PEDESTRIAN CONNECTIONS

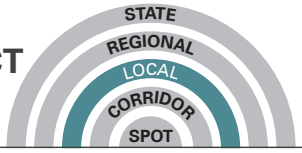
More Information: tti.tamu.edu/policy/how-to-fix-congestion

COST

TIME

MODERATE

IMPACT



WHO

LOCAL PARTNERS/ STATE

HURDLES

FUNDING

Description

Pedestrian connections promote safe, efficient walking and include improvements such as:

- Sidewalks.
- Intersection treatments.
- Midblock crossings.
- Walking tunnels or bridges.

Sidewalks can be as narrow as 4 feet or can be a wide walkway serving a busy downtown or entertainment area. Safeguards from vehicles can improve pedestrian safety and the overall walking experience as well as provide space for trees, lighting, benches, trash cans, and more.

Suitable pedestrian connections depend on present and future local traffic demands and can encourage walking or taking transit more often, making the trip more efficient.

Target Market

- Transit intersections and activity centers.
- School approaches and business areas.

Pedestrian connections may have the most potential to replace some vehicle travel in more congested, mixed-use areas, but they can be important for safety practically everywhere.

How Will This Help?

- **Reduces congestion** by replacing short vehicle trips, especially in areas where searching for a parking place increases traffic congestion.
- **Lowers fuel and maintenance costs** for travelers and transportation agencies (by delaying the need to add lanes).
- **Decreases pollution** by removing cars from the road.

Implementation Issues

Pedestrian connections can occur outside existing street right of way, but most are found within a street corridor. Planning for street connectivity is important; it decreases pedestrian trip distances and saves implementation time by building the connection and roadway at the same time. City ordinances can help provide pedestrian connections during development.

SUCCESS STORIES

Austin, Texas: Austin built a walking bridge across Lady Bird Lake that connected businesses and residential areas with parks and shops.

Walking and bicycling increased fivefold, reaching

4,000 to 5,000 users per day.

From 2007 to 2013, a study of four cities found quality facilities and programs

▲ **15.8%**

while reducing pedestrian deaths by 20%.

Ample right-of-way width can allow planning and development for pedestrian and vehicle traffic without significant trade-offs. However, urban areas may have to balance the needs of all users to create space for safe and comfortable pedestrian connections.