



MOPD

In New York City, we're committed to ensuring that all our residents have access to everything that the five boroughs have to offer. The Mayor's Office for People with Disabilities (MOPD) is an essential part of this effort, as it works hand-in-hand with other City agencies to expand opportunities for New Yorkers with disabilities and to make sure that our policies and programs address their specific needs.

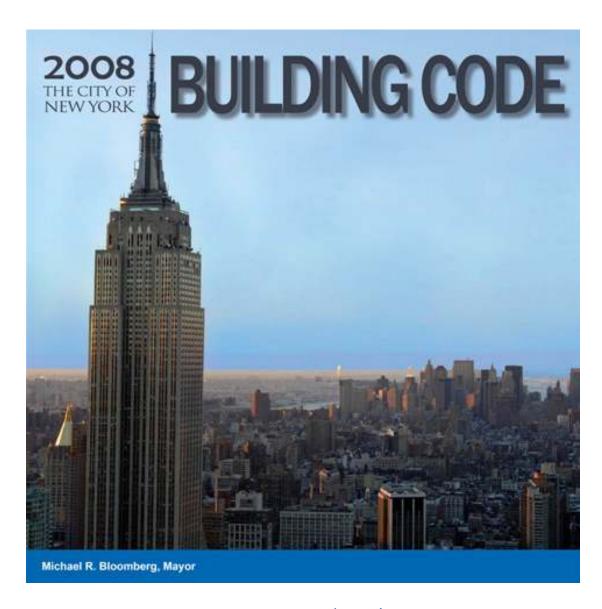




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SOCIAL SERVICES
HOUSING
TRANSPORTATION
EMPLOYMENT
EDUCATION
ACCESSIBILITY

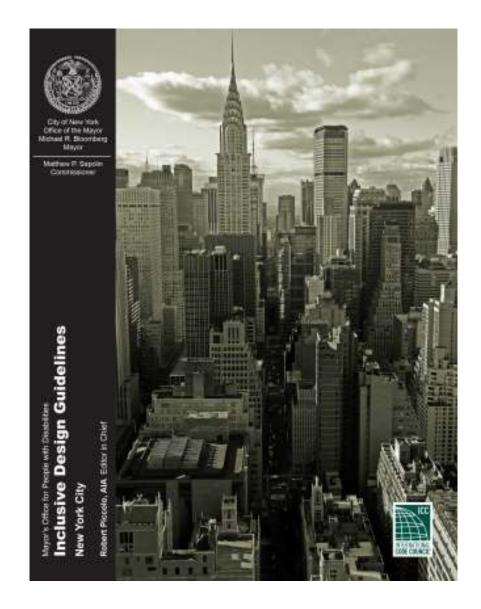
















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Building Blocks

300 Infroduction. Chapter 3 Industria Root surfaces, changes in level, furning space, clear Root space, these and the clearances, protruding objects, reach ranges, operable parts and eye sevels.

Floor surfaces should be non-elip without obstructions or hazards, should not contain unintentional inequitarties or overly aggressive testures and where applicable, should prevert voter accumulation. Underside, servicey distributions, detectable surfaces, detectable reprincip, repose and surface detection, edges, visual contrast, color, and distribute discoulsed. Edge treatment is multisensory that provides boundary, increases safety and anniances wayfinding. Spotse, auditory and visual characteristics help define and differentiate parts of a facility.

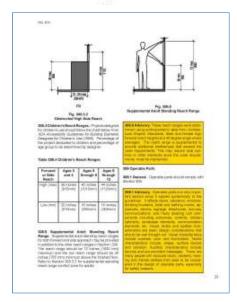
Changes in level for floor surfaces are defined. Guard height and opening limitations are provided, as well as sight obstructions and their relationship to eye levels.

Turning space, deat floor space, knee and toe clearances and teach ranges, establish a resilietic break dineresantal space envelope that applies systemically to the guidelines. This should accommodate a recising of occupant configurations, body sizes, posture, clearance for handlaremon movement, and menusion automatic devices. Adult standing reach ranges are provided. The recommended route width is part of a resoluter concept. Didd restricted conditions created by reducing manauvering spaces down to note bottom code instrume are avoided.

Operable points also apply systemically to the guidelines affecting doors, elevators, windows, dicking fountiars, tallet and taining routine, applications, alones, agraige, two-way communications and many dwelling int compresses (e.g., antraces, contrals, listoher calcinetry, landecape elements, and communication elements). Multivariately components and operation comprise visual, facilitie and auditory distributions within reach range are standing and seated comfort zones that enhance usability. Standard and attended behalves and operation ower a vide range of user needs and preferences that go any beyond typical frand operation. Automatic operation should be provided with manual back-up in case of power failure. Chambles parts internated for young children should be scaled appropriately and employed and specified of the compression of t

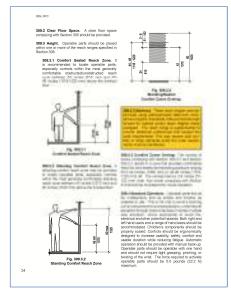
Eye fewers are provided for standing hitting positions for artists, children and those who use a mobility device. Dimensions for adults range from the lowest female height to the maximum male height for standing and etting positions. Dimensions for children, range in age from 5 to 12 years. A number of first may affect afting position eye levels, such as seal height and position. Dany should be taken regarding visual obstructions, sight lives and field of new. A sitting position is a requirement that is not limited to people with disabilition. It is a necessity for many with diminished destantly and stanting and others that need a place to need.





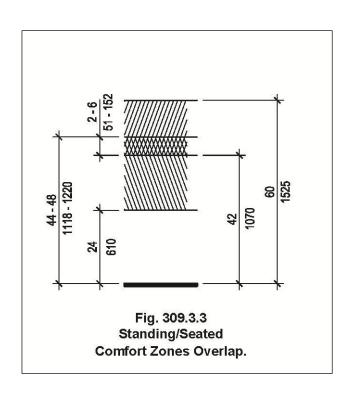






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400.2 Adelsery. Extends routes are one addessed under declara XII.2 Only record to the mode revenues where feasibility is questionable. Accel proguet toolsers, ridges, rough or uneventorobing surbases where posteties are those that have large or posturing parties.

400.2.1 Exterior Welking Surfaces. Welking surfaces should comply with Section 302.5, be well if with even, first, and well dramed non-sip surface for well conditions, Jointa should be closed and flush for mobility axis. Wold highly reflective surfaces.

400.3 Slope. The running slope of walking surfaces, should not be alseper than 1.20. The cross slope should not be alseper than 1.46.

400.3 Advisory. Exterior indicesys and return that other content slopes that security is exrecised plan. Pooles information to set users know of conditions that they will encounter along challenging paths, set they can be due to their seless whether they word to thremes them. Consider a difficulty rating laysem work as those used for hiving and siting late. Consider short cats with steps for people who can will start.

400.4 Changes in Level. Changes in level should comply with Seption 2011.

403.5 Width. Rocks vidites should camply with Section 403.5

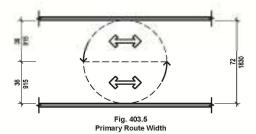
403.5.1 Primary Route Width. Width of the primary route should be a minimum of 7.2 motion (1933) mmt, Professing objects should comply with Section 307. Width of the path should accommodate expected volume and 2-way pedestrant traffic. Sidevalia. so per DOT should be 38 inches (2440 mm) migratum.

403.6.1.1 Passing Space. Where it is not possible to provide a male with a continuous 172-inch (1830 mm) width, provide passing spaces of intervals of 100 feet (30m) maximum Passing space should be 72 inches (1830 mm) dear in with

403.5.2 Secondary and Tertiary Routes, in some instances, a similariand of 72 inches, (1930 ran) may not be possible for secondary and tentiary routes depending on the building destification, stor, and configuration. It is recommended these makes afould be a minimum of 45 inches (120thms) in width where the pode minimum egress width and oper manuscring destinations requirements do not distalle wider chairmons.

400.5.3 General Room and Space Discutation.

Umas specifically provided in other sections of the UGs strouteur within rooms and spaces whould be provided with a 35 inch (915 mm) minimum circulation path. Primary circulation toute in mores and spaces larger than 300 square feet (27.8 m2) should comply with Section 425.5.1 of Section 403.5.2.







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502.2.9 Lighting, Lighting levels should be higher at inclusive parking spaces, rest areas, bicycle racks, carriage/stroller/cart storage. Provide separate signage lighting. Provide general lighting throughout.

502.2.10 Rest Areas. In large uncovered parking areas, provide weather protected rest areas such as shelters with benches complying with Section 903. Provide higher illumination level and provide emergency communications

MECON Regrospe. In term parking facilities is in release for procedure a sergion belowskier of the building and to locate the inclusive spaces Level compass direction and zone should be made easier to identifying and locate by identify each area within the facility with a unique color, level number and compass direction. Signage should be located overhead as well as mounted on wall and floor surfaces mounted. Provide large scale properly lighted signage for distance reading from a moving vehicle located at key points. Include pictograms.

502.2.11.1 Locations. Signage should be located at key points including facility entrances, reference points or landmarks bicycle parking, shelters, bathrooms, drinking fountains, telephones, rest areas, etc. Provide directional signage for vehicle pedestrian and recreational use. Consider orientation maps.

502.2.12 Pedestrian Wayfinding. Provide pedestrian multisensory wayfinding system that complies with Section 714.2.1 for visual, Section 714.2.2 for Tactile and Section 714.2.3 for Auditory. Provide landscape elements complying with Section 714.3, architectural elements complying with Section 714.4. Refer to Section 714 Wayfinding for a complete

list of recommendations including hierarchy. consistency, site entry, exterior routes,

502.2.13 Supplemental Wheel Stops. Consider supplemental wheel stops to prevent vehicle from conflicting with adjacent route or signage. Locate edge of bumper that touches wheel 30 inches (765 mm) from edge of sidewalk or pedestrian route edge. Do not use stops if they conflict with snow removal

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923.1 General Improvement Super-parting should comple will Becton 502.9 Trans and two space of torons patient Class 1 and Class I facilities. Each patient patient must be usually without roung worder Goyde State. to the choice research of the bathis recommence ring, raption of spaces, diabeton from Hall artigross, loguraments for the victius tooliding streamfastion's sire! DDT's Obstacle Program. Principle parting their break Dataset grans and black, remove, admittable, att. See the DOTe. Shart Dance Menne Han Senton 400 L and bicycle relevant topics. Also see DDC's Active Design Guidelines: Promoting Physical Activity and Health in Design (see Section 105.3).

502.3.1.1 Class 1 Facilities, Class 1 bicycle parking is a secure and weather protected area for long-term parking that includes lockers or controlled access areas where bicycles can be stored. These facilities are generally used for residents, employees, commuters and others who need to park their bicycles for several hours, and are

502.3.1.2 Class 2 Facilities. Class 2 bioycle parking facilities are designed for short-term use for shoppers, customers, messengers, visitors, and other uses. These facilities are usually outdoors and open to the public.

502.3.2 Locations. Parking should be located in close proximity and with a direct route to the primary entrance(s), rest room and other amenities in a secure weather protected area and if provided, within close proximity of a security booth. Parking spaces should be located on the same zoning lot as the use served.

NAME OF TAXABLE PARTY.

MERCET POW'N Lagaritum, March m on open area min racino or within a separate enclosed area or a separate room. A separate room should have direct access to amenities (e.g. changing room. shower(s), unisex restroom or bathroom)

502.3.2.2 Exterior Locations. Exterior parking locations should be away from areas of congestion and, if possible, adjacent to spaces where visitors can wait, e.g. plazas or shelters. Class 2 facilities should be well lighted and highly visible. Avoid conflict with public transportation stops, fire hydrants, standpipes, street trees, street signs, parking meters, utility access, doors, transformer vaults, subway grates, etc. Provide easy to use, secure parking that does not conflict with vehicle or nedestrian routes. Locate parking under a roof, overhang, or provide a shelter complying with Section 402.6. Provide weather protection and proper drainage for exterior locations. Provide parking at key features (e.g. transit stops).

502.3.3 Number of Inclusive Spaces. Provide at least one inclusive space for scooter/tricycle parking but not less than 5 percent of the total ces provided in each bicycle parking location Increase this percentage to accommodate the users for certain types of facilities (e.g. senior centers, stores, government offices and medical

502.3.4 Floor/Wall/Ceilling Spaces. Parking facilities and racks can be affixed to the floor or ground, the wall, or from the ceiling.

502.3.5 Standard Bicycle Space Size. Each bicycle parking space should be least 72 inches (1830 mm) in length and 30 inches (760 mm) in width or 15 square feet minimum. Provide 36 inches (915 mm) between parallel bicycle racks and a 72 inch (1830 mm) wide aisle, between bicycle rack areas. Some vertical parking systems (e.g. wall, ceiling, double stack) are priors in house afficient case of massic fact teles-

\$55.5 it besteries flower flies. The believe space stands accommission a stepp of enably descent minuting a social start happen. The apaco siste should have a material reside of 56 indexect \$50 years. The inclusive space provides dexienty, it allows sufficient maneuvering clearance for seated transfer.

502.3.7 Signage. Inclusive spaces and access aisles should be marked to discourage parking in them. Aisles should be marked with lines Markings should be 45 degree diagonals 1 inch (25.4 mm) wide stripes in blue at 12 inches (305 mm) on center. Provide free standing or wall mounted signage with the international symbol with a scooter and tricycle image and a "Bicycle Parking' sign outside of each parking area.

502.3.7.1 Commercial Districts and Garage Signage. Bicycle parking in commercial districts and vehicle parking garages should be clearly visible and obvious from the public right-of-way and directional signage should be provided Contact information with names and telephone numbers should be provided if parking is unattended.

502.3.7.2 Class 2 Facilities Signage. Class 2 facilities should have additional signage clarifying that building management not liable for theft or damage to bicycles, scooters and tricycles.

502.3.8 Aisle. Inclusive parking spaces located within an enclosed area or room should have an aisle(s) a minimum of 72 inches (1830 mm) in width. An aisle should provide maneuvering clearance for parking and retrieving. It should also allow a rider to mount and dismount and maneuvering for the inclusive space(s).

502.3.9 Floor Surfaces. Floor surfaces should comply with Section 302 and have surface slopes not steeper than 1:48. Drainage should be provided to prevent accumulation of water. Aisles should be the same level as the parking spaces they serve. Avoid drainage grates, manholes, and any other potential obstructions or hazards, including vegetation.

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502.3.10 Emergency Communications, 503 Passenger Loading Zones, Provide emergency alarms in isolated areas and distances from entry complying with Section with Section 708

502.3.11 Lighting. Parking space lighting levels to accommodate peak usage periods. should be higher than ambient lighting. Provide separate signage lighting. Provide adequate general lighting for both usage and security.

502.3.12 Security. Security may be self provided (e.g. chain with lock, loop, etc) or automatic. Automatic locks should comply with Section 309 operable parts. All facilities should have racks that are permanently secured. U-racks are often preferred for outdoor bicycle parking because they are standardized, cost effective allow securing of both the frame and wheels of a bicycle, and can accommodate two bicycles.

502.3.12.1 Class 1 Security. Class 1 for bicycle parking. Dedicated rooms and fenced-off or enclosed areas in residential do not allow the wider width. or office buildings can be limited to bicycle owners and management. Facility may be 503.3 Access Aisle. Passenger loading zones accessed with magnetic key card, key, or should have an adjacent access aisle complying security carriers and however buyerships ever by terrating adjacent to electurity book

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503.1 General. Passenger loading zones should 702.2 and two way communication complying comply with Section 503. Vehicles entering and exiting the loading zones should not create a conflict with through traffic. Loading zones should be sized

> 503.1.1 Locations. Locate loading zone in close proximity and with direct routes to entrances and other features. Locate away from areas of congestion and if possible, adjacent to spaces where visitors can wait, (e.g. plazas or shelters.) Avoid conflict with public transportation stops fire hydrants, standpipes, street trees, street signs, parking meters, utility access, doors, transformer vaults, subway grates, etc.

503.2 Vehicle Pull-up Space Size. Passenger loading zones should provide a vehicle pull-up space 96 inches (2440 mm) to 132 inches (3355 mm) in width and 20 feet (6100 mm) minimum in facilities offer the highest level of security length. A 96 inch (2440 mm) wide pull-up space

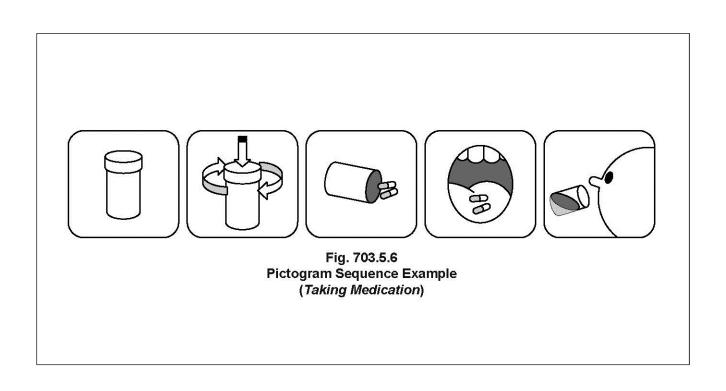
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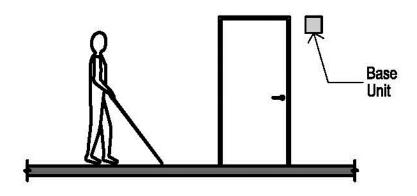


Fig. 708.7 Information/Navigation/Alert Reference Point System

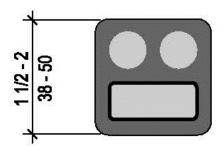


Fig. 708.7.1.2 Activator

⁴ The Information/Navigation Reference Point System was developed by Step Hear Ltd. Description was provided by Dr. Eran and Dr. Neustadt-Noy





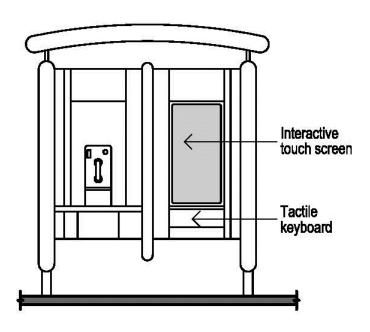


Fig. 708.8 Information/Emergency Terminal

⁵ The Information/Emergency Terminal was developed by City24/7 LLC in partnership with Verizon.





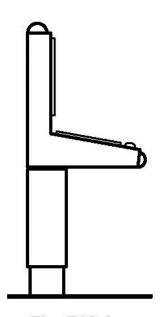


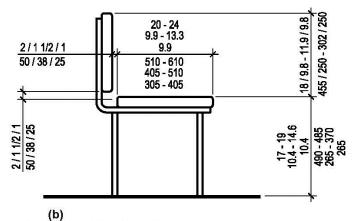
Fig. 710.4 Multisensory Information/Emergency Kiosks

⁶ The "Talking Kiosk" concept was pioneered by Dr. Karen Gourgey and her team of researchers at Baruch College of the City University of New York. Later, Touch Graphics, Inc., was formed to design and build these units for other clients, such as the Boston Museum of Science, Metropolitan Transportation Authority and now, the NYC Department of Transportation and the WBLDC. Steven Landau, Touch Graphics, Inc., is the co-creator with Dr. Gourgey. They designed, fabricated, programmed and refined the concept of audio-tactile interactive computing.





| | (a) |
|--------------------|---------------|
| | (b) |
| (a) / (b) / (c) in | (c) |
| (a) / (b) / (c) mm | (a) |
| | (b) |
| | (c) |
| (a) Adult | |
| (b) Children ages | 5 - 12 |
| (c) Children ages | 5 and younger |



Bench Back Support and Seat Height (see 903.4 for seat back angles)

Fig. 903 Bench

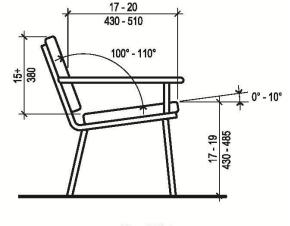


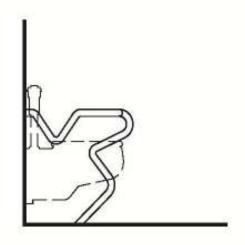
Fig. 903.3 Other Adult Bench¹⁰

^{8,} Bench back and seat angle ranges recommendations by Kenneth Lynch & Sons.

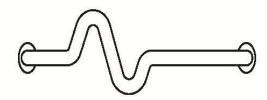
^{9,10} Bench recommendations by Landscape Forms, Inc.







(a) Toilet Grab Bar Example



(b)
Bathing Compartment Grab Bar Example

Fig. 1011.4.3
Alternate Grab Bar Example Configurations

¹² The description and alternate grab bar configuration examples, Move +Grab = Bar(s), were provided by Pedestrian Studio and INFORMdesign













