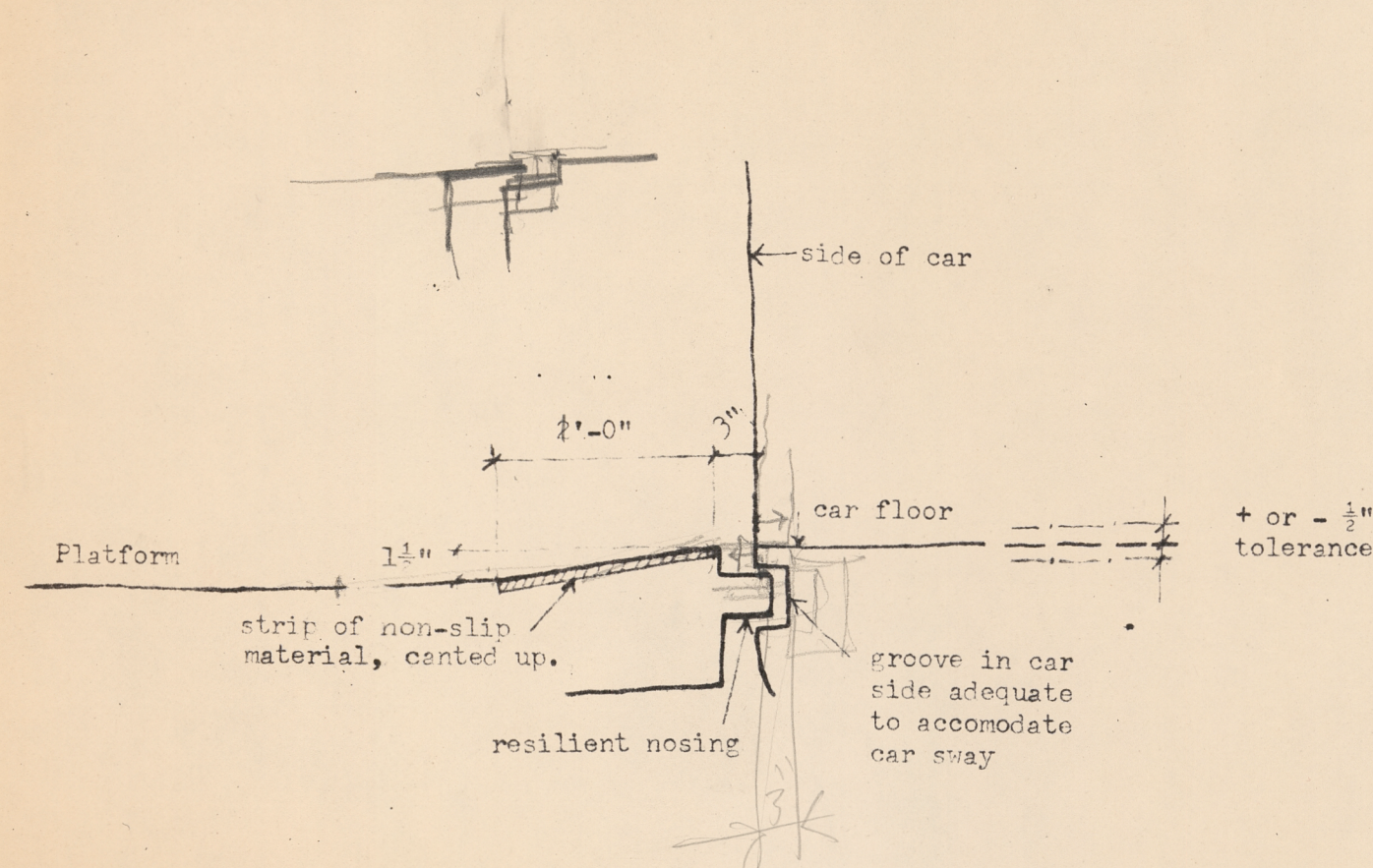


Disabled people are particularly vulnerable to accidents which may occur at points where breaks in floor continuity occur. The two most dangerous aspects of floor discontinuity in the station are: 1. The platform - train gap which must be 3" to allow train sway of incoming trains, and; 2. the top and bottom of stairs.

The platform - train gap is dangerous in two ways; 1. it is frightening since people see a hole with no bottom and therefore lose confidence which increases the chances of their tripping or stumbling, and; 2. it catches umbrellas, canes, crutches, feet and high heels. We can improve this situation by placing a horizontal resilient nosing about 2" below platform level in such a way that it fits into a groove in the train side and does not interfere with train sway. In addition, the platform edge should be very well marked by a change in surface and a slight upgrade. This section should be about 2' wide.



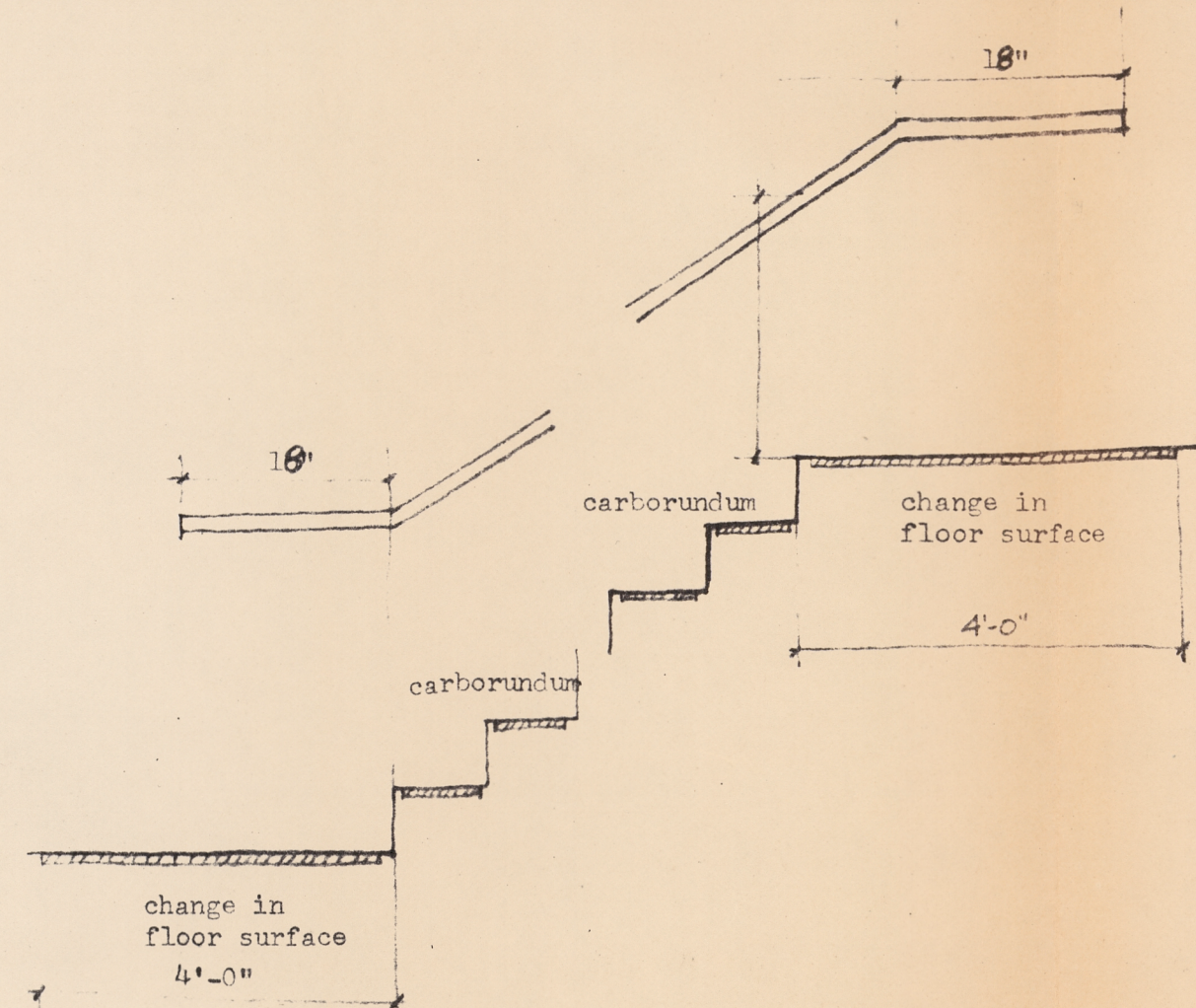
CONDITION AT TRAIN DOOR

Note: Numbers in parentheses refer to requirements

Stairs are most dangerous for people with crutches because their crutches are apt to slip away from them off the edge of a tread, and for the blind who cannot tell when the staircase is starting or ending. To prevent slip, all stair treads must have a strip of carborundum set into them.

The problem of warning people when they are about to reach a stair and when they have reached the bottom of a stair is important not only for the blind but for other passengers as well, since in rush hour crowds, it is often impossible to see the floor.

To solve this problem, the floor at the beginning and end of every stair must be very emphatically marked by a change of surface. This section of floor must extend 4' beyond the top or bottom of the stair. 4' is long enough to provide adequate warning, and to let a person realize that he is on a level surface and yet not so long that the warning effect is lost. The handrail should extend 16" horizontally beyond both the top and bottom step.



MATERIALS AND DETAILS AFFECTING SAFETY OF WALKING SURFACES

PRELIMINARY

B A R T			
PUBLIC STRUCTURES, INC. WURSTER BERNARDI & EMMONS ARCHITECTS SAN FRANCISCO			
date: 6-29-64	subject: Safety Details		
cc:	system no.: 36	drawing no.: 1	