

Memorandum

To: DISTRICT DIRECTORS
DEPUTY DISTRICT DIRECTORS, Traffic Operations

Date: December 29, 2022

From: DAVID MAN
Acting Division Chief
Traffic Operations

Subject: **IMPLEMENTATION OF LEADING PEDESTRIAN INTERVAL (LPI) AT SIGNALIZED INTERSECTIONS**

[Assembly Bill \(AB\) 2264 Pedestrian Crossing Signals](#), effective January 1, 2023, requires traffic signals support of leading pedestrian interval (LPI) on the SHS. Districts shall implement active accessible pedestrian signals (APS) and touch-free detectors with LPI on newly installed and replaced traffic signals. When developing new traffic signal projects, the traffic signal design needs to comply with AB 2264.

Existing state operated traffic-actuated signals shall have LPI implemented within the specified LPI areas:

- Residential district
- Business district
- Business activity district, as determined by [CVC Section 22358.9](#)
- Safety corridor *
- School zone
- Area with a high concentration of pedestrians and cyclists, as determined by [CVC Section 22358.7](#) *

* Terminology will be defined in the next CA MUTCD.

All state operated traffic-actuated signals located in the LPI areas specified above shall be recorded in the Transportation Management System (TMS) Inventory Database. After performing annual operational reviews, traffic signals requiring LPI shall be upgraded and recorded in the TMS Inventory Database.

Intersection approaches may have APS and pedestrian countdown signals, however, traffic signals with LPI configured can operate without APS. Depending upon traffic conditions and local geometrics, some LPI areas may require illuminated blank out signs.

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For traffic signals not identified in the LPI areas specified, the districts should follow the [Guidelines for Implementing LPI](#) set forth by the Division of Safety Programs to evaluate and implement LPI at signalized intersections.

State-operated traffic-actuated signals that do not have conflicting movements between vehicles and pedestrians do not require LPI for those movements that are not in conflict. These exempted movements will be recorded in the TMS Inventory Database.

A follow-up Traffic Operations Policy Directive (TOPD) providing additional guidance and details is in progress and expected to be issued in early 2023.

If you have any questions, please contact Patrick Leung, Acting Chief, Office of Systems Development, at (916) 202-4951 or email at <patrick.leung@dot.ca.gov>.

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