



Walkways

Walkways significantly enhance pedestrian safety and mobility by providing dedicated, accessible walking spaces along roadways.

Implementation Strategy

How and Where to Apply

- Install sidewalks or shoulders on roads with pedestrian activity, crash history, or near schools, bus stops, or transit stations to improve pedestrian safety and access.
- Apply in urban, suburban, and rural areas where dedicated pedestrian facilities are missing and sufficient right-of-way exists for walkway or shoulder installation.
- The FHWA affirms that walkways are a fundamental countermeasure, stating: "Providing pedestrian facilities reduces crashes and improves safety, especially for the most vulnerable road users."

Use in a Safe System Approach

The Safe System Approach prioritizes human life by designing roadways that accommodate human error and reduce crash severity. For pedestrians, this means providing dedicated, accessible walkways that separate them from traffic, minimizing conflict points and protecting vulnerable users in alignment with FHWA's vision for safer, more forgiving transportation systems.

Key Stakeholders

Local and State Transportation Agencies, Metropolitan Planning Organizations (MPOs), Community Advocacy and Accessibility Groups

Proactive Implementation

Integrate walkway improvements into routine resurfacing, reconstruction, and capital projects. Use crash data, equity mapping, and community input to identify high-risk areas lacking pedestrian infrastructure and prioritize investment where it can prevent crashes, enhance connectivity, and serve vulnerable populations before incidents occur.

Countermeasure Overview

Objective: Reduce Pedestrian Exposure to Vehicular Traffic.

Strategy: Provide Sidewalks/Walkways and Curb Ramps.

Selected Related Countermeasures

- CM1 Raised Crosswalks
- CM2 Advance yield markings
- CM3 Pedestrian refuge islands

Cost: Moderate to High

Service Life: 20 years

Benefit-Cost Ratio: 2:1

Targeted Solution



CONTRIBUTING
FACTORS

- Pedestrian exposure to vehicular traffic
- Lack of safe space for walking



TARGET
CRASH
TYPE

- Crossing-related



ROAD
FACILITY
TYPE

- N/A



AREA
TYPE

- Urban

Safety Linkage



NCHRP
500 Series

Pedestrians
and Bicylists

SAFE SYSTEM
APPROACH

Safe Road
Users

SAFE SYSTEM
ROADWAY DESIGN



AASHTO'S
TOWARD ZERO
DEATHS

Safer Vulnerable
Users

TIER 1
TIER 2
TIER 3
TIER 4

Tier 1

Walkways. Source: Bolton & Menk



Offers safe, designated paths for pedestrians, separated from traffic.



Resources

- [Pedestrian Safety Guide and Countermeasure Selection System, FHWA](#)

