



RURAL

RURAL CROSSROADS

SUBURBAN

URBAN

Where to Expect People Walking

Planning and designing for pedestrians in all contexts

People walk along and need to cross a wide variety of roadway types. Expect people to be walking on all roadways (except freeways), especially near key destinations such as schools, parks, grocery stores, homes and transit stops.

Even where expected pedestrian volumes are low or moderate, considering the needs of people walking is a central principle of sound roadway design.

Walking should be safe, comfortable, and convenient. Provide pedestrian walkways on both sides of the roadway, and provide or enhance crossings at logical locations connecting key pedestrian destinations.

Dedicated pedestrian walkways include sidewalks, paved shoulders, and sidepaths. They are an FHWA-proven safety countermeasure that reduces collisions by

65-90%¹

for people walking along roadways.

¹ Federal Highway Administration. Proven Safety Countermeasures: Walkways. FHWA-SA-17-067. <https://safety.fhwa.dot.gov/provencountermeasures/walkways/>

Expect to Find People Walking on Roadways in every Minnesota Land Use Type²

Land Use Type	Expect Pedestrians		Challenges for Pedestrians
Natural, Rural, and Rural Crossroad		Near key destinations	High vehicle speeds, infrequent crossings, missing sidewalks/shoulders
Industrial-Warehouse-Port		Near transit stops, site entrances, intersections, and along shared-use paths/sidewalks	Many heavy vehicles with large blind spots
Suburban Residential and Suburban Commercial		Along shared-use paths/sidewalks and at transit stops, parks, and other key destinations	Missing sidewalks, high vehicle speeds and volumes, long blocks with infrequent crossings, sidewalk gaps or narrow sidewalks with obstructions
Urban Residential and Urban Commercial		In high volumes near key destinations, at mid-block destinations, and along shared-use paths/sidewalks	High vehicle volumes and speeds, wide crossings with many lanes, mid-block crossing needs
Urban Core		In high volumes near key destinations, at mid-block destinations, and along shared-use paths/sidewalks	High vehicle volumes, mid-block crossing needs, frequent interactions with turning motorists

Key Walking Destinations

Results from a survey conducted as part of Minnesota Walks indicate that the top five walking destinations of Minnesotans are:

-  Bus & transit stops
-  Parks
-  Home (residential areas)
-  Grocery stores/convenience stores
-  Schools

Other common walking destinations include:

-  Restaurants
-  Places of worship
-  Retirement centers & group homes
-  Libraries
-  Stores & retail centers

² Adapted from MnDOT Tech Memo 18-07-TS-05: MnDOT Land Use Contexts: Types, Identification, and Use

DESIGN RESOURCES

MnDOT Traffic Engineering Manual, Chapter 13: Non-Motorized Facilities
MnDOT Report 2013-22: Minnesota's Best Practices for Pedestrian/Bicycle Safety

RELATED INFOSHEETS

Enhanced Crossings
Paved Shoulders
Median Crossing Islands
Curb Extensions