We welcome you to refer to this packet to learn about the improvements that we recommend to certain locations in Berkeley. Please tell us what you think about these recommendations; what improvements do you want to see based on your own experiences walking and traveling in Berkeley?
Leading pedestrian interval (LPI) gives pedestrians a 2-5 second head start to increase their visibility in the crosswalk.

Restrict right turns on red to prevent right-turning vehicles from conflicting with crossing pedestrians.

Improve sightlines at intersections by providing red curb in advance of crosswalks to increase visibility of pedestrians and cross traffic.

Stripe high-visibility crosswalks on all legs of the intersection to increase conspicuity of pedestrian crossing locations.

Reduce number of through lanes to reduce speeds and to simplify and clarify vehicle movements at the intersection.

Remove right-turn lanes to reduce intersection footprint and minimize vehicular conflicts with pedestrians.
Narrow vehicle lanes to make sufficient space for bicyclists and pedestrians, reduce crashes, and maintain vehicle capacity.

Install advance yield markings and corresponding signage.

Add pavement markings to clarify intended vehicular movements.

Overhead lighting of crosswalks increases nighttime visibility of crossing pedestrians.

A temporary median refuge island using low-cost and quick-build materials provides pedestrians the opportunity to cross in two stages and narrow the roadway for speed management.

A rectangular rapid flashing beacon (RRFB) uses signs with pushbutton activated flashing lights to make motorists aware of crossing pedestrians and increase yielding behavior.
**Temporary curb extensions** (aka “bulb-outs”) using striping and a vertical feature (such as bollards) create safer crossing conditions for pedestrians and slow down turning traffic.

**Median refuges** provide pedestrians the opportunity to cross in two stages and narrow the roadway to reduce speeds.

**Curb extensions** (aka “bulb-outs”) are widened sidewalks at crossings, shortening the crossing distance for pedestrians and slowing down turning traffic.

**Consolidate driveways to reduce conflicts** and pedestrian exposure to vehicles at or near intersections corners.

**Add protected left-turn phasing** to reduce left-turning conflicts between vehicles and pedestrians. Include lane shift to add left-turn pocket where needed.

**A pedestrian hybrid beacon** (PHB) provides push-button activated traffic control requiring drivers to stop for crossing pedestrians.
A hardened centerline creates physical separation between travel directions, guides motorists, and reduces their turning speed.

A raised crossing provides vertical deflection to slow drivers and increase yielding for crossing pedestrians.

Widen sidewalk at bus stops (aka “bus bulbs”) to improve transit operations and pedestrian conditions without degrading vehicle capacity.

Realign intersection to reduce conflicts and increase safety for all users by straightening skewed intersections or other geometric changes.

All-way pedestrian crossing (aka “pedestrian scramble”) stops all vehicular movement at a signalized intersection to allow all pedestrians to cross (including diagonally).