

# 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

- 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 that reduce crashes and improve safety, especially for vulnerable road users.

### Use in a Safe System Approach

Installing sidewalks supports the Safe Road Users element by addressing human vulnerability and mistakes. Providing dedicated pedestrian space adds redundancy and reinforces that death and serious injuries are unacceptable.

### Key Stakeholders

State DOTs, MPOs, community associations, pedestrian advocacy groups, safety advocacy groups, engineering consultants, active road users.

### 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. 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:** \$\$\$ ( Moderate to High)  
**Service Life:** 20 years

## 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

**SAFE SYSTEM APPROACH**

Safe Road Users



**AASHTO'S TOWARD ZERO DEATHS**

Safer Vulnerable Users

**SAFE SYSTEM ROADWAY DESIGN**

TIER 1  
TIER 2  
TIER 3  
TIER 4

Tier 1

Sidewalk. Source: VHB.

59%

Reduces vehicle-bicycle crashes and K and A severities on urban divided two-lane roads (CMF ID: 9240)

40%

Reduces vehicle-pedestrian crashes of all severities on all roadway types (CMF ID: 11246)



### Resources

- [Designing Sidewalks](#)
- [FHWA Highway Safety Program](#)
- [Pedestrian Safety Guide and Countermeasure Selection System, FHWA](#)

