



# Install Sidewalk

Sidewalks are designated pedestrian pathways along roads that separate pedestrians from motor vehicle traffic, improving safety and mobility.

## Implementation Strategy

### How and Where to Apply

- Sidewalks are essential on urban and suburban roads with pedestrian traffic, especially near schools, transit stops, and commercial areas.
- They are most effective in corridors with documented pedestrian crashes or where existing facilities are incomplete or substandard.
- According to **FHWA** guidance, sidewalks should be at least 5 feet wide with appropriate curb ramps and crossings for accessibility.

### Use in a Safe System Approach

Sidewalks align with the Safe System principles of Safer Roads and Safer Road Users by physically separating pedestrians from vehicles, significantly reducing conflict risk. They increase predictability for drivers and pedestrians alike, improving visibility and reducing crash severity.

### Key Stakeholders

State and local transportation agencies  
Pedestrian and bicycle planners  
**Proactive Implementation**  
Agencies can proactively install sidewalks in areas with existing pedestrian activity, incomplete networks, or a history of pedestrian crashes. Systemic analysis using land use, transit access, and school proximity helps identify priority corridors. Sidewalks can be implemented cost-effectively as part of complete streets initiatives or bundled with repaving and curb ramp upgrades. Prioritizing vulnerable users, such as children, seniors, and people with disabilities, aligns with equity goals and Vision Zero objectives.

## Countermeasure Overview

**Objective:** Reduce Pedestrian Exposure to Vehicular Traffic

**Strategy:** Provide Sidewalks/Walkways and Curb Ramps

## Selected Related Countermeasures

- CM1** Install pedestrian refuge islands
- CM2** Improve crosswalk markings and signage
- CM3** Provide curb extensions or bulb-outs

**Cost:** \$ (High)

**Service Life:** 20 years

**Benefit-Cost Ratio:** XX

## Targeted Solution



**CONTRIBUTING FACTORS**

- Lack of separation between pedestrians and traffic



**TARGET CRASH TYPE**

- Pedestrians



**ROAD FACILITY TYPE**

- All



**AREA TYPE**

- All

## Safety Linkage



**NCHRP 500 Series**

Pedestrian and Bicyclist Crashes



**AASHTO'S TOWARD ZERO DEATHS**

Safer Vulnerable Users

**SAFE SYSTEM APPROACH**

Safe Road Users

**SAFE SYSTEM ROADWAY DESIGN**

TIER 1

TIER 2

TIER 3

TIER 4

Tier 1

Install Sidewalk. Source: FHWA

40%

Reduce vehicle/pedestrian crashes<sup>1</sup>

<sup>1</sup> CMF ID: 11246

### Resources

- [Designing Sidewalks](#)
- [FHWA Highway Safety Program](#)

