

- **Florida Accessibility Code** contains **ADA** requirements for accessibility to sites, facilities, buildings, and elements by individuals with disabilities.

222.2 Pedestrian Facilities

Pedestrian facilities are features or elements used to support pedestrian travel. Pedestrian facilities may include the following:

- Sidewalks
- Curb ramps and blended transitions
- Crosswalks
- At-grade railroad crossings
- Refuge islands
- Curb extensions
- Pedestrian signals
- Public transit loading zones
- Pedestrian bridges
- Shared use paths
- Street furniture

Pedestrian safety can be enhanced through the following measures:

- (1) Maintaining a smooth, clean walking surface, free of obstructions.
- (2) Responsive and appropriate traffic control devices, consistent with guidance in the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#), including providing pedestrian-oriented directional signage.
- (3) Sidewalks and other pedestrian walkways are continuous, and termini connect to existing sidewalk, pedestrian crossing, or access point.
- (4) Providing adequate lighting.

222.2.1 Sidewalk

Sidewalk is a continuous concrete pedestrian walkway as depicted in [Standard Plans Index 522-001](#).

Provide sidewalk on all curbed roadways, except where prohibited by [Section 316.130 \(18\), Florida Statute \(F.S.\)](#). The inclusion of sidewalk on short isolated sections of curbed roadway is not required when:

- Within C1 and C2 context classification, and
- There are no pedestrian facilities leading to, or from the location.

Provide sidewalk on high speed curbed and flush shoulder roadways within C2T, C3R, C4, C5 or C6 context classification; and within C1, C2 or C3C where the demand for use is demonstrated.

For high speed curbed and flush shoulder roadways, place sidewalk in the following order of desirability:

- (1) As near the R/W line as possible.
- (2) Outside of the clear zone.
- (3) Five feet beyond the limits of the full width shoulder.
- (4) At the limits of the full width shoulder.

Sidewalk on flush shoulder roadways is not to be constructed directly adjacent to the roadway or shoulder pavement. Nearing intersections, the sidewalk should be transitioned as necessary to provide a more functional crossing location that also meets driver expectation. Further guidance on the placement of stop or yield lines and crosswalks is provided in the [MUTCD, Part 3](#) and [Standard Plans 711-001](#).

Continue sidewalk across bridge structures when sidewalk is provided on the approach roadway. Also provide sidewalk on new bridges where sidewalk or shared use path is not present along the roadway but may be included with a future project.

Sidewalk should be constructed on both sides of the roadway; however, if sidewalk is constructed on only one side, provide reasonable pedestrian access to destinations (e.g., transit stops, homes, places of work, stores, schools, post offices, libraries, parks) on the opposite side.

For RRR Projects, other than meeting detectable warning and curb ramp requirements, unaltered sidewalks that are not in compliance with **FDM** criteria, [Standard Plans](#), or ADA requirements are not required to be reconstructed.

222.2.1.1 Sidewalk Width

The standard sidewalk width varies by context classification as shown in **Table 222.2.1**.

Table 222.2.1 Standard Sidewalk Widths

Context Classification		Sidewalk Width (feet)
C1	Natural	5
C2	Rural	5
C2T	Rural Town	6
C3	Suburban	6
C4	Urban General	6
C5	Urban Center	10
C6	Urban Core	12
Notes: (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated. (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet. (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification. (4) See FDM 260.2.2 for sidewalk width requirements on bridges.		

See **FDM 214** for information on sidewalks across driveways.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36-inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing treewells in areas where on-street parking is provided.