWAY
 - EXISTING BIKE LANE
 - EXISTING OFF-STREET TRAIL

Multi-Mobility

The Kensington Ave Byway intersects six different bus lines along its path, all of which have stops on or near the corridor itself. It will be important to examine these stops carefully and design solutions for facilitating connections and street elements between walking, biking, and the bus networks.



205 BUS STOP ON 500 EAST



800 East to 1600 East



209 BUS STOP ON 900 EAST



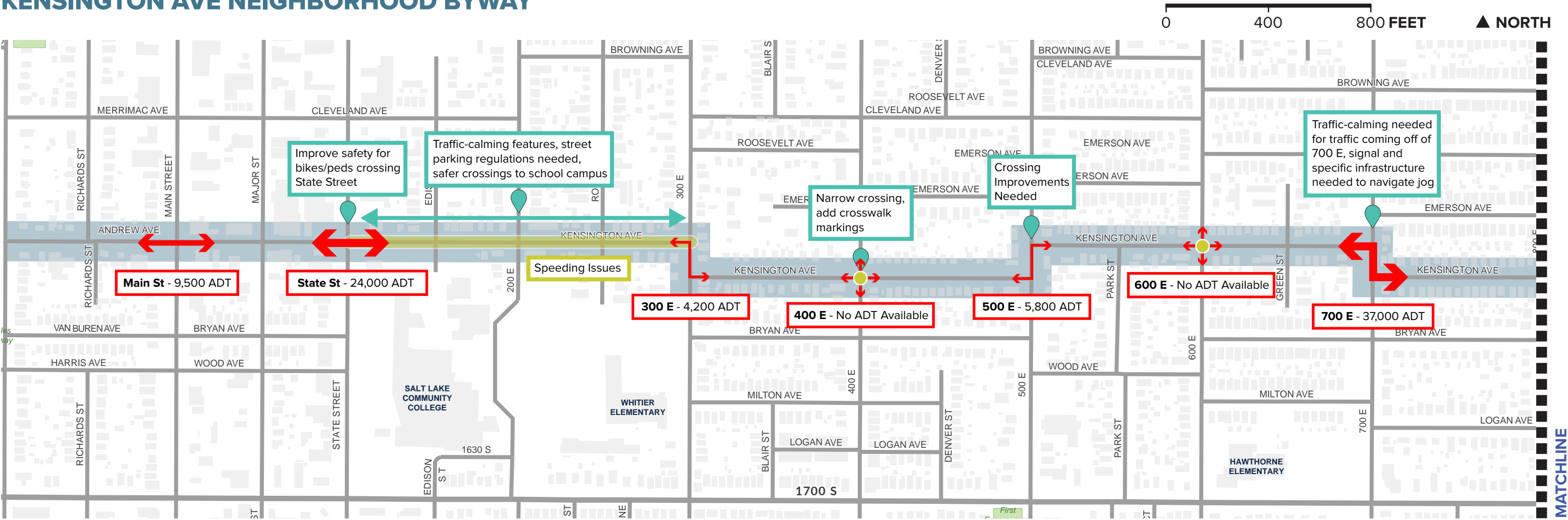
220 BUS STOP ON 1100 EAST



MCCLELLAND TRAIL

Corridor Needs Map

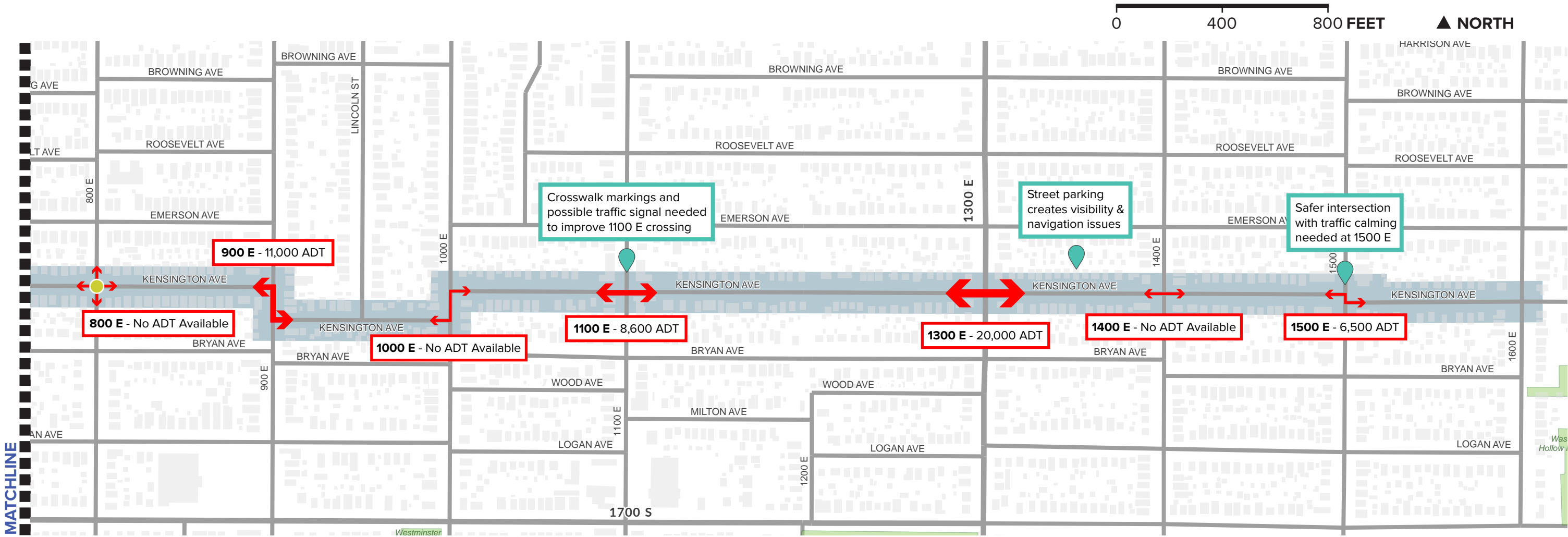
KENSINGTON AVE NEIGHBORHOOD BYWAY



West Temple to 800 East

EXISTING CONDITIONS LEGEND

- Traffic Calming Needs
- Minor Byway Crossing
- Moderate Byway Crossing
- Major Byway Crossing
- Offset Intersection Byway Crossing
- Byway-to-Byway Intersection
- Common Public Input Response Area



800 East to 1600 East