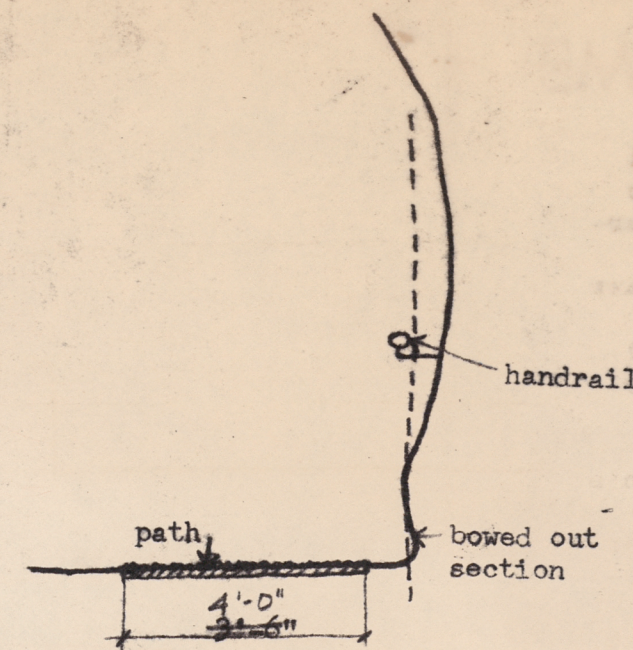


Many factors point to the need to have one special path through the station which is specially designed for handicapped persons and their needs. There must be one of these paths leading to each track. It must be marked clearly far outside the station (by floor texture for the blind - see below). Every path of this kind must be identical in each station throughout the system. The distances and relationships between stairs, gates, trains must be exactly and stringently standardized so that the handicapped, once having become familiar with one will be able to use the entire system without trouble.

The entire path should be ventilated to meet the needs of passengers with heart and asthma conditions, keeping in mind the amount of physical exertion it takes for them to use the system. This will require more ventilation than will be provided in other parts of the station.

The path then should receive more and cooler air with a faster rate of change. This may be achieved by placing all fresh air supply outlets and cold air return registers nearest the path and all warm air supply outlets farthest from the path



The path should have a continuous textured surface, different from usual floor surfaces which blind passengers can follow easily. Where possible walls may be used.

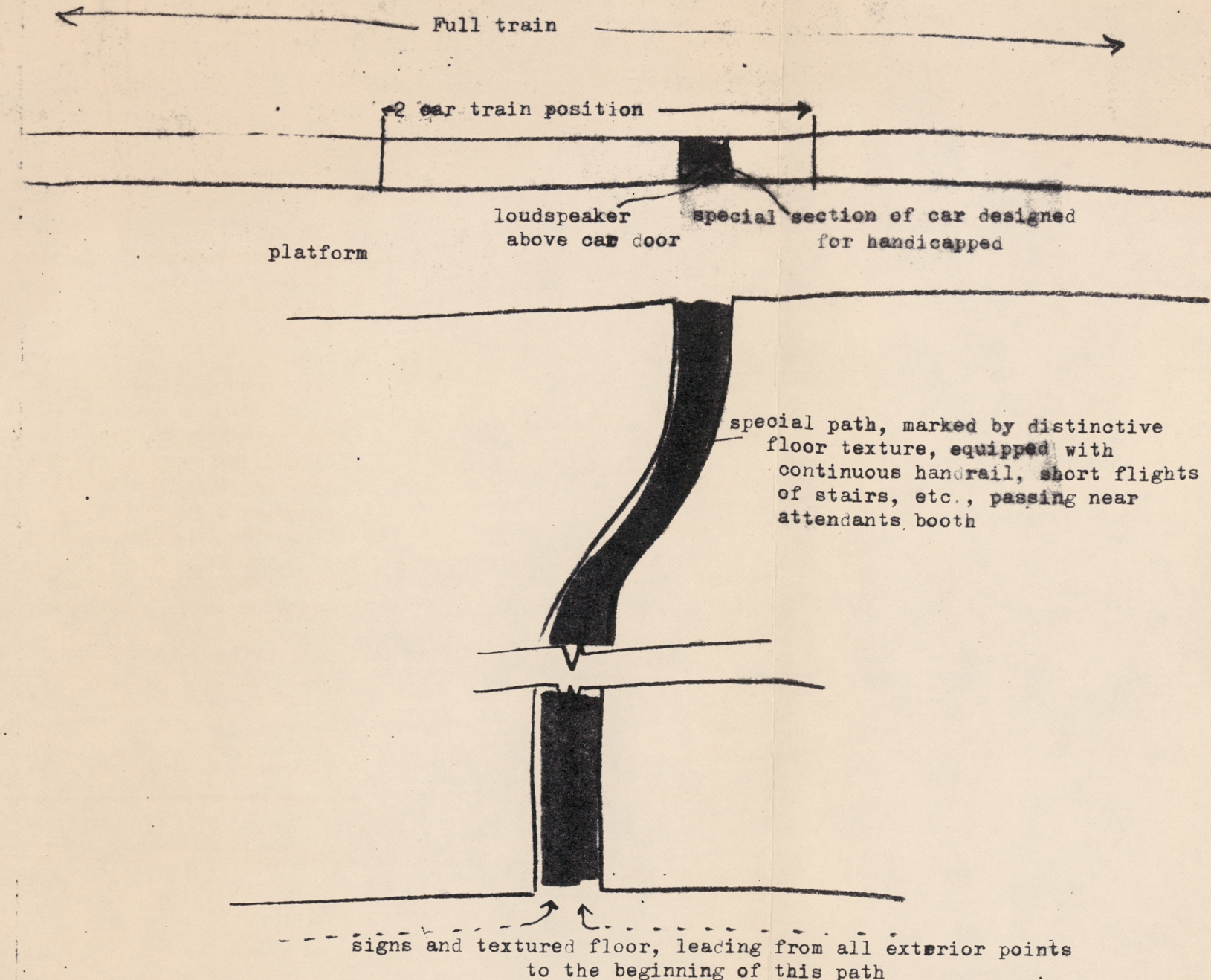
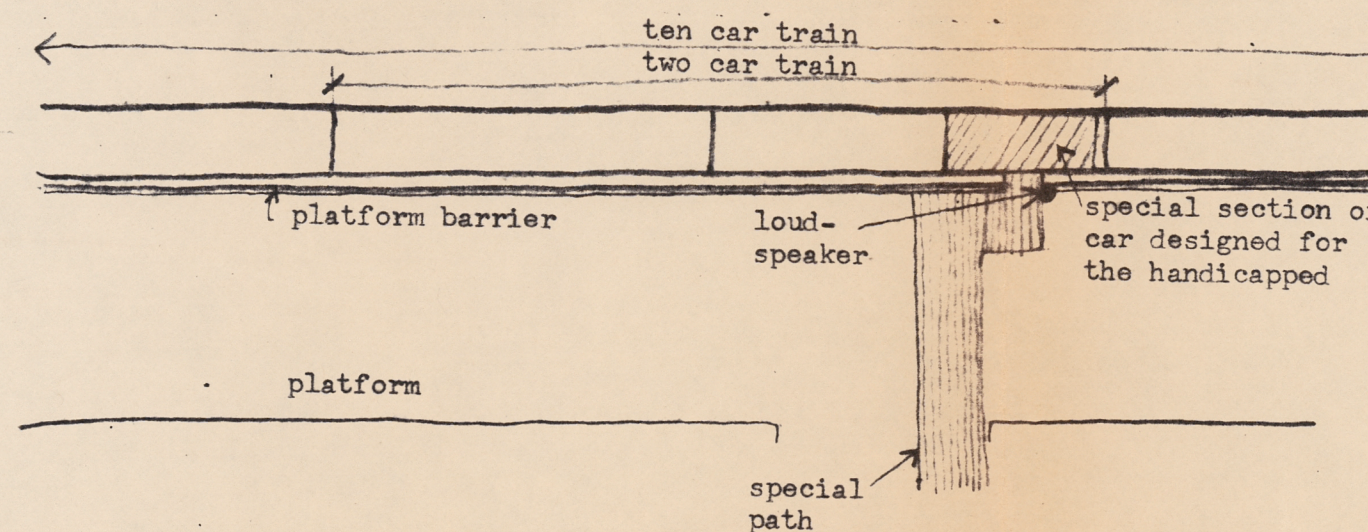
The path should have a continuous handrail leading from the outside of the station to the train itself. This will help the elderly and the infirm.

In subterranean stations where passages have a cylindrical shape, the handrails must stand out far enough from the wall so that blind people and cripples do not trip over the junction of wall and floor (which is apt to happen in cylindrical passages because the wall, bowed out, places a person's much closer to the angle than a vertical wall and people are used to judging how far to stand from a wall by estimating the distance from the vertical wall and assuming that his feet are equally far from the base. In a cylindrical passage, this is not the case.)

The path should always lead to the same point along the train length. For the blind, it is suggested that one loudspeaker be mounted actually above the train door on this path so that he can both know which train is his and also use the sound as a guide to the door.

It may be possible to keep one special section (defined by one particular door) of a two or four car unit, for handicapped people. This might have more room for circulation, more and special grab bars, easier passage through the door and seats on which handicapped people can get priority (of Paris).

A person who enters this part of the train should be confident that at whichever station he gets off, he will again be able to leave the system by the special path with all the special characteristics already mentioned.

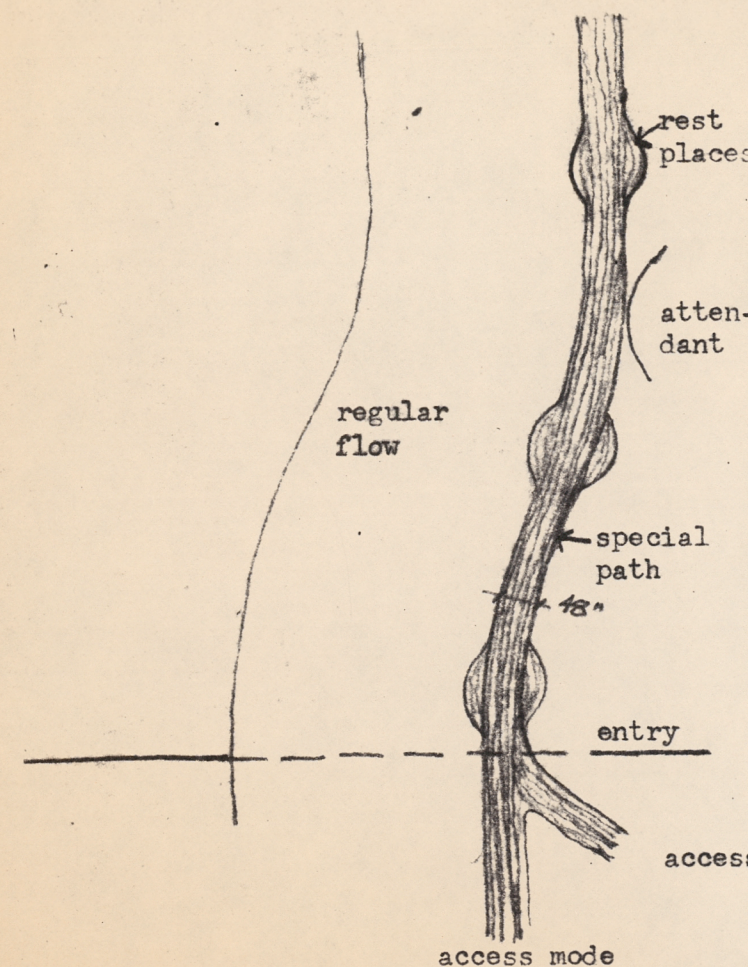


The path should be separate enough from regular passenger flow so that these handicapped passengers are not bumped into, pushed or swept along by crowds.

The path must go past the station attendant and should if possible be particularly easy for him to survey and the path should have frequent call buttons placed along its length so that these passengers can quickly call the attendant in case of difficulty.

The path should have slightly more rest places along its length than other paths. This is especially important in the case of stairs for those liable to asthma or heart attacks - e.g. more landings, shorter uninterrupted flights.

The stair must also be clearly enough marked and bounded by handrails so that no one using it is ever led to walk diagonally across a stair. This is a critical condition for people with crutches, for the blind, and for old people who are likely to misjudge the stair under these conditions because the tread-riser ratio changes when they walk diagonally across a stair.



Note: Numbers in parentheses refer to requirements

# SPECIAL PATH FOR HANDICAPPED

PRELIMINARY

<b>BART</b>	
PUBLIC STRUCTURES, INC.	
WURSTER BERNARDI & EMMONS	
ARCHITECTS SAN FRANCISCO	
date: 6-29-64	subject: Path for Handicapped
system no.: 38	drawing no.: 1