

PEDESTRIAN STREETS AND SQUARES

Overview

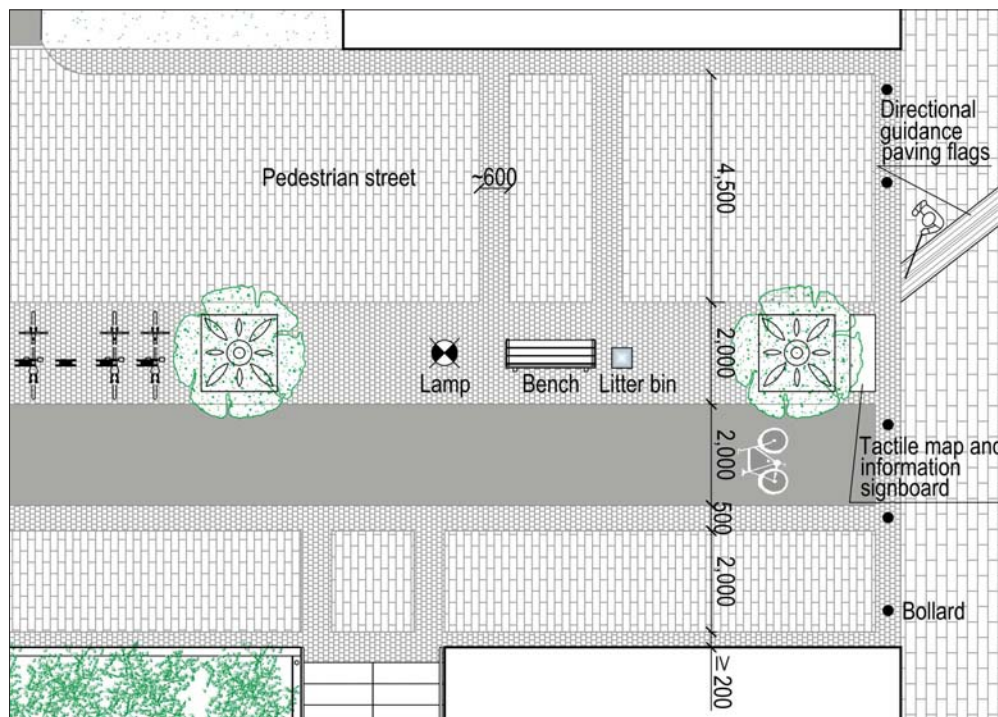
The requirements of all types of users must be borne in mind when planning pedestrian areas. The various functions should be analysed and placed clearly and logically. Cyclists should be directed primarily to separate cycle paths, avoiding pedestrian streets. Areas reserved for the various functions should be clearly identifiable and recognisable. Unnecessary changes of direction in designated routes should be avoided, and the change of direction points should be clearly marked. Maintenance requirements should be borne in mind during the planning phase in order to ensure the functionality of the pedestrian areas under all conditions. Lighting in the areas should be even, sufficiently strong, and glare-free. For further information on lighting for the special level of accessibility, see "Unobstructed Lighting and Clear Contrasts in Station Areas", a report by the Ministry of Transport and Communications.

Signs should be placed accessibly, at a height of c. 1,100 mm from the ground, with enough standing and wheelchair space in front of the signboards. The lower part of the signboards should be detectable with a cane.

Pedestrian footpaths, cycle paths and walking surfaces

To enable maintenance by machine, the minimum width of pedestrian footpaths and cycle paths is 2,300 mm. The minimum clear width should be 1,500 mm, which is enough for persons needing an assistant or a guide dog. The minimum clear width for two wheelchairs is 1,800 mm. The minimum clear height should be 2,200 mm (3,000 mm is the recommended minimum clear height when the route passes under a building or a section of a building).

It is recommended that paving materials and colours be varied in areas with differing functional classifications (e.g. pedestrian footpaths and cycle paths). The texture and colouring of level routes must not give the impression of differences in elevation.



SuRaKu Cards contain guidelines for planning, construction and maintenance of accessible, public outdoor areas.

The model designs outlined in the cards are examples of designs for an accessible environment. However, further advances in the quality of the environment and accessibility can be achieved by continued product and design development.

The instructions and specifications in the cards are based on the accessibility criteria established for the SuRaKu Project, and on the model designs.

Two levels of accessibility have been defined for the areas in question. The requirements for the basic level of accessibility apply to all areas. More stringent requirements for the special level of accessibility apply to the following areas:

- Pedestrian street milieus
- City centre areas with public facilities and services
- Areas surrounding institutions providing health care and services for the elderly and persons with a disability
- Areas with a lot of housing targeted at the elderly and persons with a disability
- Public transport terminals and areas surrounding public bus stops
- Sports areas and playgrounds catering to all types of users
- Accessible routes in recreational areas, etc.

Applicable rules and regulations

RakMK F1 (Specifications for accessible building construction)

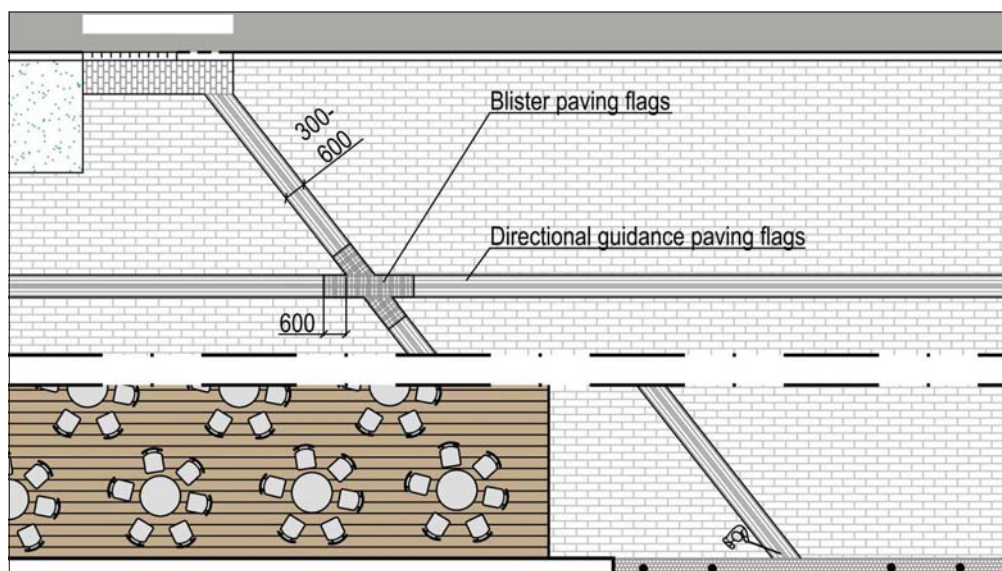
Other instructions

RT Building Information Cards 09-10884, 98-10565, 98-10607

KT-02 (General Working Instructions for Municipal Engineering)

Instructions of the Finnish Association of People with Mobility Disabilities:

www.esteeton.fi



For the special level of accessibility, the surface should be hard; for the basic level of accessibility, hard or medium-hard and non-slippery. The maximum allowable deviation from level is 5 mm. The maximum allowable width of tile joints is also 5 mm. For the special level of accessibility, the maximum allowable lateral inclination is 2% (3% for the basic level of accessibility). For the special level of accessibility, the maximum allowable longitudinal inclination is 5% (8% for the basic level of accessibility). For ramp requirements, see Instruction Card 3, “Differences in Elevation”.

Where possible, rainwater gutters should point in the direction of the street, and in public courtyards in the direction of traffic on the main roads in order that persons who are partially sighted may align themselves correctly.

Guidance paving flags, warning areas and demarcation strips

Guidance paving flags are used for the special level of accessibility to denote routes, and to warn about pedestrian crossings, staircases, ramps or other differences in elevation. See Instruction Card 1, “Pedestrian Crossings and Pavements”.

Correspondingly, warning areas are used for the basic level of accessibility to indicate pedestrian crossings, staircases or differences in elevation. The surface of warning areas should be rough. For further information, see the accessibility criteria table for “Warning Areas”. A colour or contrast that is readily distinguishable from the pavement surface should be used in guidance paving flags and warning areas (contrast requirement: difference between medium grey and black/white).

Coarse-texture strips are used to separate different types of pavement and to indicate differences in elevation. Corresponding materials are used, for example, underneath bollards and in areas of restricted pedestrian use. The width of the demarcation strip separating pedestrian footpaths from cycle paths should be 200–500 mm, and the maximum allowable deviation from level of the rest of the pavement is 5 mm.

Street furniture

Street furniture should be placed by the side of the route in such a way as to allow unobstructed access to the designated wheelchair spaces. The paving materials in furniture zones should differ from those of the main route. The benches should have a backrest and armrests, and varying seat heights. An adjoining space (min. width 900 mm) should be reserved at one or both ends of the bench. No sharp components or components causing collision or other risk are permissible. For street furniture requirements, see Instruction Card 5, “Park Paths and Resting Places”.

SuRaKu Instruction Cards

- 1 Pedestrian crossings and pavements
- 2 Pedestrian street milieus and squares
- 3 Differences in elevation
- 4 Public courtyards
- 5 Park paths and resting places
- 6 Public playgrounds
- 7 Public bus stop areas
- 8 Temporary traffic arrangements

SuRaKu Accessibility Criteria Tables

Kerbstones at pedestrian crossings, Outdoor staircases, Ramps, Guidance paving flags, Demarcation strips, Loading islands, Gutters and gullies, Walking surfaces, Pedestrian crossing markings, Handrails, Railings, Push-button poles, Pedestrian crossing signs, Seating, Bollards, Pedestrian refuge islands, Tactile maps and information signboards, Warning areas. For SuRaKu Instruction Cards and Accessibility Criteria in PDF format, see www.hel.fi/helsinki/kaikille/