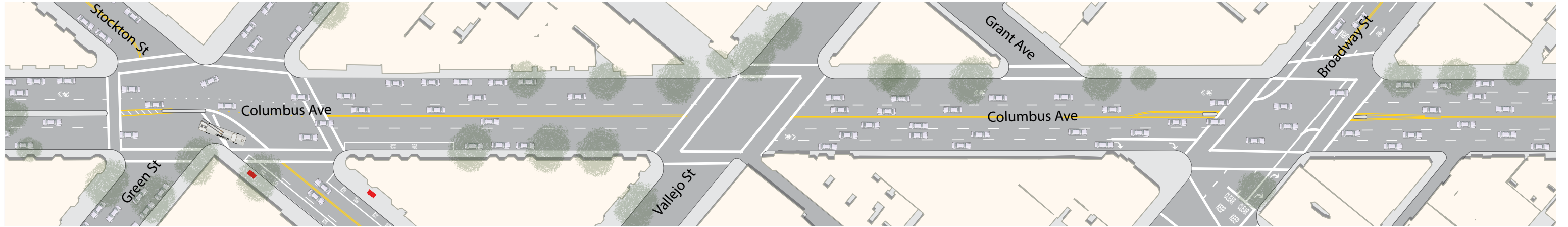
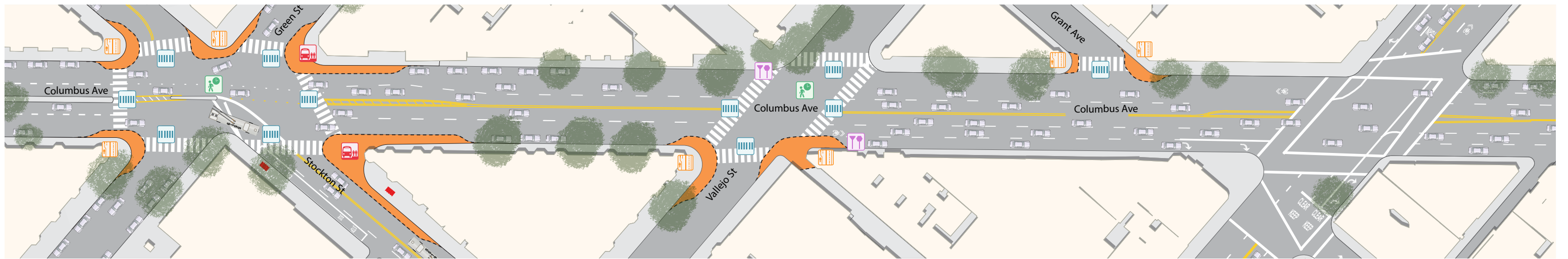


### Existing Street




### Proposed Changes





← North to Fisherman's Wharf


→ South to Downtown


### Key to Changes

 **Pedestrian Bulbouts**  
Curb bulbouts, or sidewalk extensions, extend the sidewalk into the roadway. Bulbouts decrease pedestrian crossing distance, improve the visibility of pedestrians, and provide additional pedestrian space at key locations. They can either be built at corners or at midblock locations.

 **Continental Crosswalks**  
These upgraded crosswalks use a ladder design proven to increase pedestrian visibility while crossing.

 **Transit Bulbs**  
Transit bulbs reduce delays by eliminating the need for buses to merge in and out of traffic at transit stops. The bulbs make it easier for everyone to get on and off the bus by aligning the steps line with the curb. In addition, bulbs provide additional space for people walking along Columbus or waiting for the bus, and they make crossing the street easier by reducing the distance between curbs.

 **Leading Pedestrian Intervals**  
Leading pedestrian intervals (LPI, or "pedestrian head start") release people walking at a signalized intersection three to five seconds before drivers receive the green. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

 **Advance Stop/Yield Lines  
Red Visibility Curbs**  
Stop lines (or limit lines) are solid white lines extending across all approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal. Yield lines are rows of white triangles (i.e. "shark's teeth") placed across approach lanes to indicate the point at which vehicles must yield at locations without a signal or stop sign. Yield lines are accompanied by "Yield to Pedestrian" signs. Red visibility curb zones restrict parking adjacent to corners to increase the visibility of pedestrians in a crosswalk.