

APPENDIX F: PEDESTRIAN LIGHTING NEEDS INVENTORY

The Berkeley Pedestrian Plan identifies overhead lighting of crosswalks as a universal treatment for the 10 priority street segments identified in [Chapter 3: Improvements & Recommendations](#).

This appendix analyzes where there is existing street lighting on the high-injury street network and where there are gaps.

At the direction of city staff, the Berkeley Pedestrian Plan project team examined street lighting at each intersection corner for every street on the city's high injury street list. This analysis included:

- The crossing for the high injury street
- The crossing for the intersecting street
- Unmarked crosswalks (unless there was an explicit sign at the intersection stating that a crossing was closed)
- Midblock crossings

This generally resulted in four lighting locations at each intersection and two lighting locations at each midblock crossing. A lighting location could be classified in one of four ways:

- No street light
- Street light facing the high injury street
- Street light facing the intersecting street
- Street light facing both high injury street and intersecting street

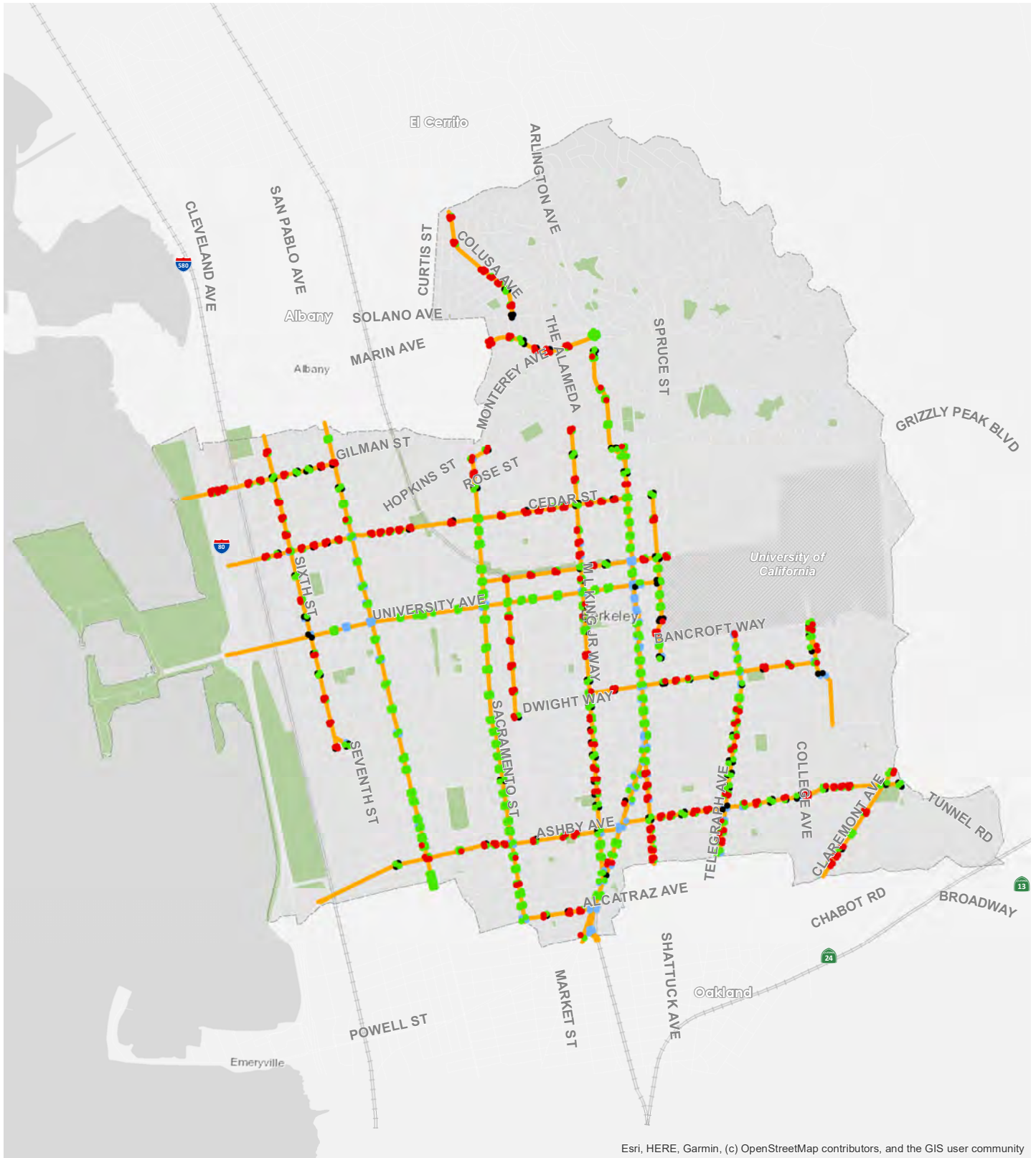
Figure F-1 illustrates this classification system. This figure is looking at the southeast corner of the Ashby Avenue/King Street intersection next to Malcolm X Elementary School. As shown, there is overhead lighting over Ashby Avenue, but no lighting specifically for King Street. This would be classified as a location where street lighting is facing the high injury street (Ashby Avenue). There is also a street light facing the high injury street on the northwest corner of the intersection. There are no street lights at the northeast or southwest corners of this intersection.

FIGURE F-1: CLASSIFICATION SYSTEM



Figure F-2 through **Figure F-6** show the lighting locations across Berkeley. **Figure F-2** shows all street lighting data along the city's high injury streets, while **Figure F-3** through **Figure F-6** show lighting locations by lighting type classified above.

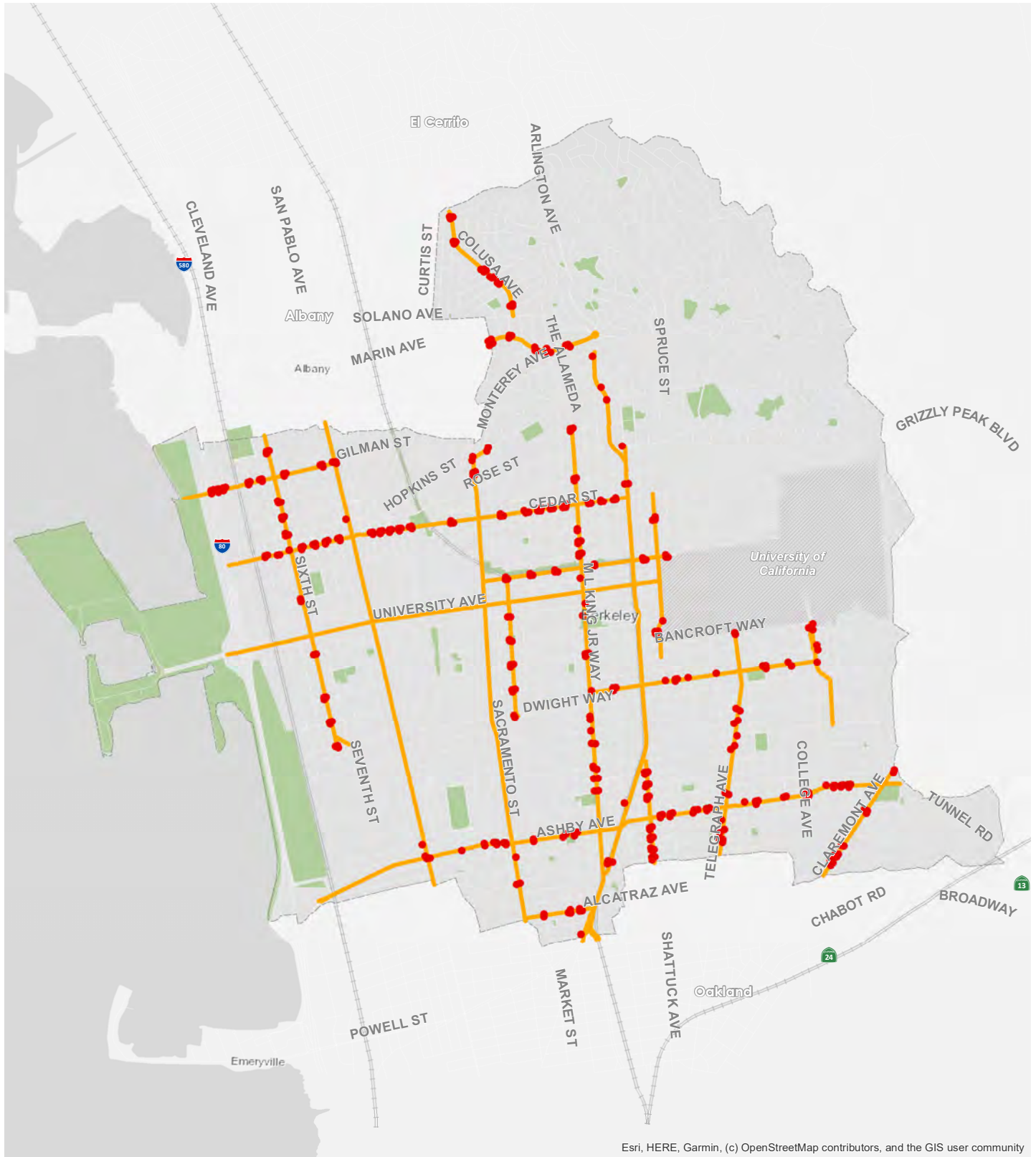
FIGURE F-2: OVERALL LIGHTING MAP



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

- No Street Light
- Street Light Facing High Injury Street
- Street Light Facing Intersecting Street
- Street Light Facing Both High Injury and Intersecting Street
- High Injury Streets
- Railroad
- University
- Parks/Recreation
- Berkeley City Boundary

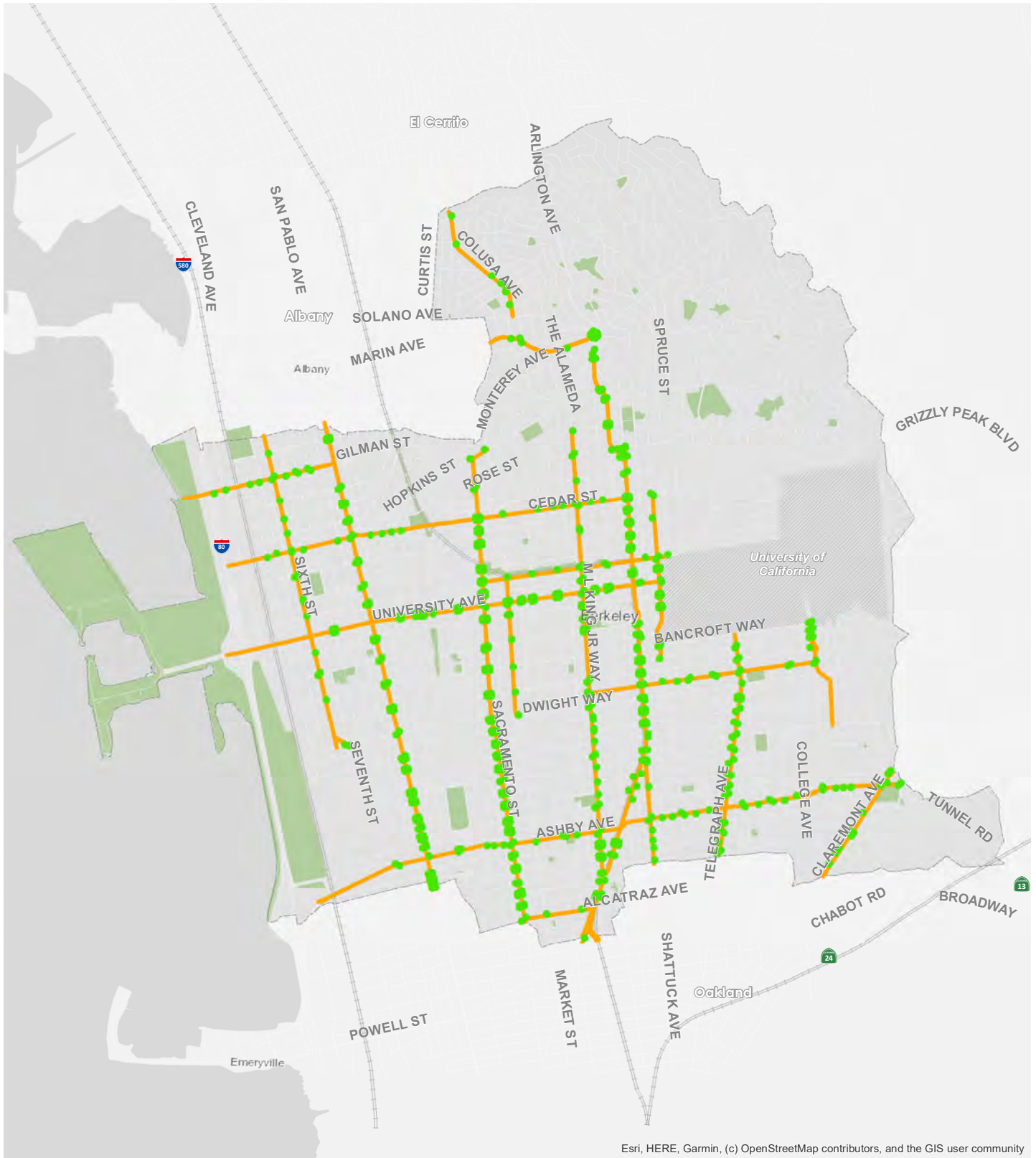
FIGURE F-3: INTERSECTION LOCATIONS WITH NO STREET LIGHTS



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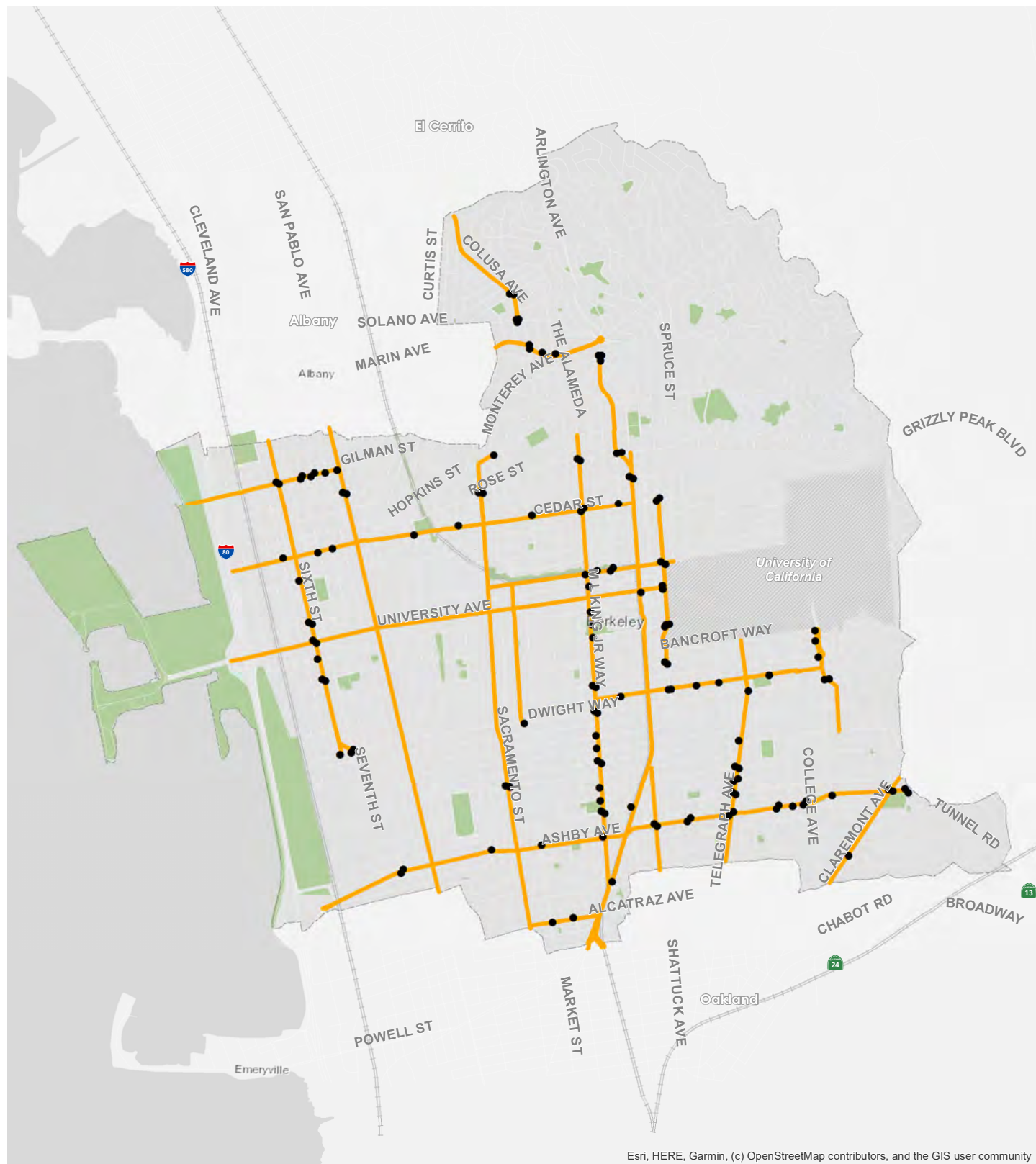
- No Street Light
- High Injury Streets
- Railroad
- University
- Parks/Recreation
- Berkeley City Boundary

FIGURE F-4: STREET LIGHT LOCATIONS AT INTERSECTIONS FACING THE HIGH INJURY STREET



- Street Light Facing High Injury Street
- High Injury Streets
- == Railroad
- /// University
- Parks/Recreation
- Berkeley City Boundary

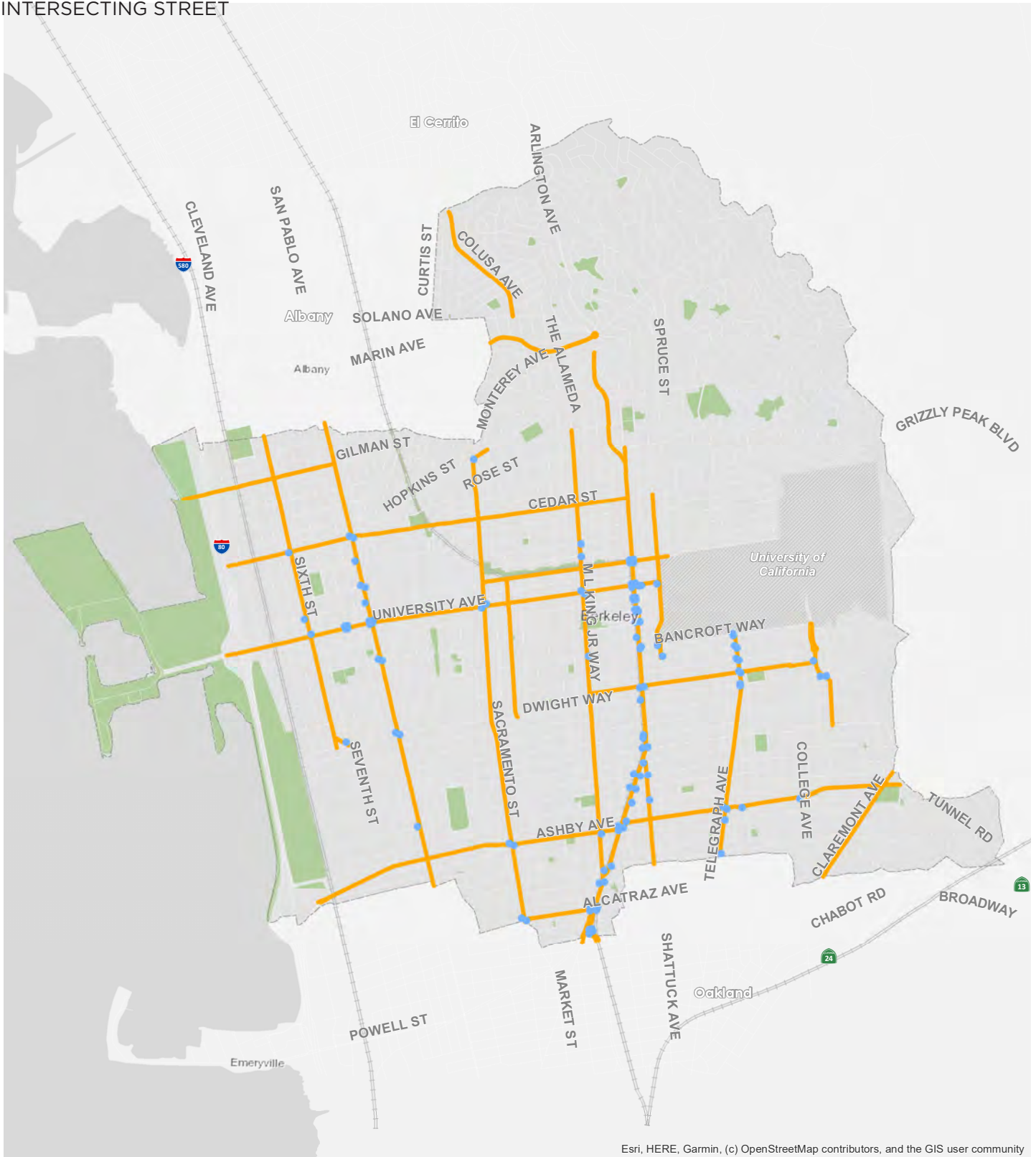
FIGURE F-5: STREET LIGHT LOCATIONS AT INTERSECTIONS FACING THE INTERSECTING STREET



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- Street Light Facing Intersecting Street
- High Injury Streets
- ≡ Railroad
- ▨ University
- Parks/Recreation
- ⊕ Berkeley City Boundary

FIGURE F-6: STREET LIGHT LOCATIONS AT INTERSECTIONS FACING BOTH THE HIGH INJURY AND INTERSECTING STREET



- Street Light Facing Both High Injury and Intersecting Street
- High Injury Streets
- ≡ Railroad
- ▨ University
- Parks/Recreation
- ⊕ Berkeley City Boundary