Mayor's Office for People With Disabilities

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.

Mayor's Office for
People With Disabilities

LAW
SOCIAL SERVICES
HOUSING
TRANSPORTATION
EMPLOYMENT
EDUCATION
ACCESSIBILITY

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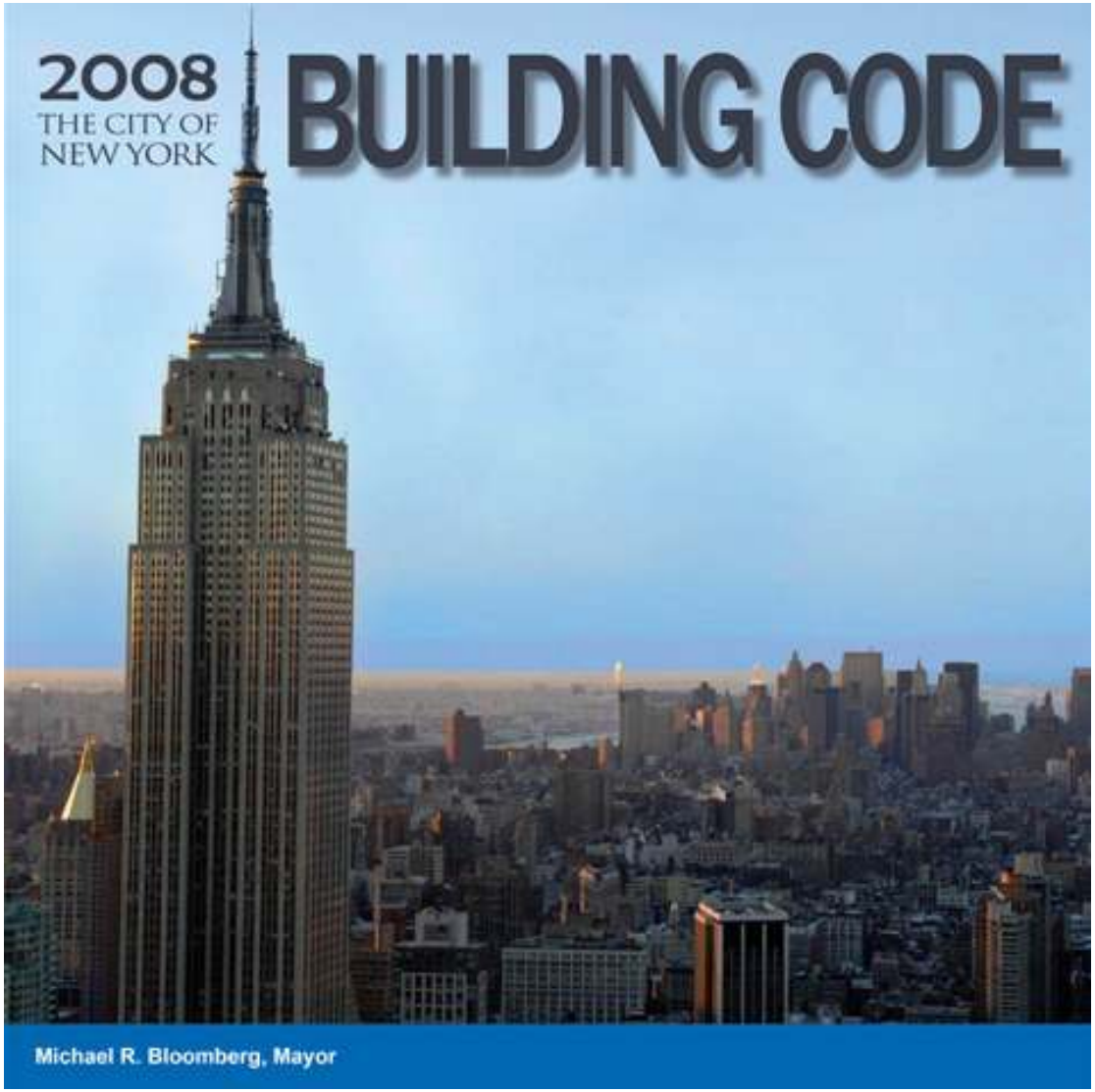

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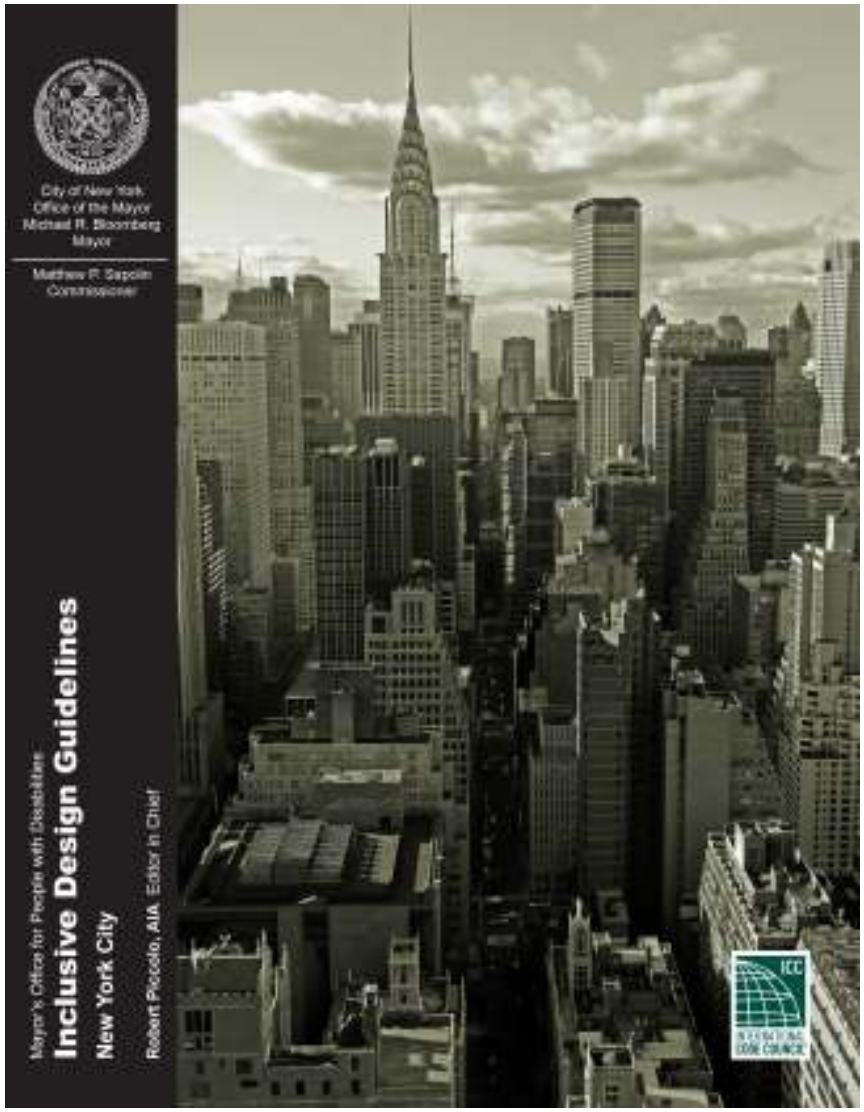

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Building Blocks

300 Introduction. Chapter 3 includes: floor surfaces; changes in level; turning space; clear floor space; knee and toe clearances; protruding objects; reach ranges; operable parts and eye levels.

Floor surfaces should be non-slip without obstructions or hazards; should not contain unintentional irregularities or overly aggressive textures and where applicable, should prevent water accumulation. Materials, sensory characteristics, detectable surfaces, detectable warnings, ripples and surface distortion, edges, visual contrast, color, and drainage are discussed. Edge treatment is multisensory that provides boundary, increases safety and enhances wayfinding. Tactile, 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, clear floor space, knee and toe clearances and reach ranges, establish a realistic three dimensional space envelope that applies systemically to the guidelines. This should accommodate a wide range of occupant configurations, body sizes, posture, clearance for hand/arm/foot movement...and manual or automatic devices. Adult standing reach ranges are provided. The recommended route width is part of a modular concept. Odd restricted conditions created by reducing maneuvering spaces down to lock bottom code minimums are avoided.

Operable parts also apply systemically to the guidelines affecting: doors, elevators, windows, drinking fountains, toilet and bathing rooms, appliances, alarms, signage, two-way communications and many dwelling unit components (e.g., entrances, controls, kitchen cabinetry, landscape elements, and communication elements). Multisensory components and operation comprise visual, tactile and auditory characteristics. Within reach ranges are standing and seated comfort zones that enhance usability. Standard and alternate actuation and operation cover a wide range of user needs and preferences that go way beyond typical hand operation. Automatic operation should be provided with manual back-up in case of power failure. Operable parts intended for young children should be scaled appropriately and simplified. "Any safety device should be strong enough to prevent injury to young children, yet easy for adults to use," according to the U.S. Consumer Product Safety Commission. Childproofing, identifies twelve safety device examples. Multisensory alarms are also included because they are important for a wide range of safety applications.

Eye levels are provided for standing/sitting positions for adults, 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 sitting positions. Dimensions for children, range in age from 5 to 12 years. A number of factors may affect sitting position eye levels, such as seat height and posture. Care should be taken regarding visual obstructions, sight lines and field of view. A sitting position is a requirement that is not limited to people with disabilities; it is a necessity for many with diminished dexterity and stamina and others that need a place to rest.

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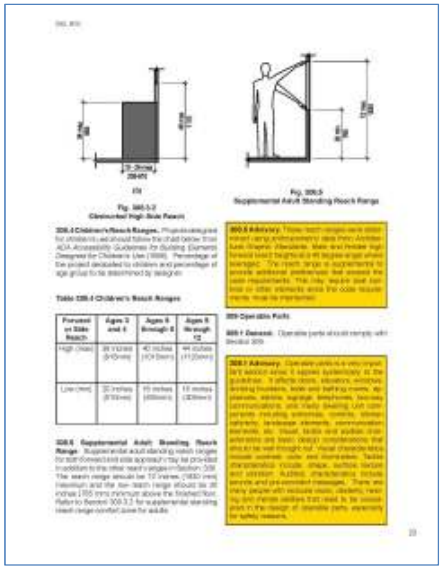

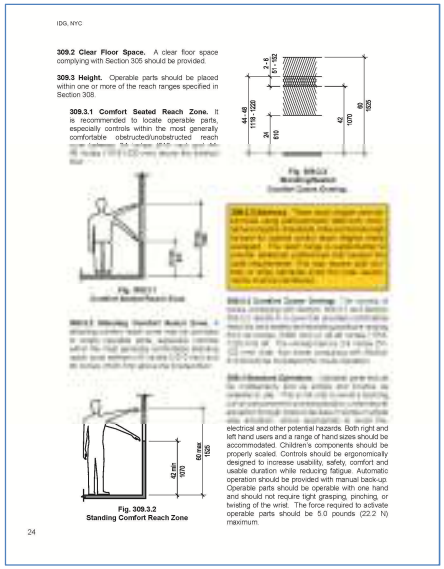

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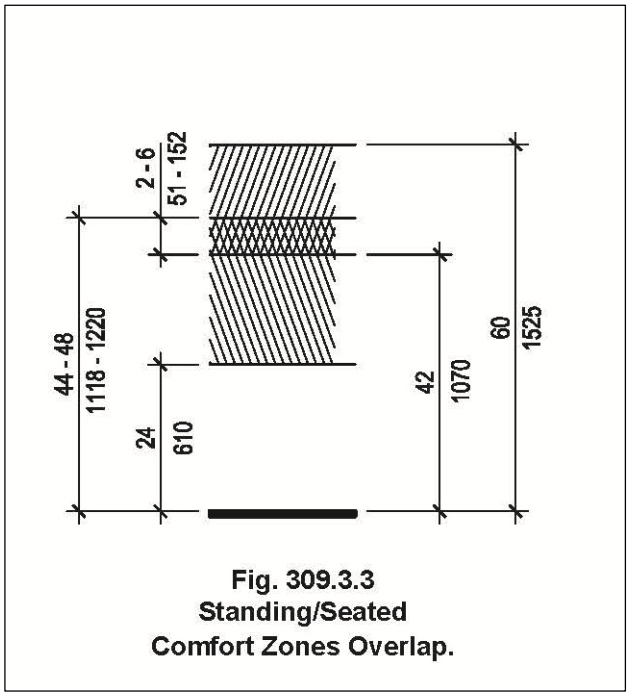


Fig. 309.3.3
Standing/Seated
Comfort Zones Overlap.

403.2 Advisory. Exterior routes are also addressed under Section 302. Only resort to the code minimums where feasibility is questionable. Avoid irregular textures, ridges, rough or uneven traveling surfaces where possible, and those that have large or protruding joints.

403.2.1 Exterior Walking Surfaces. Walking surfaces should comply with Section 302.5, be well lit with even, firm, and well drained non-slip surface for wet conditions. Joints should be closed and flush for mobility aids. Avoid highly reflective surfaces.

403.3 Slope. The running slope of walking surfaces should not be steeper than 1:20. The cross slope should not be steeper than 1:48.

403.3 Advisory. Exterior walkways and nature trails often contain slopes that exceed the recommended pitch. Provide information to let users know of conditions that they will encounter along challenging paths, so they can decide for themselves whether they want to traverse them. Consider a difficulty rating system such as those used for hiking and skiing trails. Consider short outs with steps for people who can walk stairs.

403.4 Changes in Level. Changes in level should comply with Section 303.

403.5 Width. Route widths should comply with Section 403.5.

403.5.1 Primary Route Width. Width of the primary route should be a minimum of 72 inches (1830 mm). Protruding objects should comply with Section 307. Width of the path should accommodate expected volume and 2-way pedestrian traffic. Sidewalks, as per DOT, should be 96 inches (2440 mm) minimum.

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

403.5.2 Secondary and Tertiary Routes. In some instances, a minimum of 72 inches (1830 mm) may not be possible for secondary and tertiary routes depending on the building classification, size, and configuration. It is recommended these routes should be a minimum of 48 inches (1220mm) in width where the code minimum egress width and door maneuvering clearances requirements do not dictate wider clearances.

403.5.3 General Room and Space Circulation. Unless specifically provided in other sections of the IDG, circulation within rooms and spaces should be provided with a 36 inch (915 mm) minimum circulation path. Primary circulation route in rooms and spaces larger than 300 square feet (27.9 m2) should comply with Section 403.5.1 or Section 403.5.2.

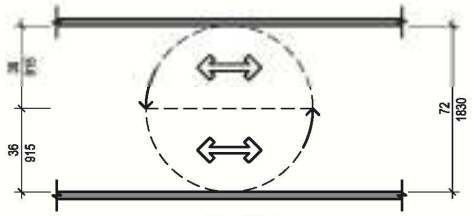


Fig. 403.5
Primary Route Width

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 [illegible]

[illegible]

[illegible] 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, configuration and exterior entrances.

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.

[illegible]

[illegible] 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 usually indoors.

502.3.1.2 Class 2 Facilities. Class 2 bicycle 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.

[illegible]

[illegible] 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 pedestrian 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 spaces 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 facilities).

502.3.4 Floor/Wall/Ceiling 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 [illegible]

[illegible] dexterity. 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 is 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.

502.3.10 Emergency Communications. Provide emergency alarms in isolated areas and distances from entry complying with Section 702.2 and two way communication complying with Section 708.

502.3.11 Lighting. Parking space lighting levels 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 facilities offer the highest level of security for bicycle parking. Dedicated rooms and fenced-off or enclosed areas in residential or office buildings can be limited to bicycle owners and management. Facility may be accessed with magnetic key card, key, or [illegible]

[illegible]

503 Passenger Loading Zones.

503.1 General. Passenger loading zones should comply with Section 503. Vehicles entering and exiting the loading zones should not create a conflict with through traffic. Loading zones should be sized to accommodate peak usage periods.

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 length. A 96 inch (2440 mm) wide pull-up space should only be considered where existing conditions do not allow the wider width.

503.3 Access Aisle. Passenger loading zones should have an adjacent access aisle complying [illegible]

[illegible]

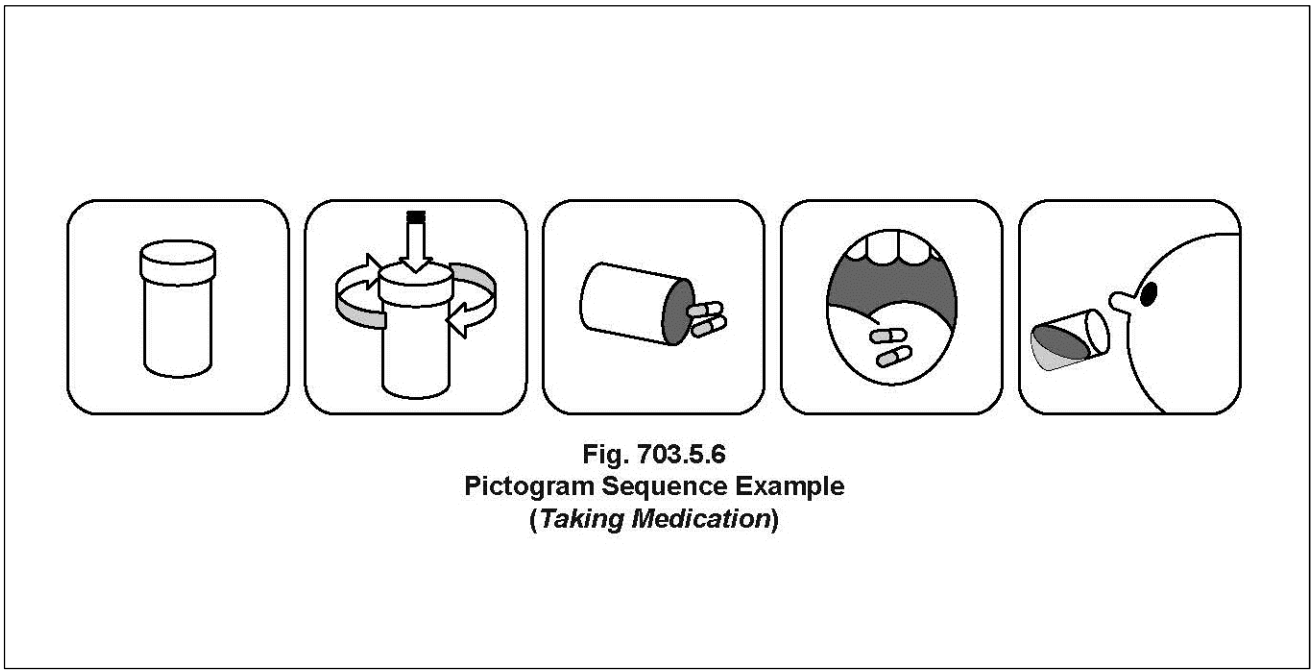


Fig. 703.5.6
Pictogram Sequence Example
(*Taking Medication*)

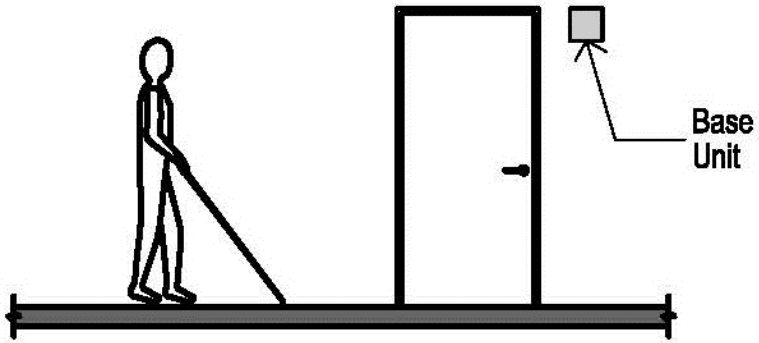


Fig. 708.7
Information/Navigation/Alert
Reference Point System

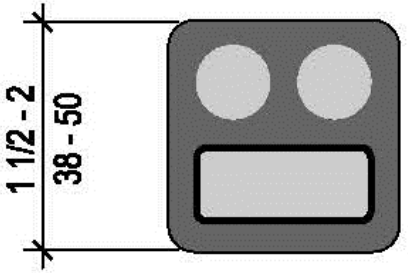


Fig. 708.7.1.2
Activator

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

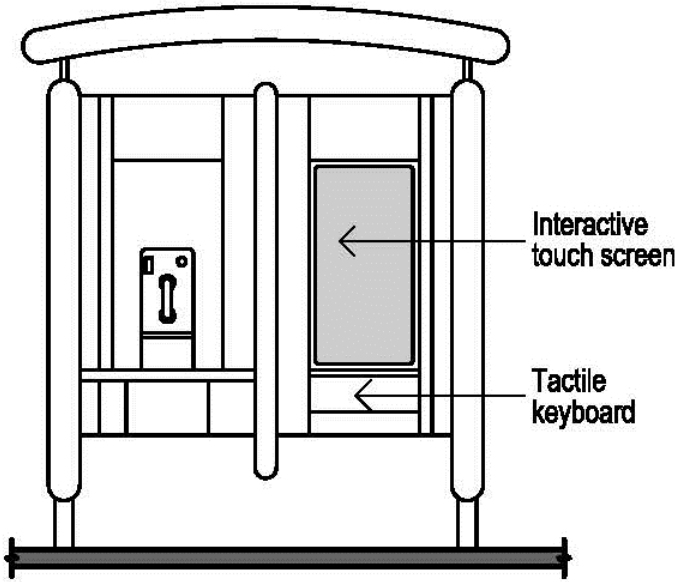


Fig. 708.8
Information/Emergency Terminal

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

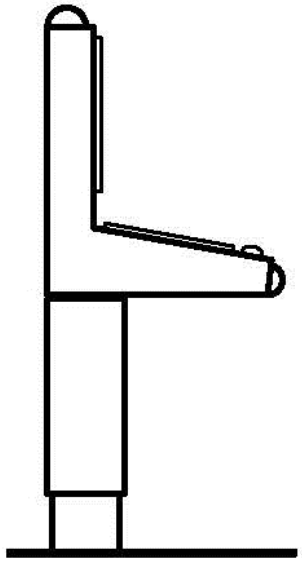
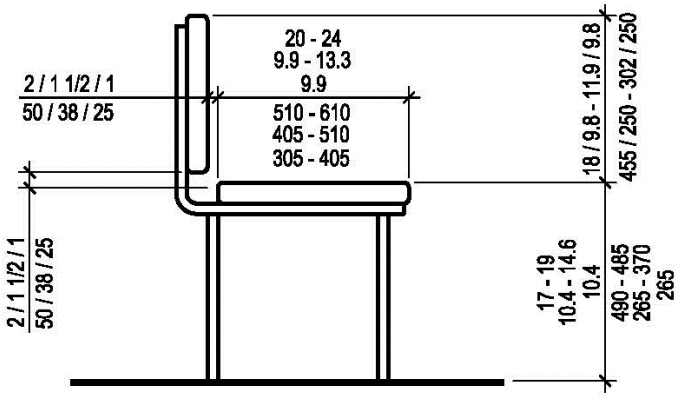


Fig. 710.4
Multisensory Information/Emergency Kiosks

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.

Size / Age:	
	(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



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

Fig. 903
Bench

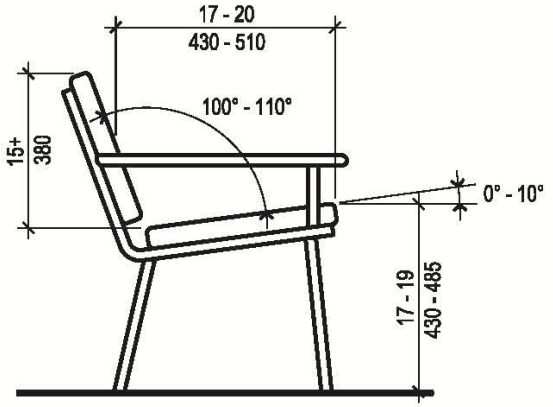
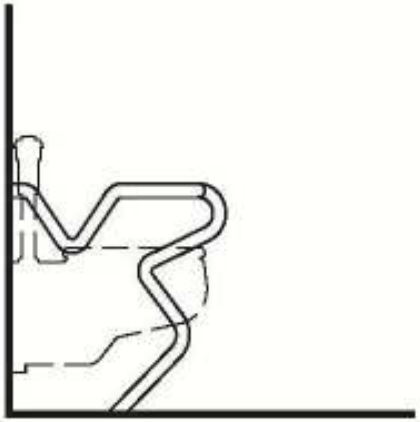
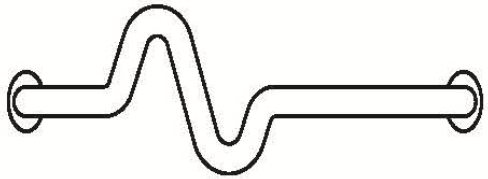


Fig. 903.3
Other Adult Bench[10]

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

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