



SESSION LE/OT-04

NOVEMBER 3, 2011 | 1:15 PM

# ACCESSIBILITY FOR JUSTICE FACILITIES

**POETIC  
PRAGMATISM**

NOVEMBER 2-4, 2011  
LOS ANGELES, CA

**2011 Academy of Architecture Justice National Conference**

CELEBRATING CREATIVE, COST EFFECTIVE, AND FUNCTIONAL DESIGN FOR JUSTICE FACILITIES



# ACCESSIBILITY FOR JUSTICE FACILITIES

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## ACCESSIBILITY FOR JUSTICE FACILITIES

**Format:** Dialog

**Questions:** Lorenzo Lopez, AIA

- California AOC Courts
- County Courts
- County Jails
- CDCR Prisons

**Answers:** Rodney Higgins, DSA  
Eric Sifuentes, CASp

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# PATH OF TRAVEL

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# PATH OF TRAVEL VS. ROUTE OF TRAVEL

Route of Travel is a component of the Path of Travel

**ROUTE OF TRAVEL:** The continuous unobstructed path connecting accessible elements. Physical “route” consists of:

- corridors
- floors
- ramps/curb ramps
- elevators/lifts
- clear floor space at fixtures
- parking access aisles
- walks/crosswalks

An accessible route does not include stairs, steps or escalators.



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## PATH OF TRAVEL VS. ROUTE OF TRAVEL

**PATH OF TRAVEL** (*applicable for alterations/  
repairs/additions OR new buildings on existing campuses*)  
includes:

- various routes of travel connecting
- toilet facilities
- telephones
- drinking fountains
- signage
- any amenities required to provide equivalent facilitation for persons with disabilities

*...serving the specific area of alteration*

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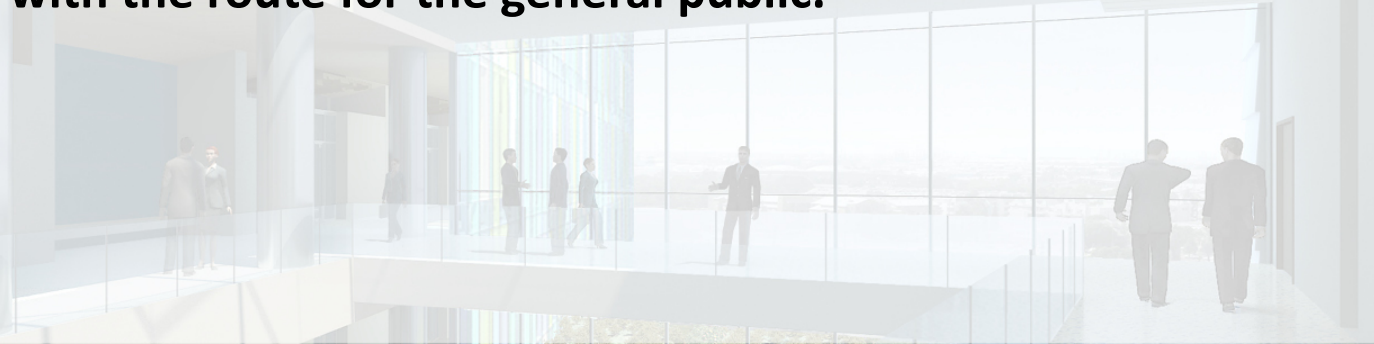


## ROUTE OF TRAVEL EXTENTS

### EXTERIOR ROUTES OF TRAVEL CONNECT:

- public transportation stops
- accessible parking spaces
- passenger loading zones if provided
- public streets or sidewalks
- other buildings on the site/campus
- accessible site facilities

Shall be the most practical direct route which coincides with the route for the general public.



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## ROUTE OF TRAVEL EXTENTS

### ACCESSIBLE MEANS OF EGRESS MUST CONNECT:

- any accessible point in a building or facility
- a public way or a safe dispersal area

### IF PROVIDED, AN ACCESSIBLE MEANS OF EGRESS MAY ALSO CONNECT:

- an area of refuge
- a separate smoke compartment





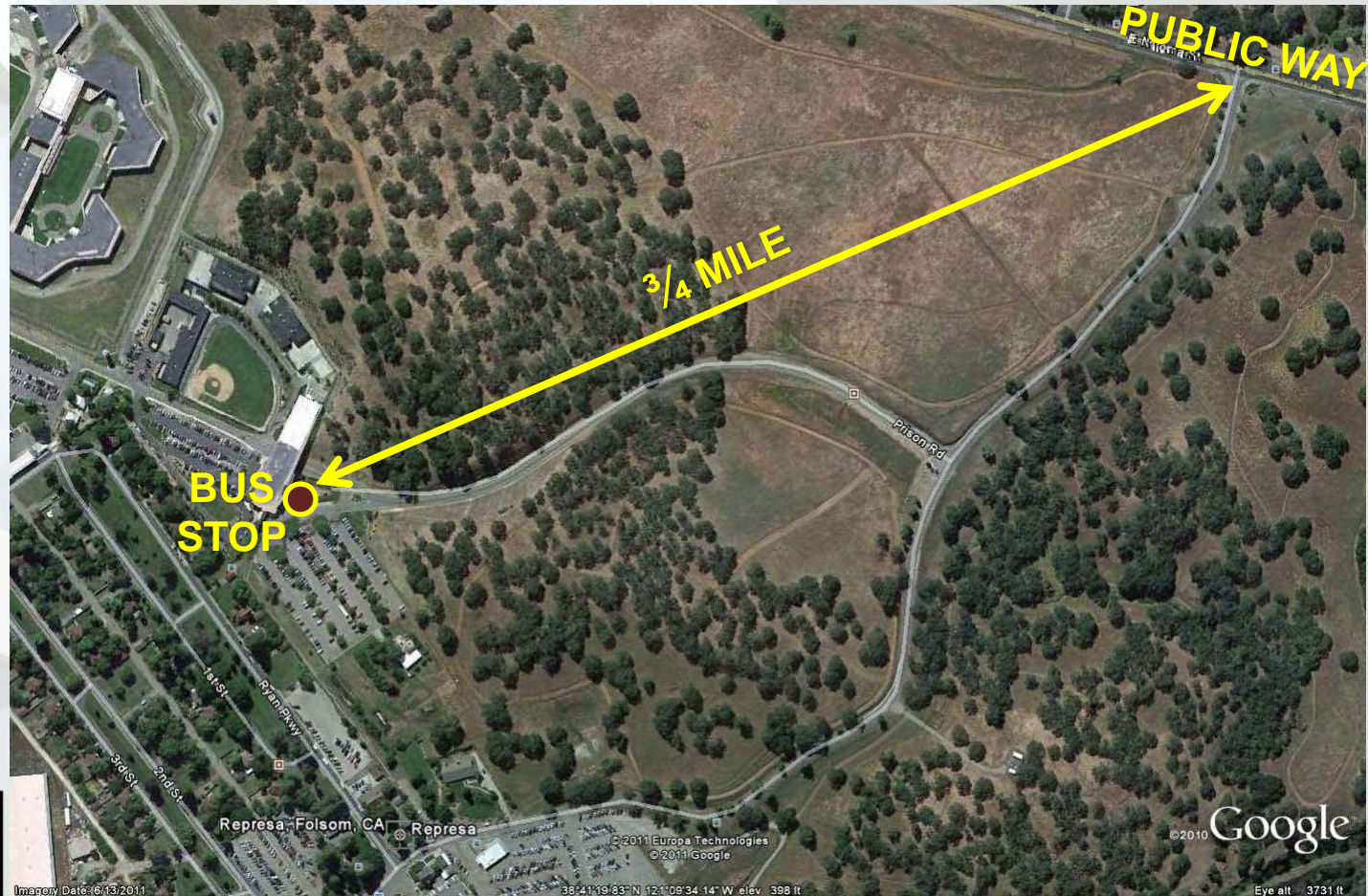
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**DO WE NEED TO PROVIDE ACCESS TO A PUBLIC WAY IN  
MOUNTAINOUS REGIONS WHEN ENTRY IS REMOTE FROM A PUBLIC  
WAY?**



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## ACCESS TO PUBLIC WAY

For rural sites, where the main facility public entry is a great distance from a public way, the path of travel may be assumed to be from the accessible parking spaces and the public bus stop. The rolling hills make accessibility difficult, and too burdensome for a renovation project.

In addition, it would be difficult to argue that the general public uses the path from the public way. That, in turn, would make it difficult to argue that discrimination exists if no accessible path were to be provided.



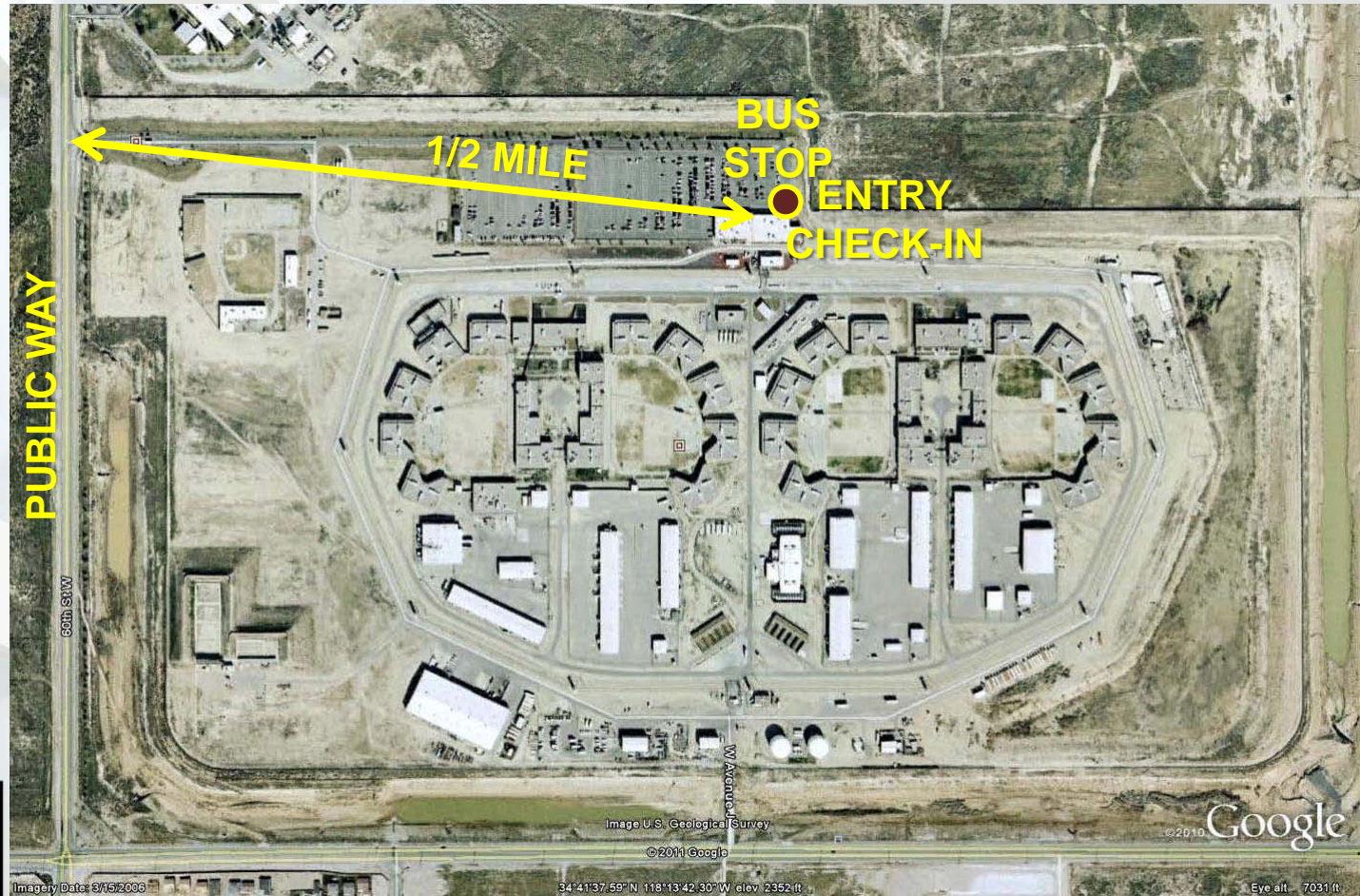
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**DO WE NEED TO PROVIDE ACCESS TO A PUBLIC WAY AT RURAL  
SITES WHEN ENTRY IS REMOTE FROM A PUBLIC WAY?**



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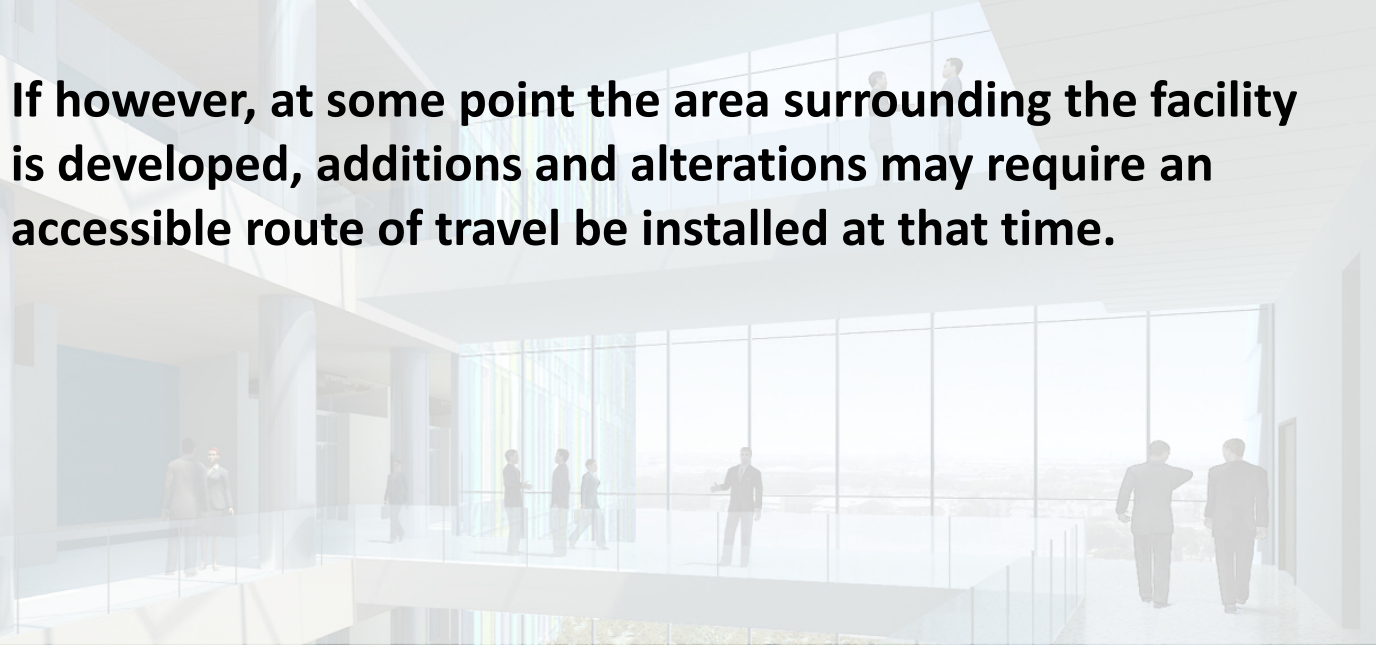
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## ACCESS TO PUBLIC WAY

The same argument could exist for this site as well. Even though the public way is closer and the terrain appears to be relatively flat, it may be difficult to argue that the general public enters the site from the side of a highway road and not from the front drop off or parking areas.

If however, at some point the area surrounding the facility is developed, additions and alterations may require an accessible route of travel be installed at that time.



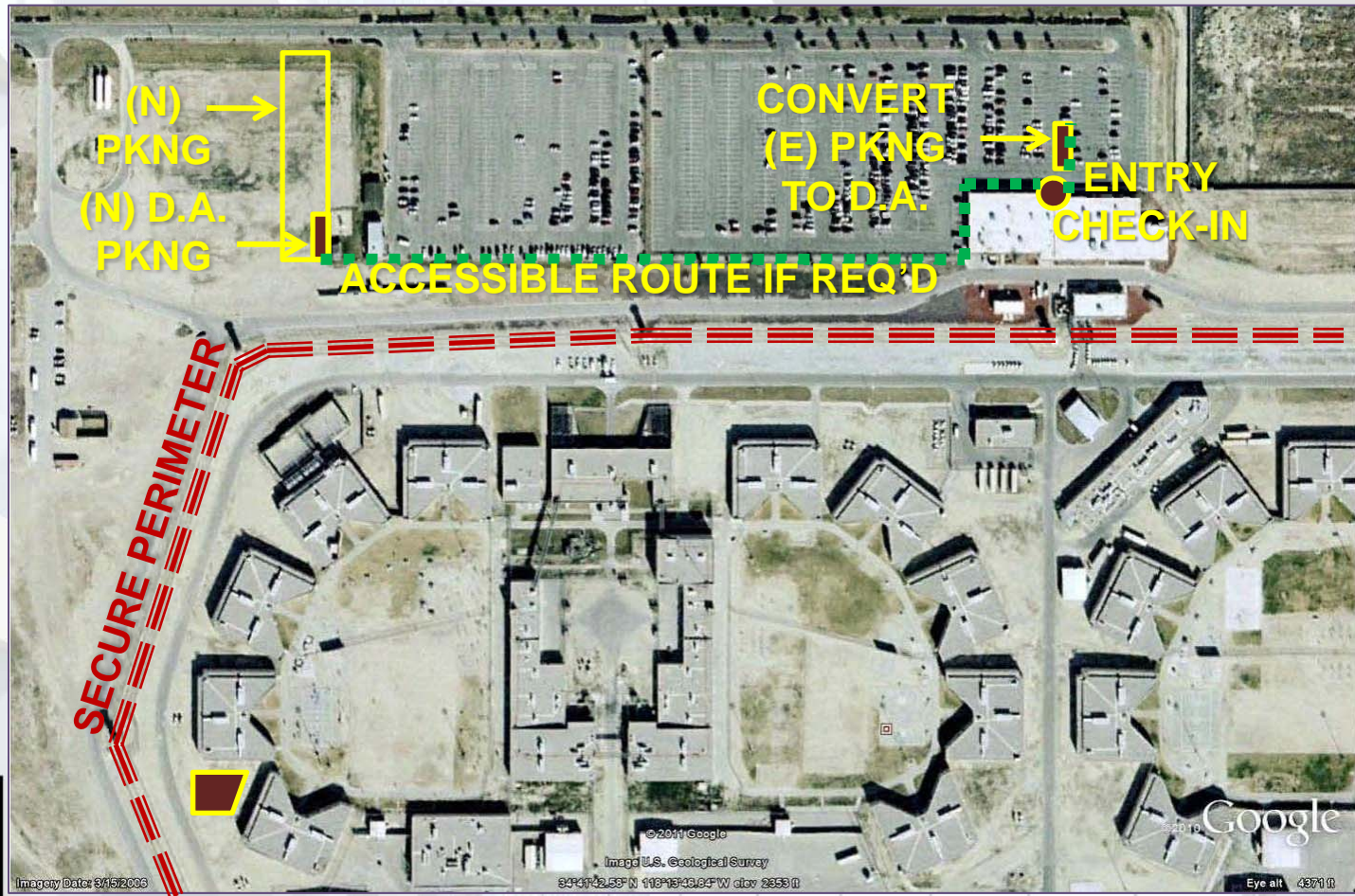
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**INSIDE A SECURE CAMPUS, WITH A SINGLE POINT OF ENTRY, AND  
A GIANT PARKING LOT, DOES NEW ACCESSIBLE PARKING NEED  
TO BE AT ENTRY, OR CAN IT BE PART OF NEW PARKING?**



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## ACCESSIBLE PARKING FOR GIANT LOT

For new buildings inside an existing secure perimeter (accessed by a single entry point) and new parking which is dedicated to that project is added to an existing “giant lot”, accessible parking may be handled two ways:

- a portion of the new parking (closest to the entry) can be used for accessible parking
- OR
- convert existing parking closest to entry

The designer should weigh the cost benefits of renovating existing parking which may not be possible due to the terrain or existing clearance verses remote parking which requires a longer route of travel between that parking and the entry.

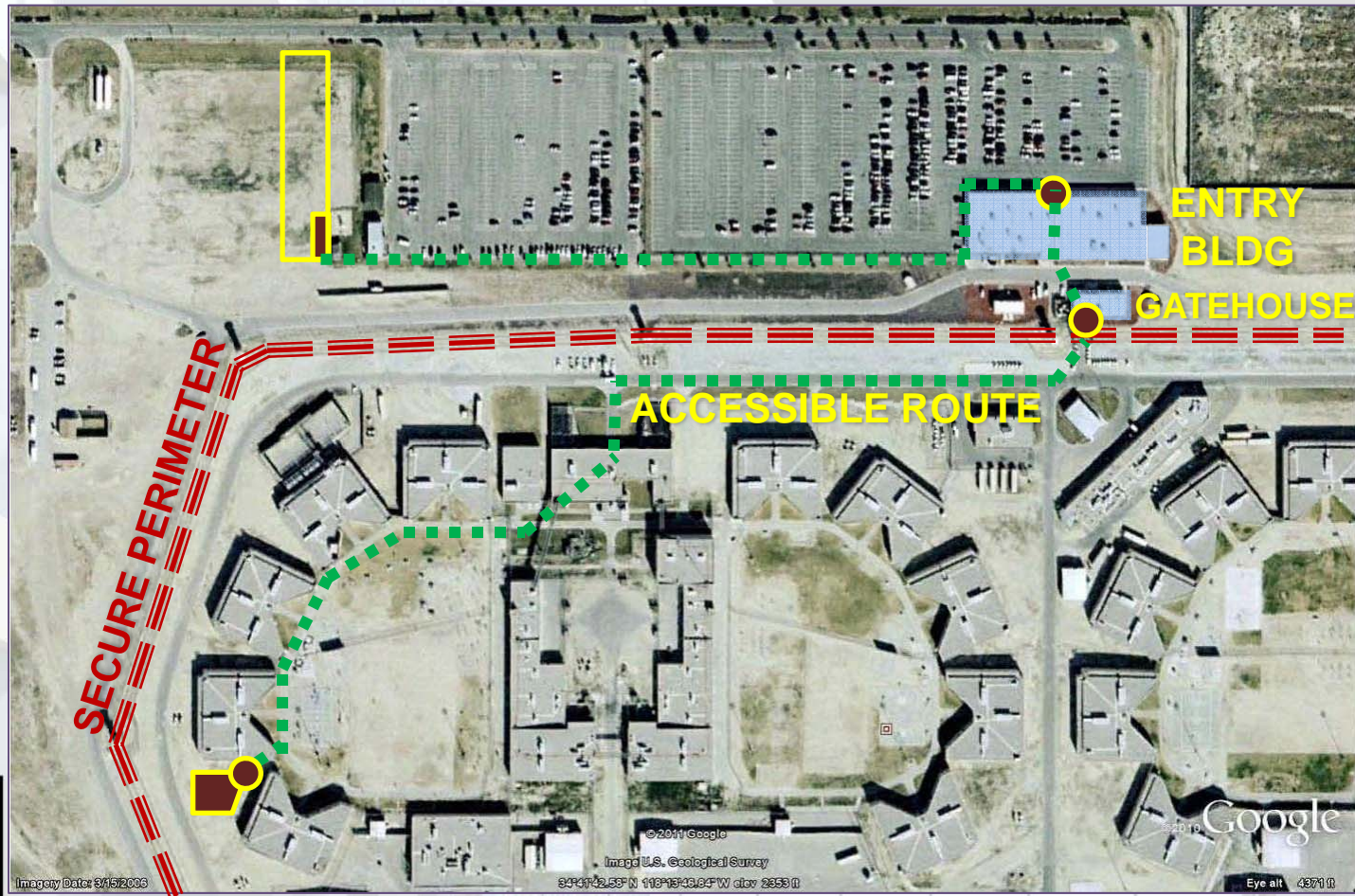
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**SINCE MY BUILDING IS WITHIN THE SECURE PERIMETER, WHICH  
ELEMENTS OF THE PATH OF TRAVEL ARE APPLICABLE?**



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## PATH OF TRAVEL

In this example, many of the path of travel elements are located in the public entry building. You need to confirm that entries, toilets, drinking fountains, phones, etc. meet Chapter 11 of the code. If not, they need to be improved—even though your renovation project is located deep within the secure perimeter. This also applies to the existing gatehouse and sallyport into the secure perimeter since these spaces serve the specific area of alteration.



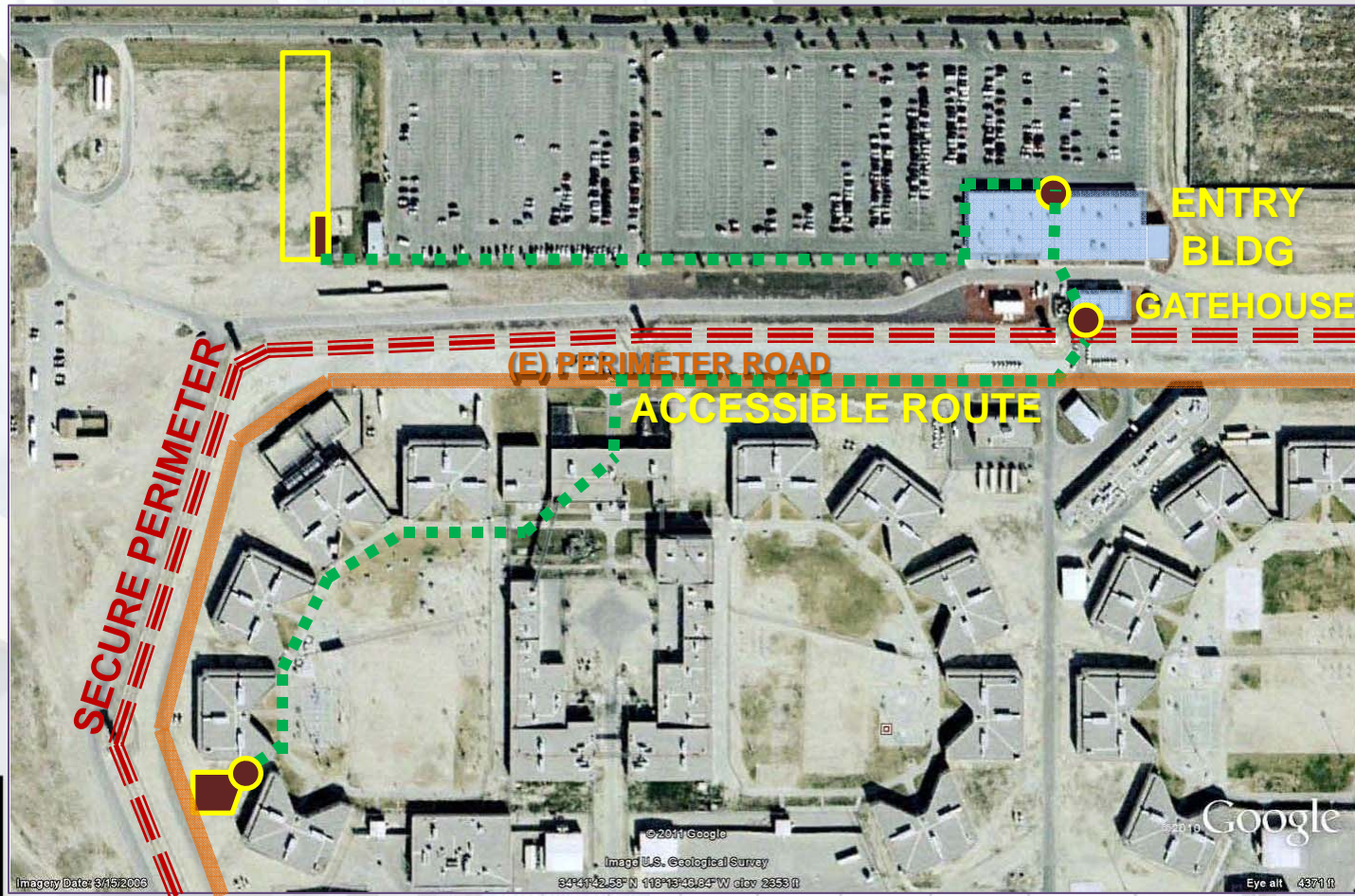
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**WHAT IF MY ACCESSIBLE ROUTE USES AN (E) PERIMETER ROAD,  
AND IT IS NOT COMPLIANT (3% CROSS SLOPE)**



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## ROUTE OF TRAVEL

Many existing roads do not meet strict requirements for accessible routes of travel. Cal Tran's standards employ crowning, with cross slopes in excess of 2%.

You can either improve these roads with an accessible sidewalk meeting requirements for a route of travel (<5% in the direction of travel and <2% cross slope) OR

You may be granted an exception if there is already a barrier removal project in place for the site which would improve it in the near future. OR

You handle movement of disabled prisoners with a program or mission statement such as a procedure for driving prisoners in wheelchairs between locations (in this case, prisoners cannot move on the perimeter road by themselves for security purposes).

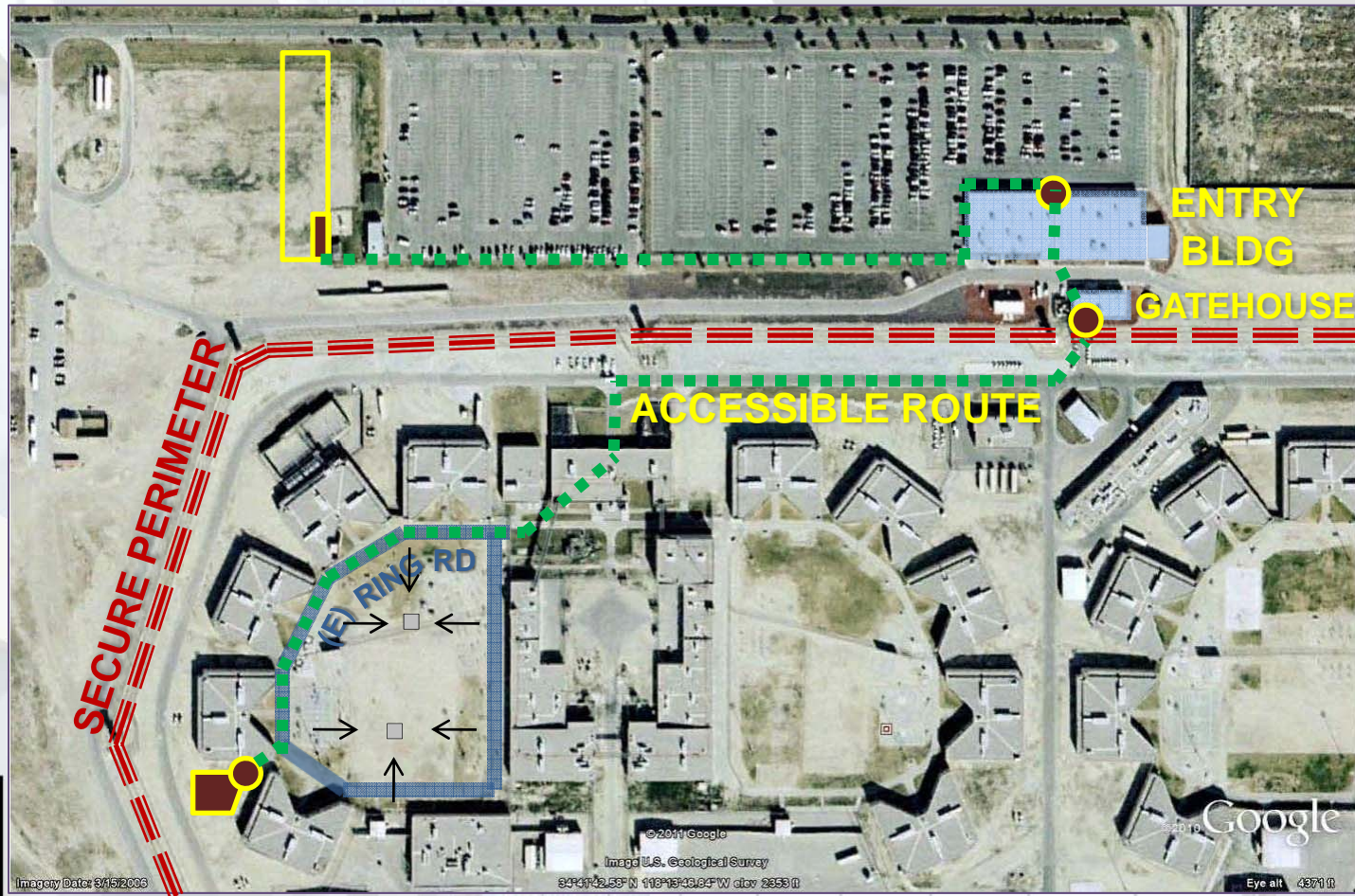
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**WHAT IF MY ACCESSIBLE ROUTE USES AN (E) PATHWAY, AND IT IS NOT COMPLIANT (3% CROSS SLOPE)**



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## ROUTE OF TRAVEL

You can either improve these paths for an accessible route of travel (<5% in the direction of travel and <2% cross slope) OR

You may be granted an exception if there is already a barrier removal project in place for the site which would improve it in the near future.

Since this area is intended for inmates to move themselves, a procedure to move them by vehicle is not a realistic option.

Many public campuses across the country are using an incremental barrier removal projects to improve accessibility/ADA on their sites.

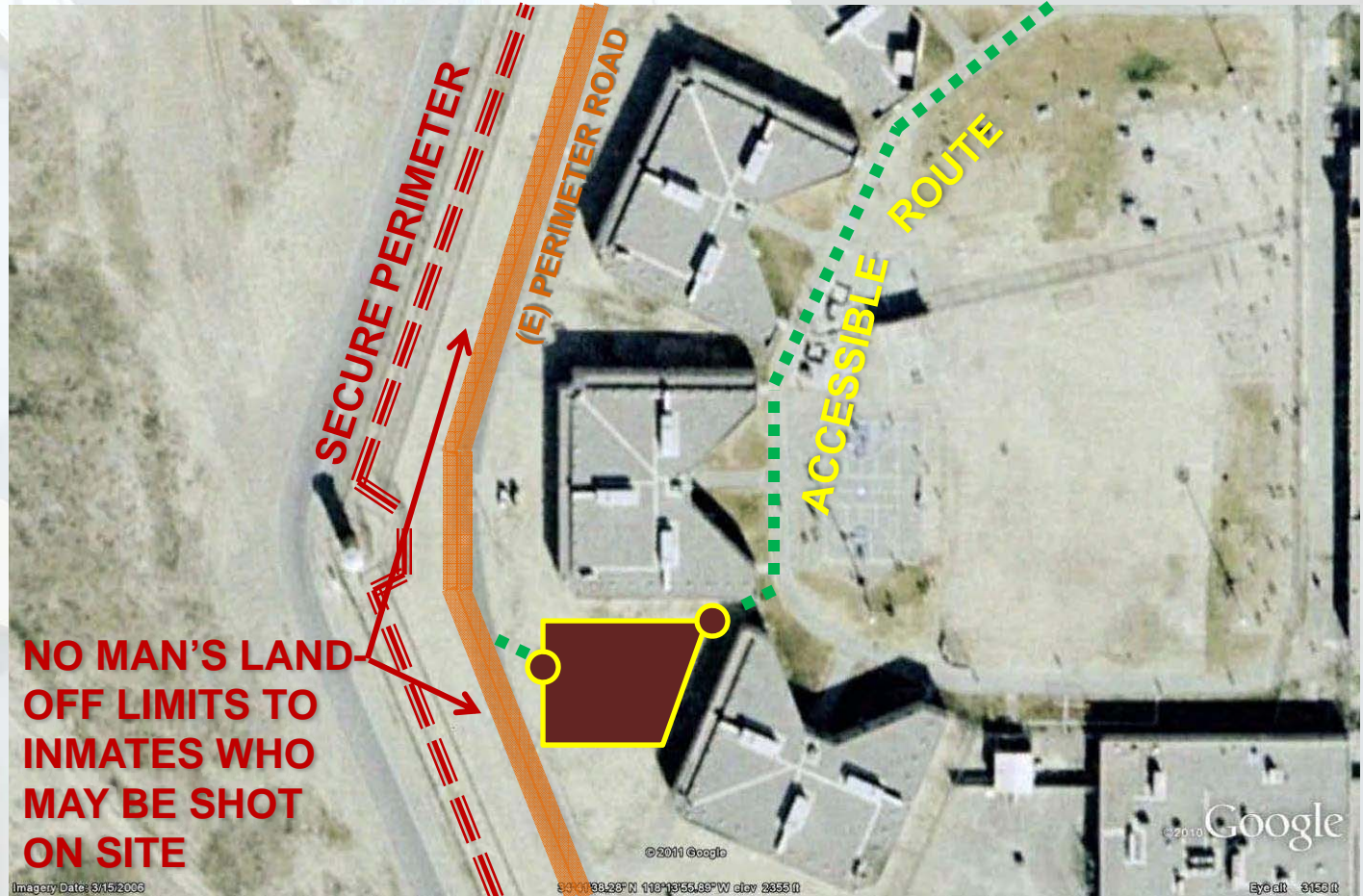
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**CAN INMATES, ASSISTED BY CUSTODY OFFICERS, BE EVACUATED  
TO UNDEVELOPED NO-MAN'S LAND OR THE (E) PERIMETER ROAD IF  
IT IS NOT ACCESSIBLE?**



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**EMERGENCY  
EXIT DOORS  
WITH  
CONCRETE  
STOOP**

**NO MAN'S LAND-  
DECOMPOSED GRANITE  
SURFACE. OFF LIMITS  
TO INMATES WHO MAY  
BE SHOT ON SITE**

**INTERNAL PERIMETER ROAD-  
WITH 2% CROSS SLOPE MIN.  
FOR DRAINAGE**

**CAN INMATES, ASSISTED BY CUSTODY OFFICERS, BE EVACUATED  
TO UNDEVELOPED NO-MAN'S LAND OR THE (E) PERIMETER ROAD IF  
IT IS NOT ACCESSIBLE?**



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## ACCESSIBLE EGRESS

Chapter 11 requires exiting to be accessible. The required exits must provide an accessible route of travel to either a public way, or an accessible safe dispersal area. At a minimum, you need to provide an accessible path of travel to the (E) perimeter road- even though the road may be slightly out of compliance. This exception only applies because of the secure nature of this facility and is not recognized in the building code. The emergency exits can only be opened from the outside by custody officers and/or fire fighters (who will be there in great numbers) to assist any disabled prisoners to reach a safe distance from the building. The program statement would state that inmates will not exit on their own, unassisted.

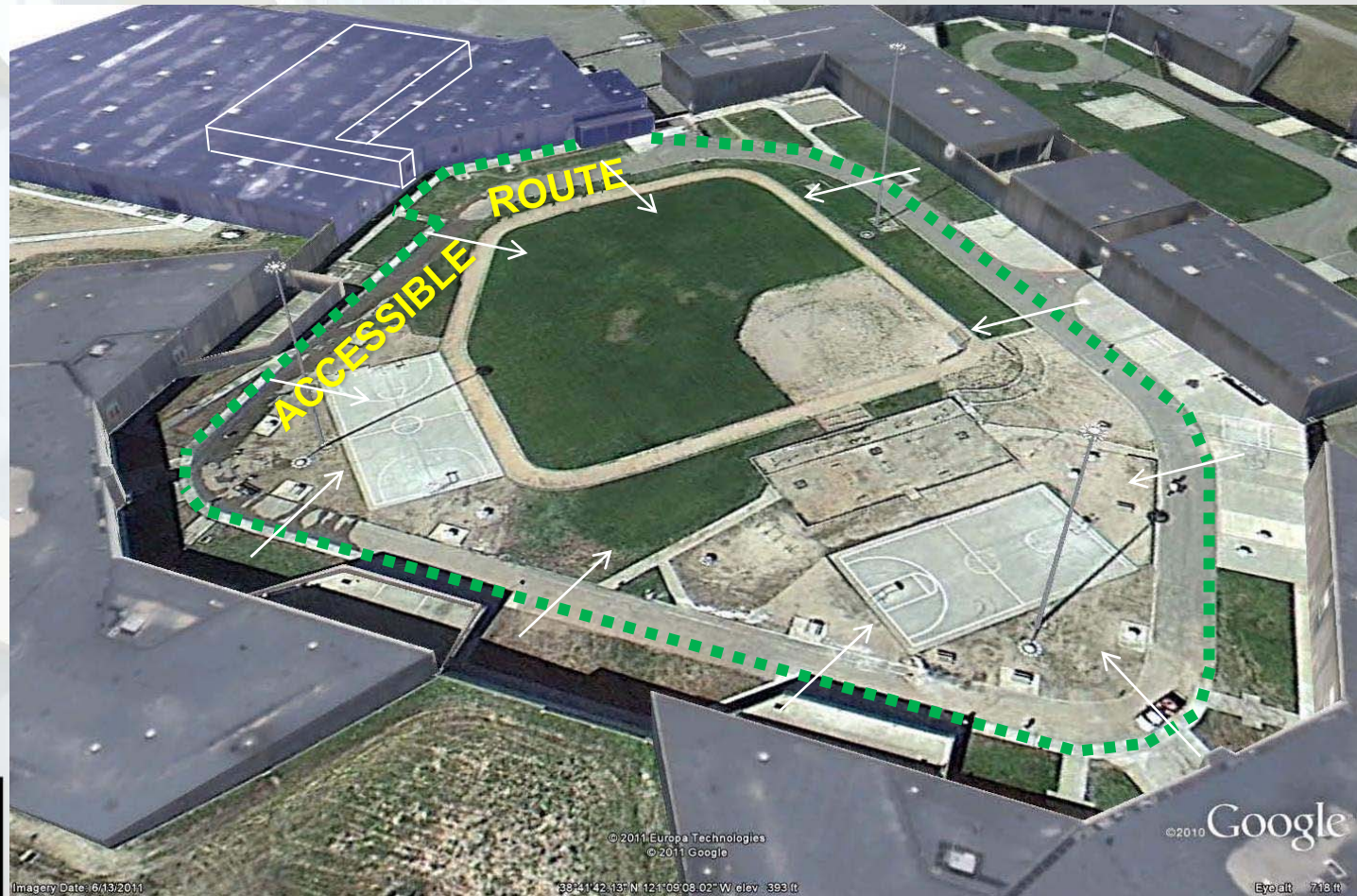
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**IF THE EXISTING SIDEWALK IS MY PATH OF TRAVEL TO AN  
ALTERATION, AND IT SLOPES FOR DRAINAGE (IN EXCESS OF 2%),  
CAN IT BE USED FOR MY ROUTE OF TRAVEL?**



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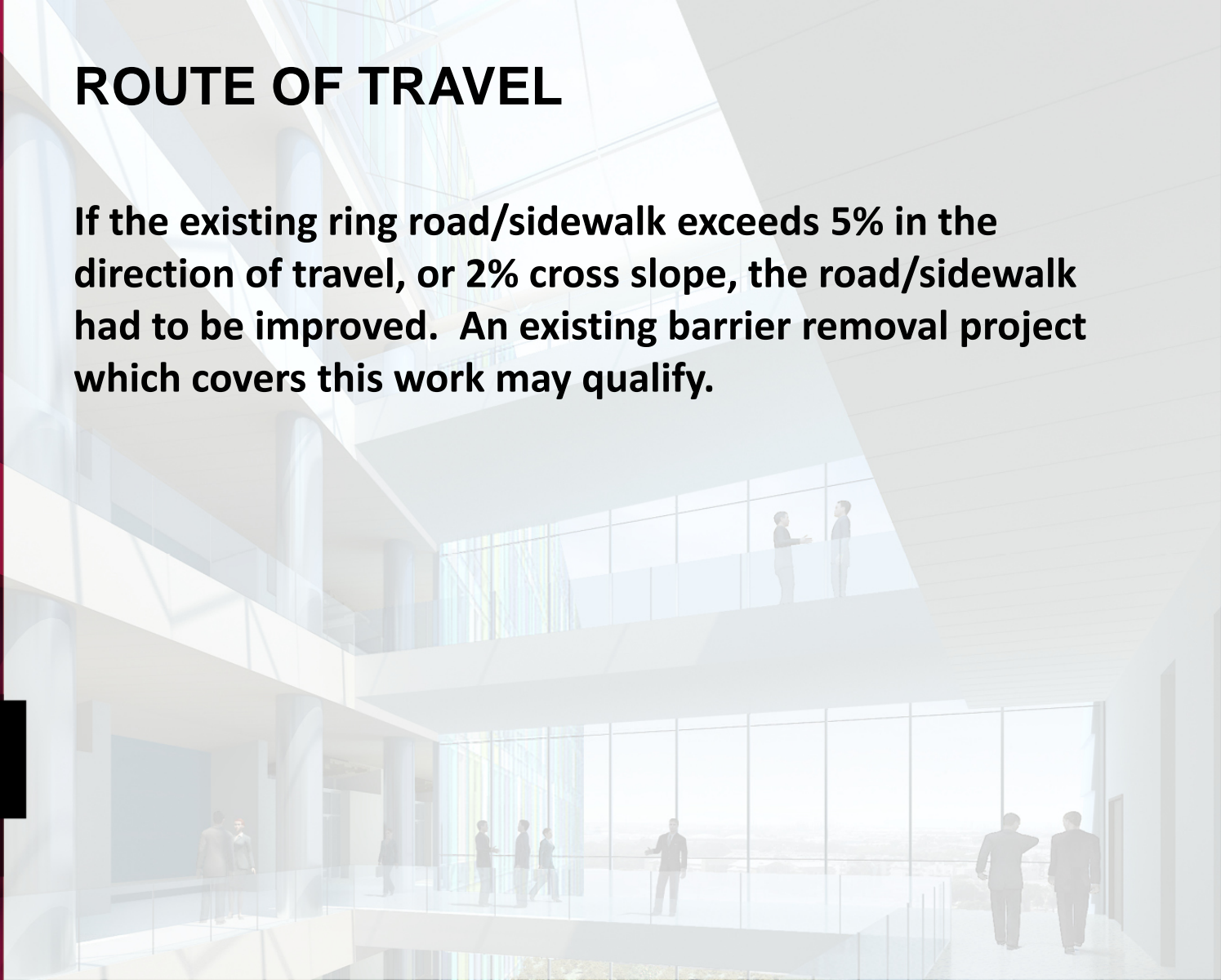
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## ROUTE OF TRAVEL

If the existing ring road/sidewalk exceeds 5% in the direction of travel, or 2% cross slope, the road/sidewalk had to be improved. An existing barrier removal project which covers this work may qualify.



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**WHAT IS INCLUDED IN A PATH OF TRAVEL FOR A TENANT  
IMPROVEMENT IN AN EXISTING BUILDING? WHEN IS OFF-SITE  
PARKING INCLUDED?**



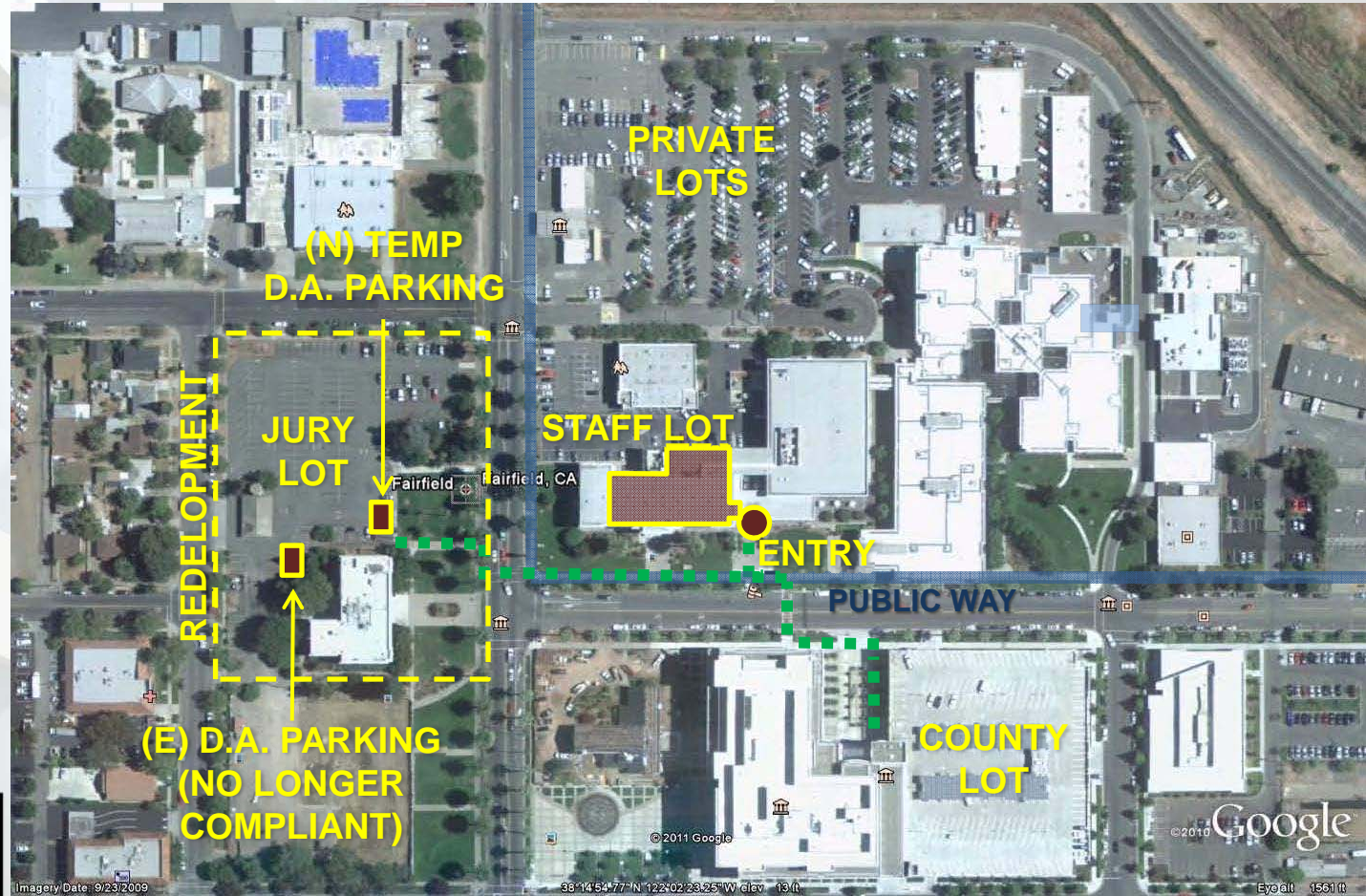
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## ROUTE OF TRAVEL

Provide parking for staff and visitors which is equivalent to what you provide for those without mobility impairments. You have met accessible parking for staff. Since you provide parking for jurors, some juror spots need to be accessible as well. However, realistically disabled jurists may park in the public lot for free, or on the street. Therefore, improving the juror lot may be a gray area and probably not the best use of taxpayer money. As far as providing parking for the public, as long as there is no accommodations for the general public, you don't need to provide accessible parking- just access to a public way.



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## PATH OF TRAVEL

For alteration projects, you are only responsible for ensuring that the specific area of alteration and the path of travel to that specific area of alteration meet the requirements of Chapter 11. Since your renovation was on the ground floor, and did not require access to upper floors, stairs and elevators should not be part of the scope. As long as accessible staff and public toilets, drinking fountains, etc. are provided in the specific area of alteration, those amenities and services on other floors or not serving this specific area are outside the scope.



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## SCOPE OF WORK/CONTRACTS

As architects, we need to make it clear in our contract where our scope of services ends. Otherwise we must spend many hours negotiating with enforcing agencies. You should make sure your contracts clearly define your scope relative to the accessible path of travel. Find out what the client is assuming as part of your scope and part of the project budget and document it. Clients don't understand the extents of code required path of travel, and haven't considered it as part of their budget, but they will still expect the architect to include this work as part of their services if they can. Make it clear that any negotiations outside the agreed scope is an additional service.



## SCOPE OF WORK/CONTRACTS

Project budgets for alteration projects should also reserve 25% of the estimated budget to account for the requirements of 1134B- as a rule of thumb. This should cover additional improvements to the path of travel. However, costs could be greater than 25%.

If additional improvements are required, and even though there may be additional monies for these improvements, unless your owner-architect agreement includes these improvements as part of the scope, they should be considered an additional service.



# COURTROOMS

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## California Trial Court Facilities Standards



JUDICIAL COUNCIL  
OF CALIFORNIA

- **CURRENTLY BEING  
UPDATED**
- **COURTROOM LAYOUTS  
ARE SCHEMATIC**
- **DESIGNERS ARE  
RESPONSIBLE FOR CODE  
COMPLIANCE**

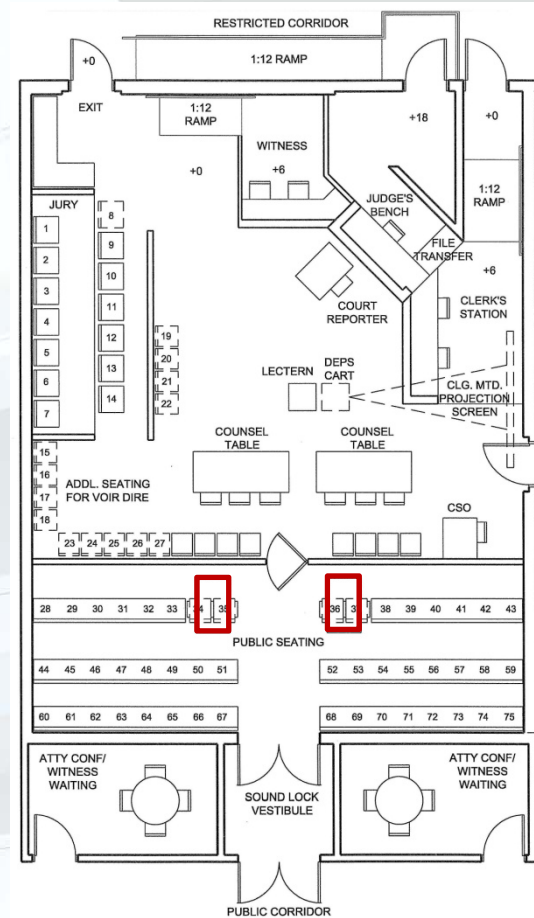
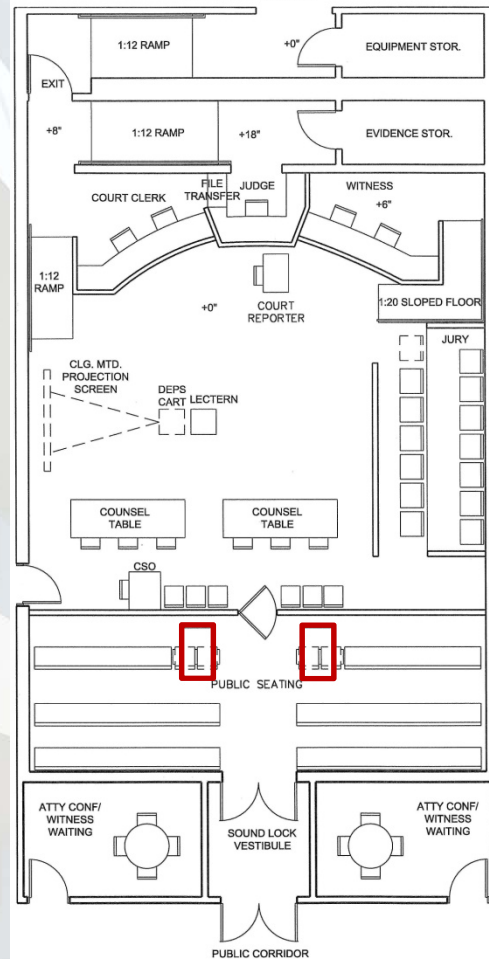
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**IS REMOVABLE SEATING ALLOWED FOR SPECTATORS?**



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## REMOVABLE SEATING

1104B.3.7 allows for removable seating. However, this may not be realistic. First of all, consider that a person in a wheelchair could enter the courtroom in the middle of court proceedings. They need to be provided with immediate and unassisted access. If court staff have to move chairs, this can be very disruptive. Those chairs also have to be stored out of the way. If these chairs are bolted down, then they have to be fully removed leaving a flush area. Since all of this would draw attention to a person's disability, they can claim that are being discriminated against. The best practice would be to provide a dedicated space for wheelchairs at all times.

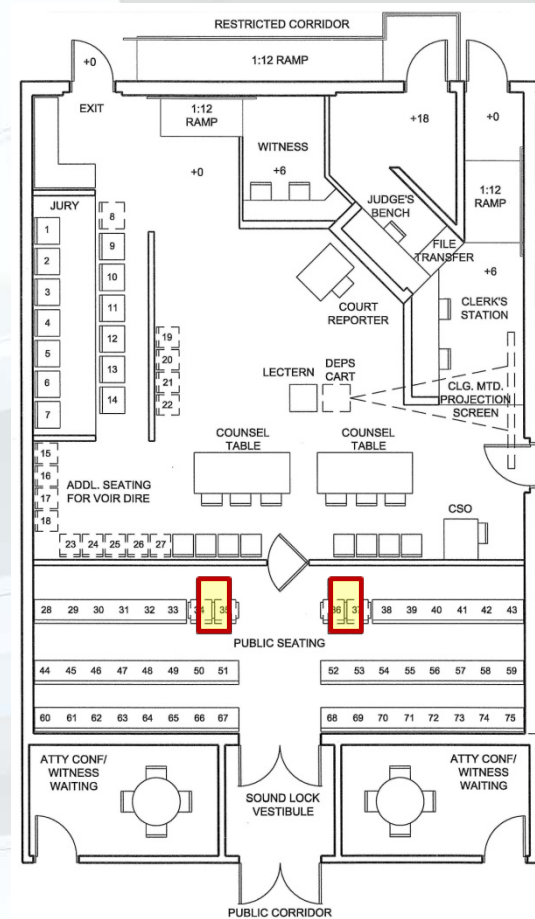
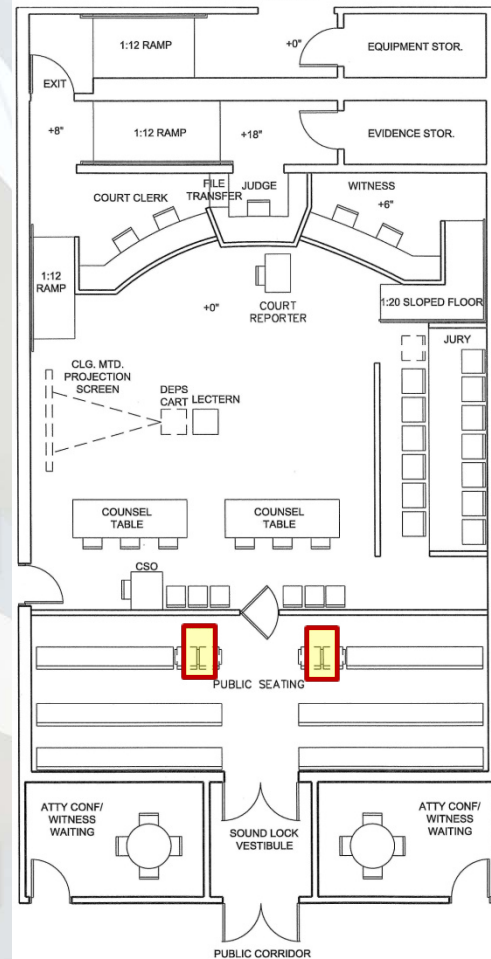
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**IS THE SOLUTION TO SIMPLY PROVIDE 30"X48" CLEAR SPACE?**



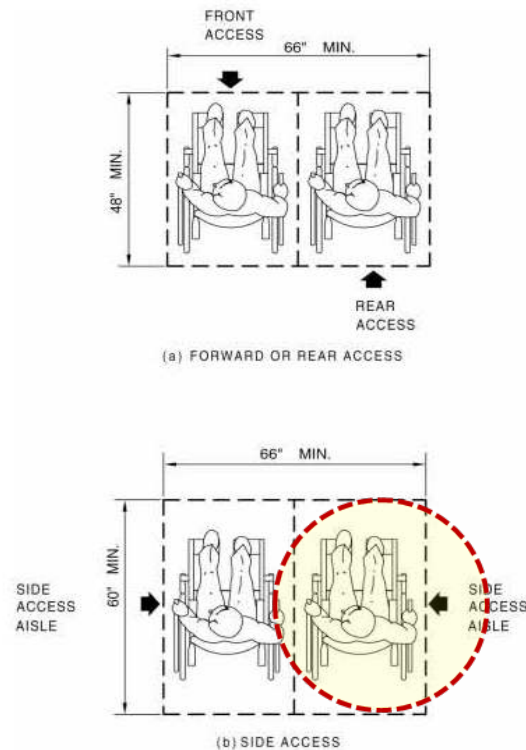
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NOTE:  
EACH INDIVIDUAL SEATING POSITION HAS AN  
EGRESS ROUTE WHICH DOES NOT CROSS  
THROUGH OTHER SEATING POSITIONS.

THESE DIAGRAMS ILLUSTRATE THE SPECIFIC REQUIREMENTS  
OF THESE REGULATIONS AND ARE INTENDED ONLY AS AN AID  
FOR BUILDING DESIGN AND CONSTRUCTION.

FIGURE 11B-15—SPACE REQUIREMENTS FOR WHEELCHAIR SEATING

FIGURE 11B-15-SPACE  
REQUIREMENTS FOR WHEELCHAIR SEATING

**FIGURE 11B-15**

**WHILE WHEELCHAIR  
CLEAR SPACE IS 30"X48",  
A SIDE APPROACH  
REQUIRES 30"X60" TO  
ACCOUNT FOR  
MANEUVERING  
CLEARANCES**



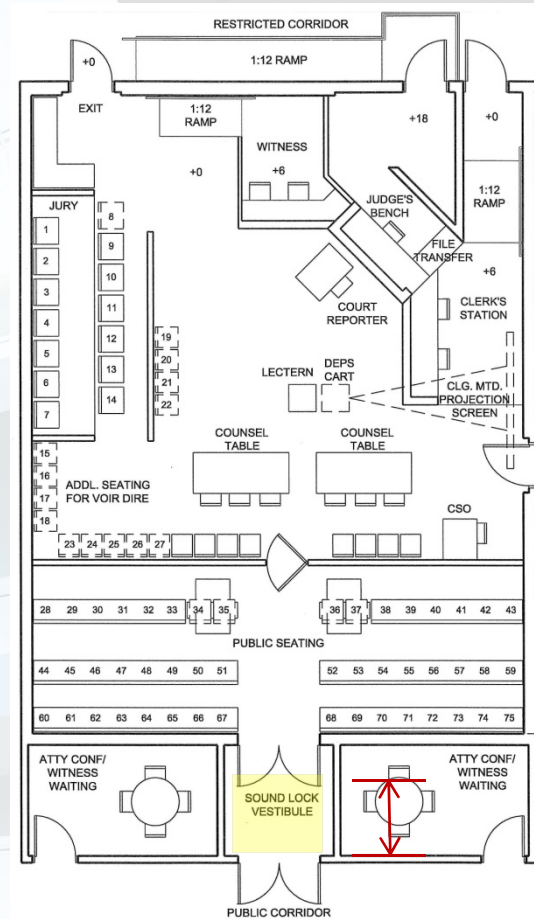
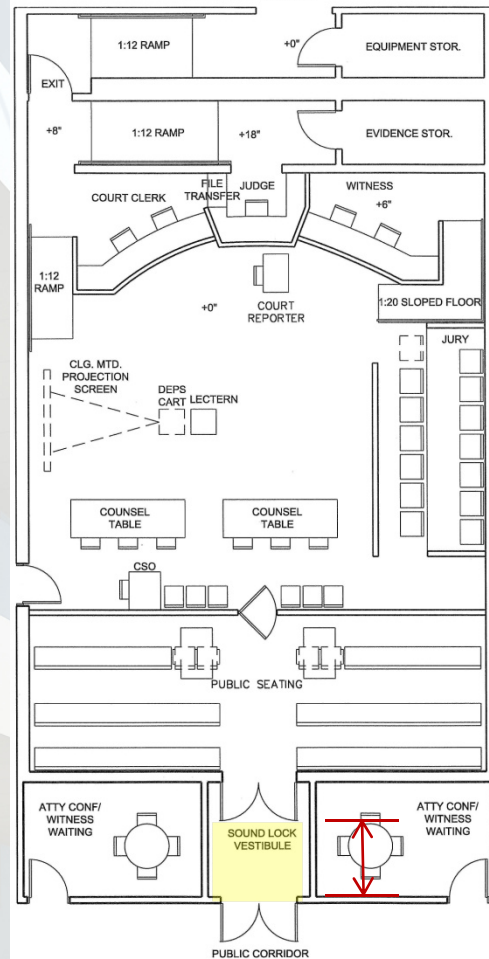
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**ARE THERE REQUIREMENTS FOR SOUND LOCK DOORS?**



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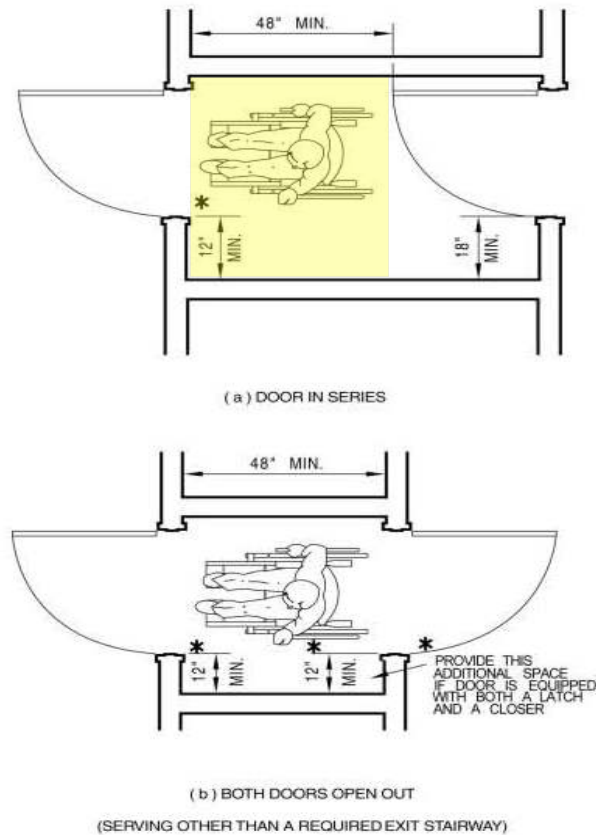


FIGURE 11B-30—VESTIBULE

FIGURE 11B-30-VESTIBULE

**FIGURE 11B-30**

**DOORS IN SEQUENCE SHALL REQUIRE 48" MIN. BETWEEN THEM. SINCE SOUND LOCKS ARE EXITS, AND THEY MUST BOTH SWING IN THE DIRECTION OF TRAVEL, THE TOP FIGURE SHOWN HERE IS APPLICABLE.**

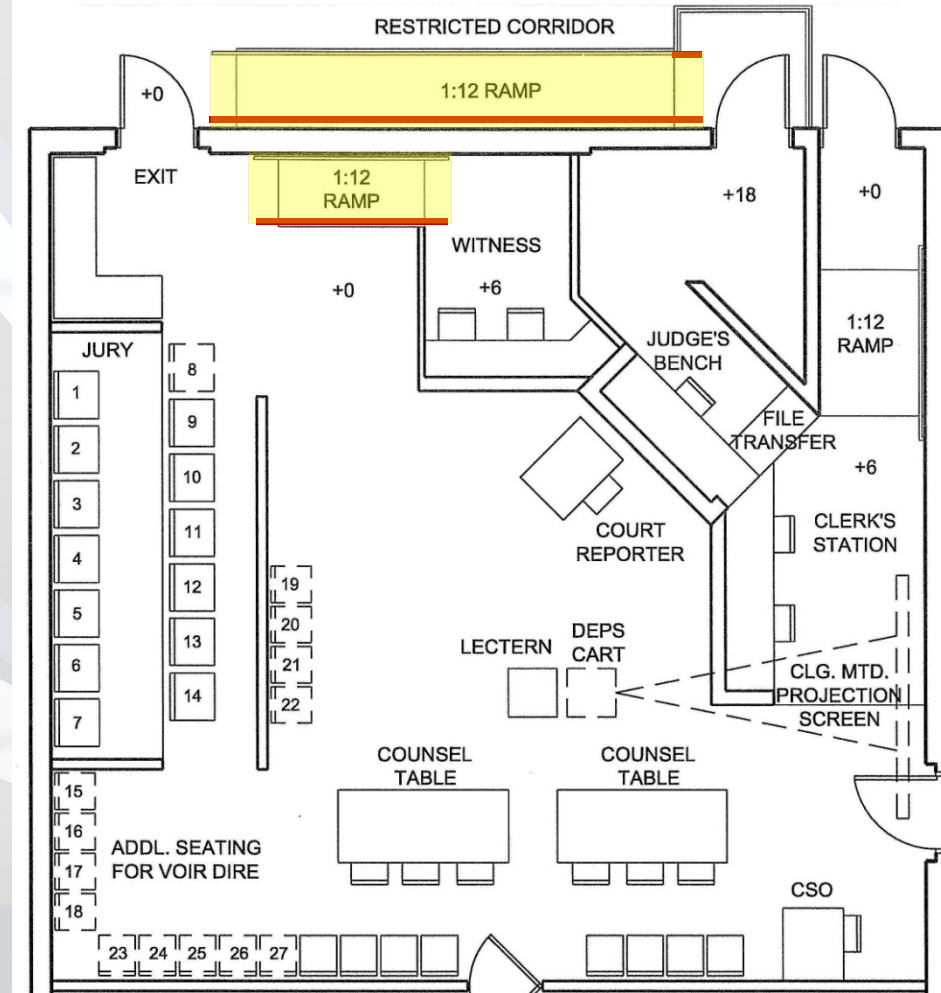
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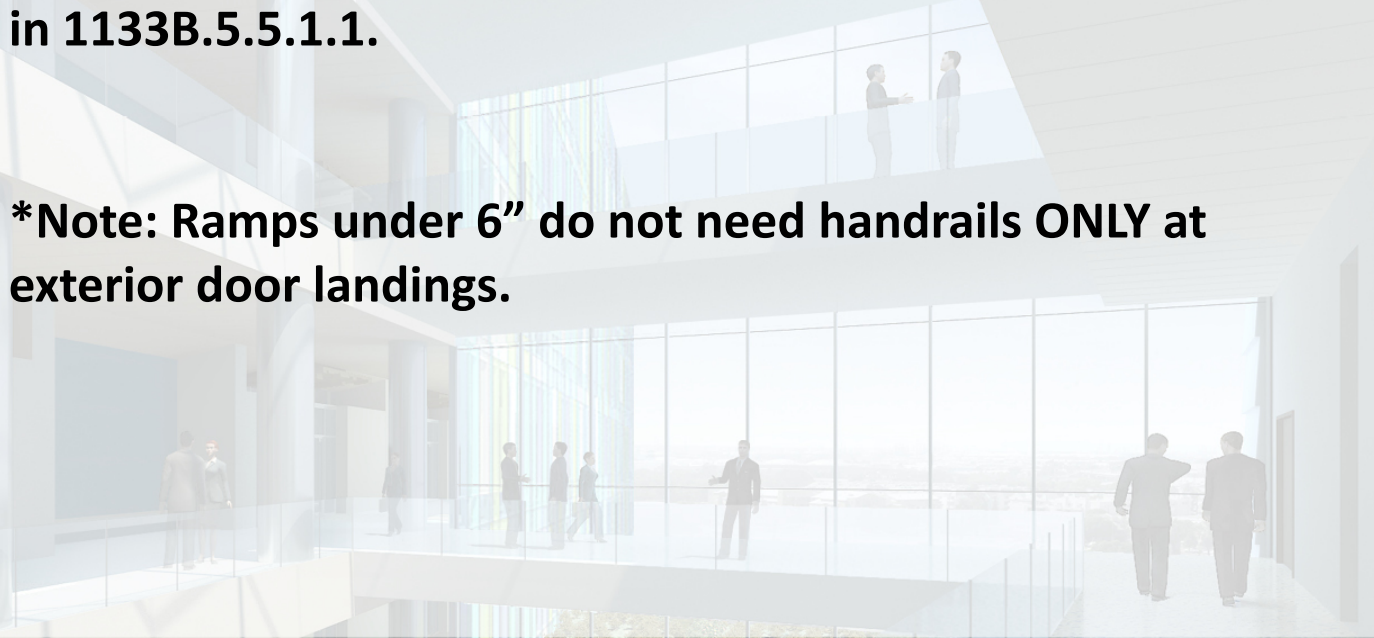
**WHEN AND WHERE DO WE NEED HANDRAILS?**



# HANDRAIL RAMPS IN COURTROOMS

1010.8 and 1133B.5.5 both state that ramps require handrails on both sides\*. Moreover, it is important to note that the handrails must extend 12" (top and bottom) in the direction of the ramp. Turning the handrail 90 degrees is no longer allowed except in existing buildings as described in 1133B.5.5.1.1.

**\*Note: Ramps under 6" do not need handrails ONLY at exterior door landings.**



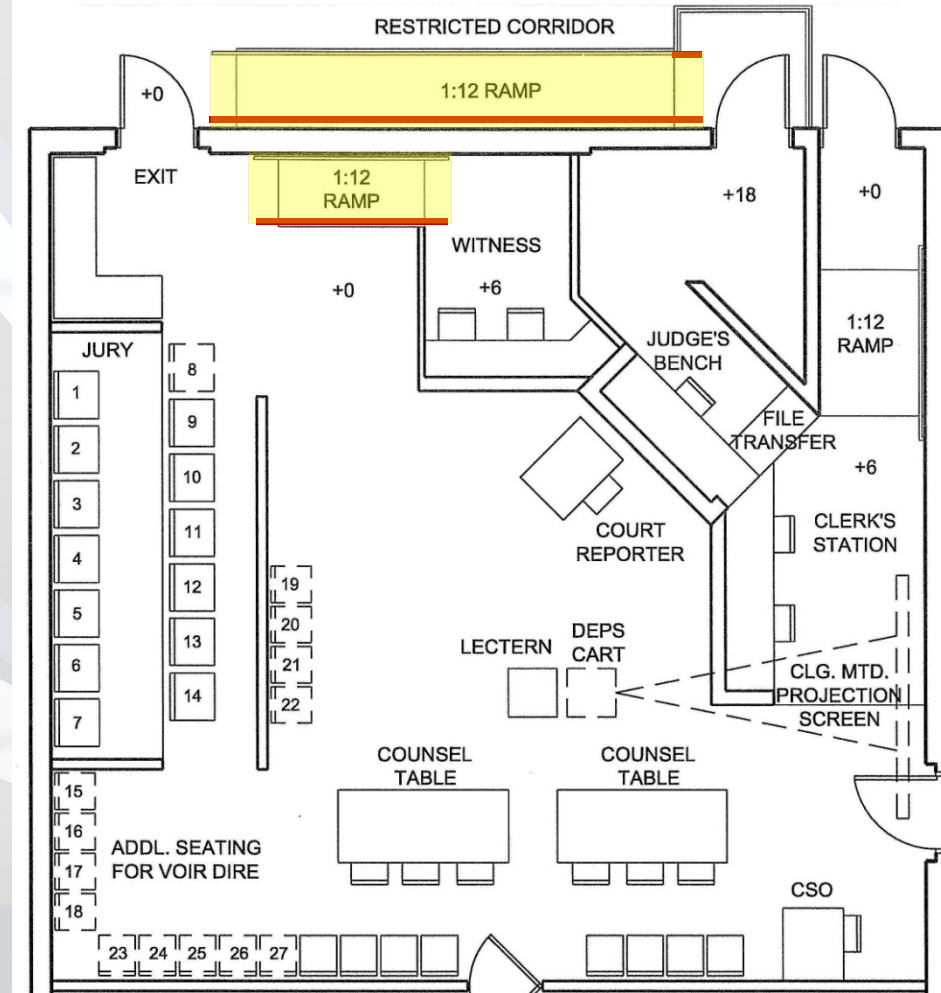
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**HANDRAILS ARE REQ'D AT EACH SIDE OF RAMP. HANDRAIL  
EXTENTIONS CAN BE CUMBERSOME AND REDUCE REQUIRED  
CLEARANCES.**



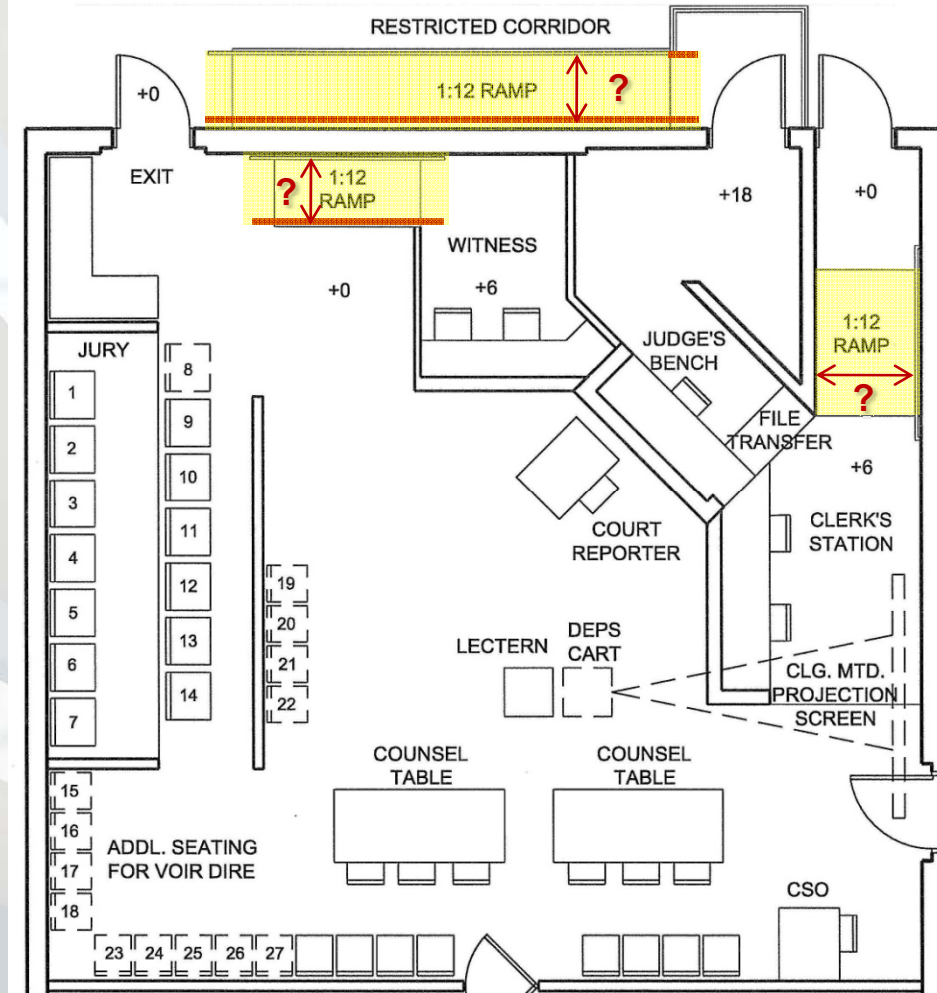
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**ARE THESE RAMPS WIDE ENOUGH?**

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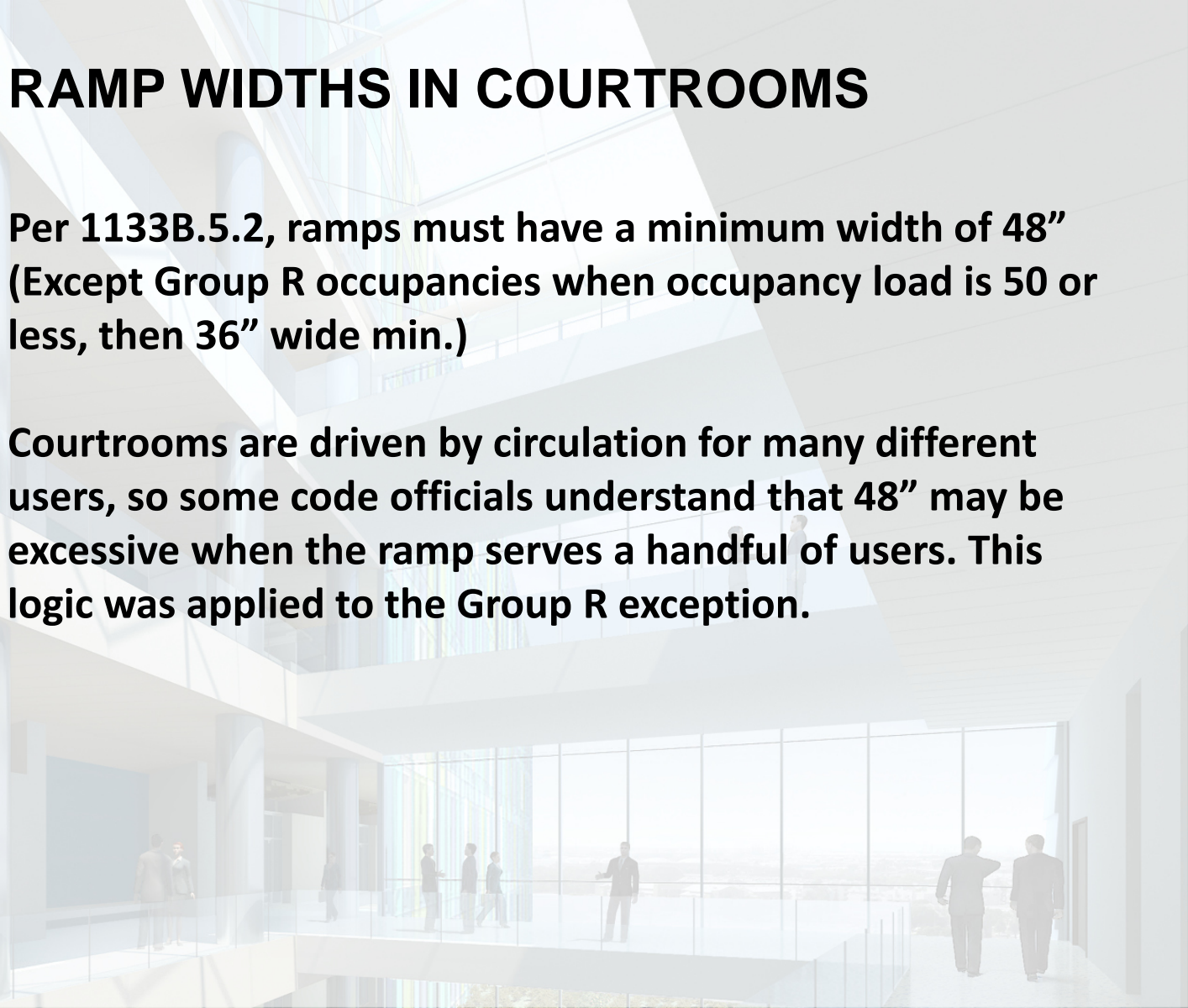
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## RAMP WIDTHS IN COURTROOMS

**Per 1133B.5.2, ramps must have a minimum width of 48”  
(Except Group R occupancies when occupancy load is 50 or  
less, then 36” wide min.)**

**Courtrooms are driven by circulation for many different  
users, so some code officials understand that 48” may be  
excessive when the ramp serves a handful of users. This  
logic was applied to the Group R exception.**





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## RAMP WIDTHS IN COURTROOMS

Code officials may allow for ramps serving less than three people to be 36" min. as long as min. requirements for exiting (chapter 10) are met.

Per 1018.2, 36" min. is required for ramps serving <50 occupants.

1010.5 requires ramps to be 36" clear between handrails if present.

If handrails are present, this translates to 42" wide for ramps serving the judge, clerks, and/or witnesses.

# RAMP WIDTHS IN COURTROOMS

Code officials may allow for other ramps in courtrooms to meet the min. requirements for exiting (chapter 10).

In many cases, a ramp in the courtroom may serve as the second exit for spectators.

Per 1018.2, 44" is required for ramps (or other egress paths) serving >50 occupants.

1003.3.3 allows for handrails to extend into egress width (if over 36" clear).

Ramps serving as second exits from courtroom may be 44" wide.



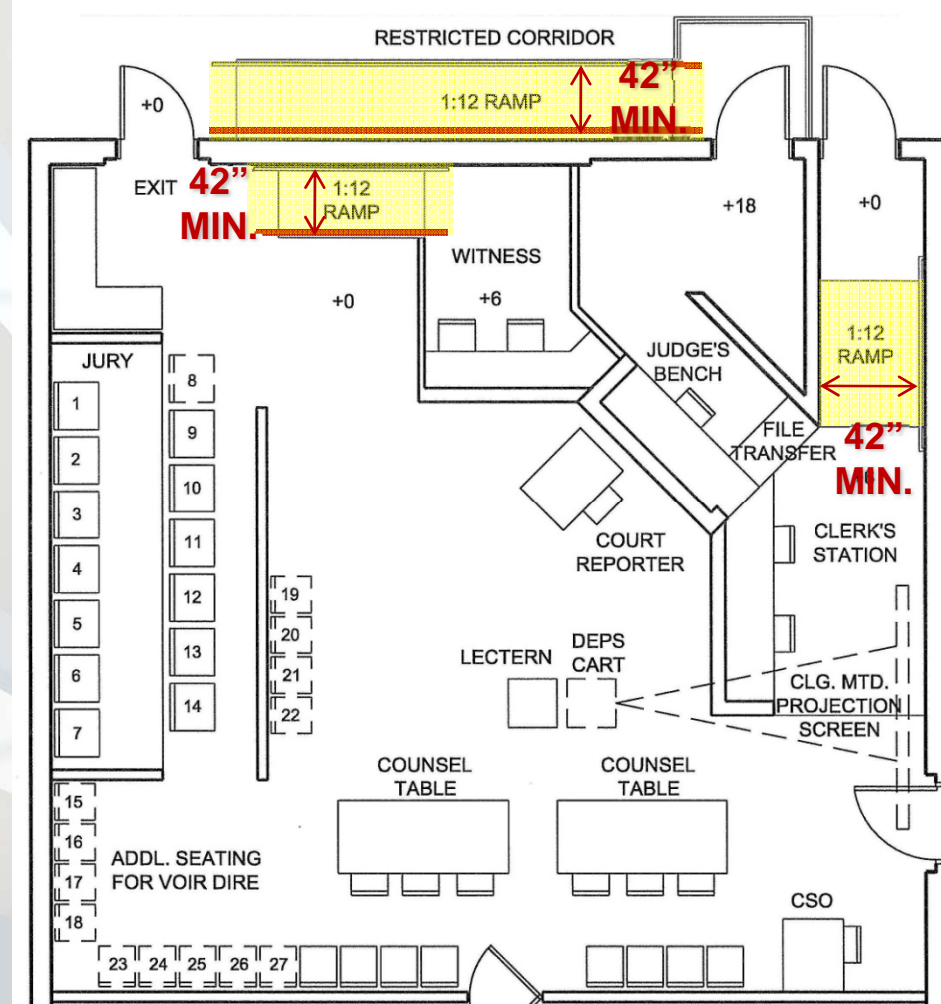
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**ALL OF THESE RAMPS HAVE HANDRAILS AND THEREFORE ARE  
REQUIRED TO BE 42\"**

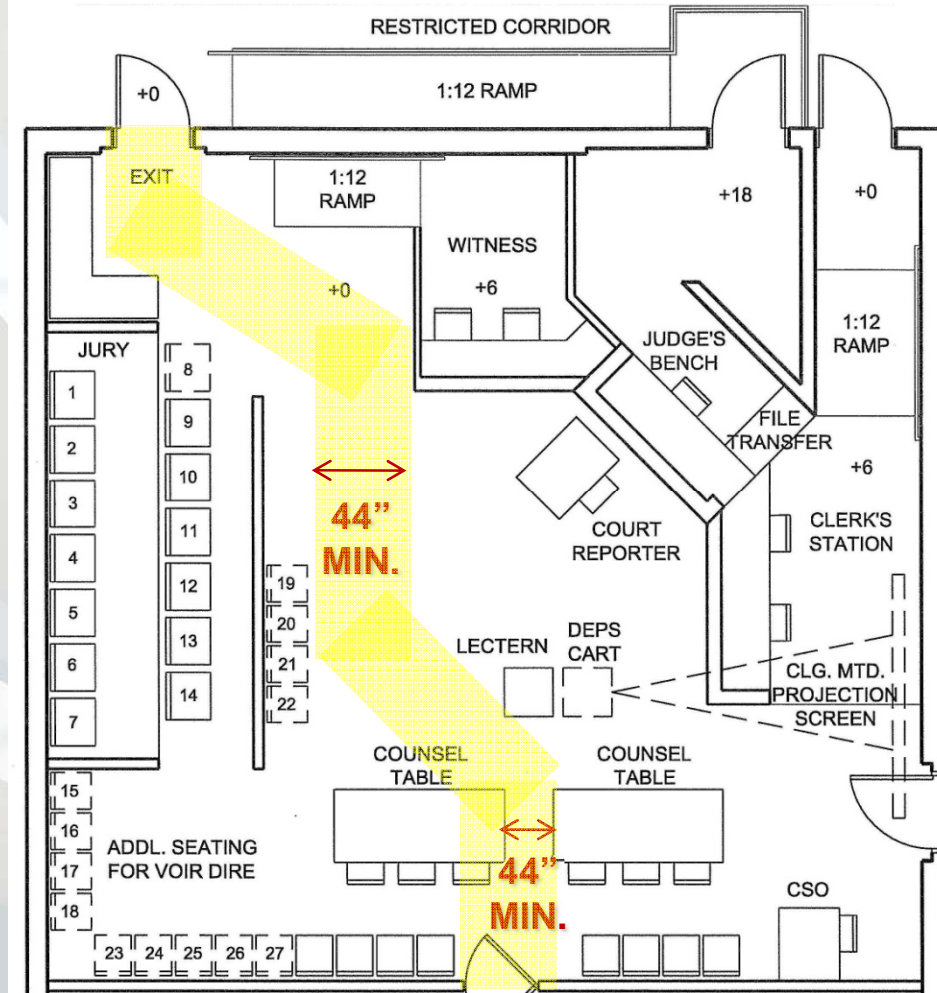
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**IT IS ALSO IMPORTANT TO NOTE THAT A 44" EXIT PATH MUST BE PROVIDED TO THE SECOND EXIT. PINCH POINTS CAN BE REDUCED TO 32" CLEAR FOR A DISTANCE OF 24" MAX.**



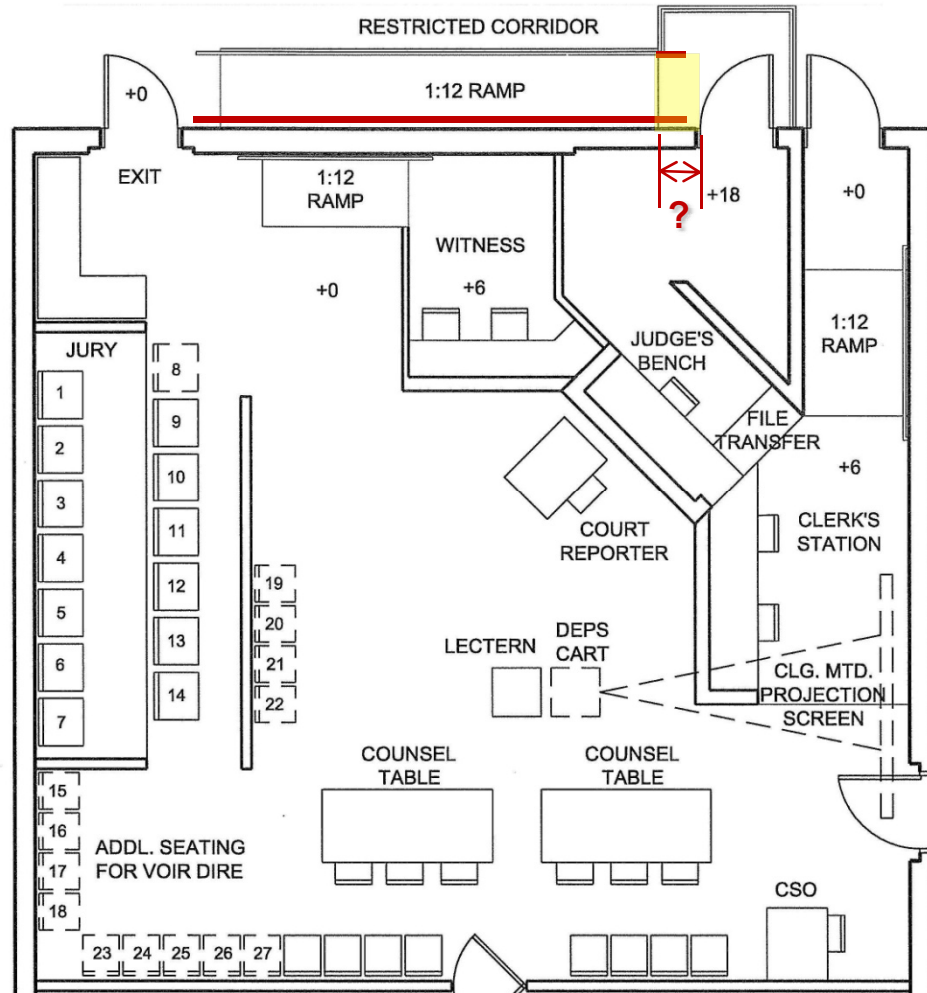
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**HOW MUCH SPACE IS REQUIRED BETWEEN THE TOPS OF RAMPS  
AND DOORS?**

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## POETIC PRAGMATISM

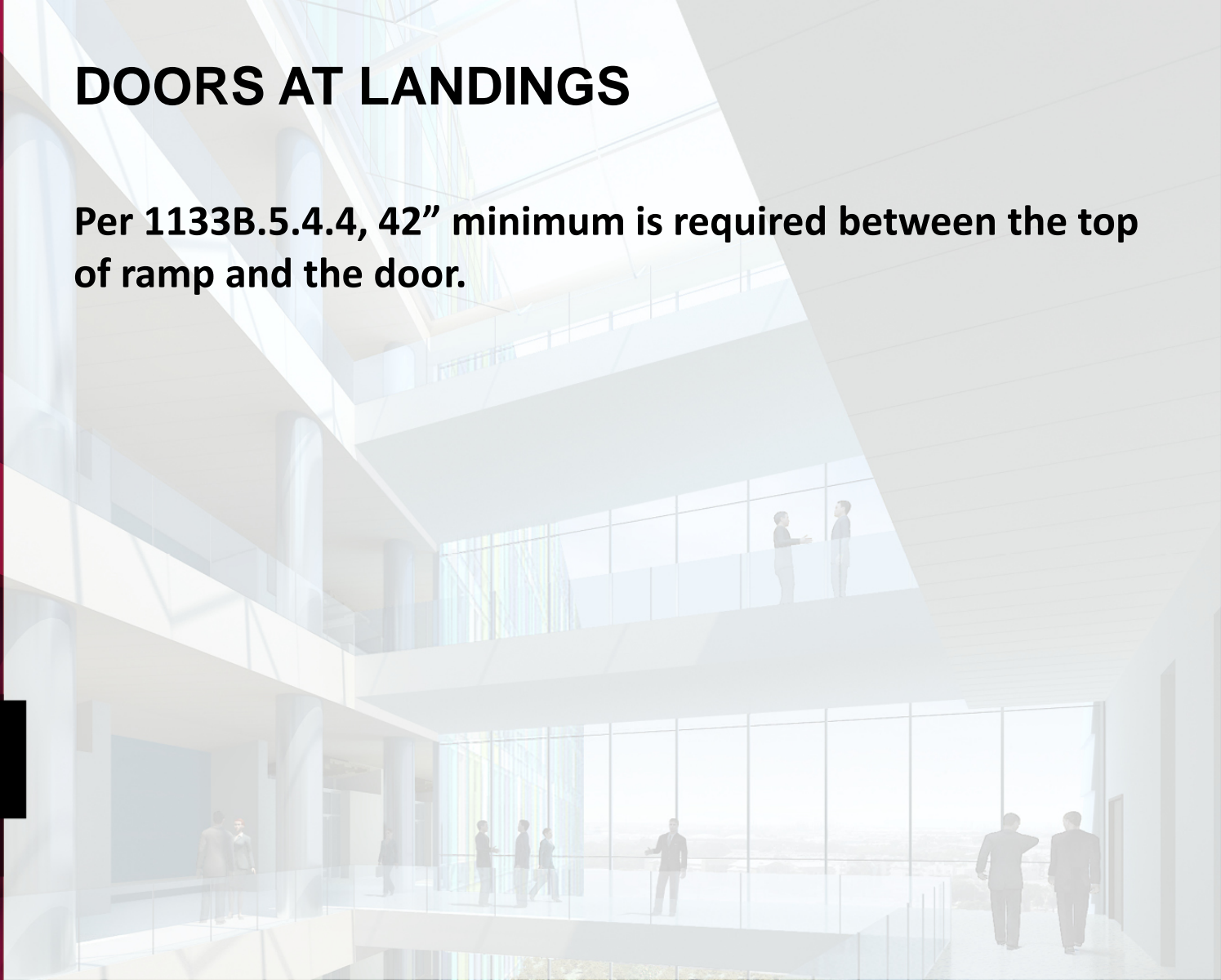
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## DOORS AT LANDINGS

Per 1133B.5.4.4, 42" minimum is required between the top of ramp and the door.





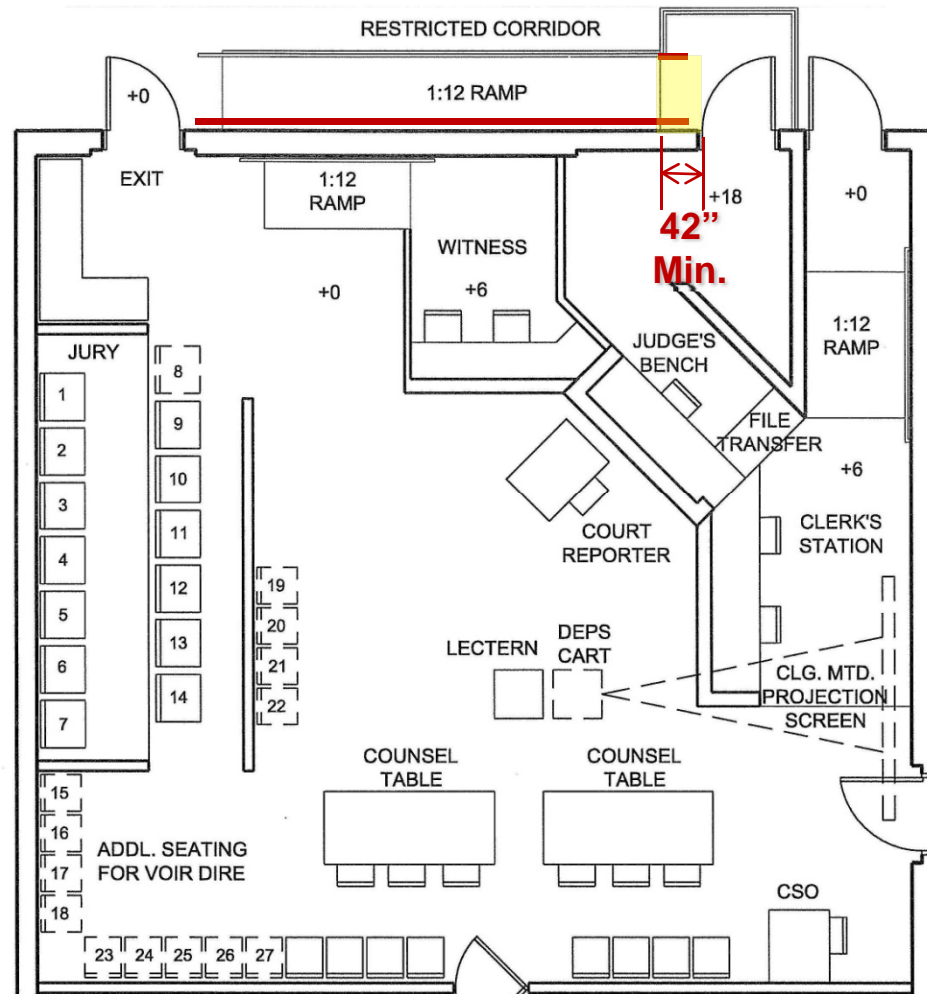
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**IN THIS EXAMPLE, EITHER THE RAMP NEEDS TO GET SMALLER, OR  
THE COURTROOM NEEDS TO GET WIDER TO MAINTAIN THE  
ELEVATION OF THE BENCH.**

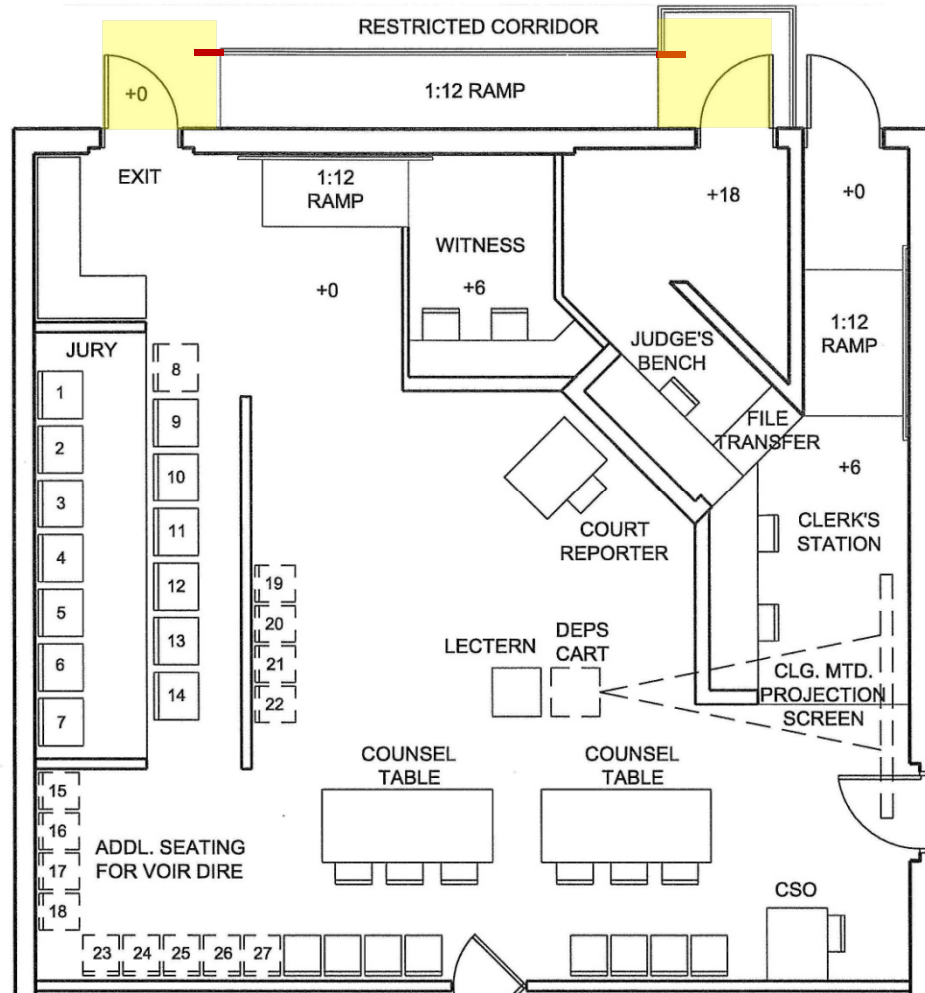
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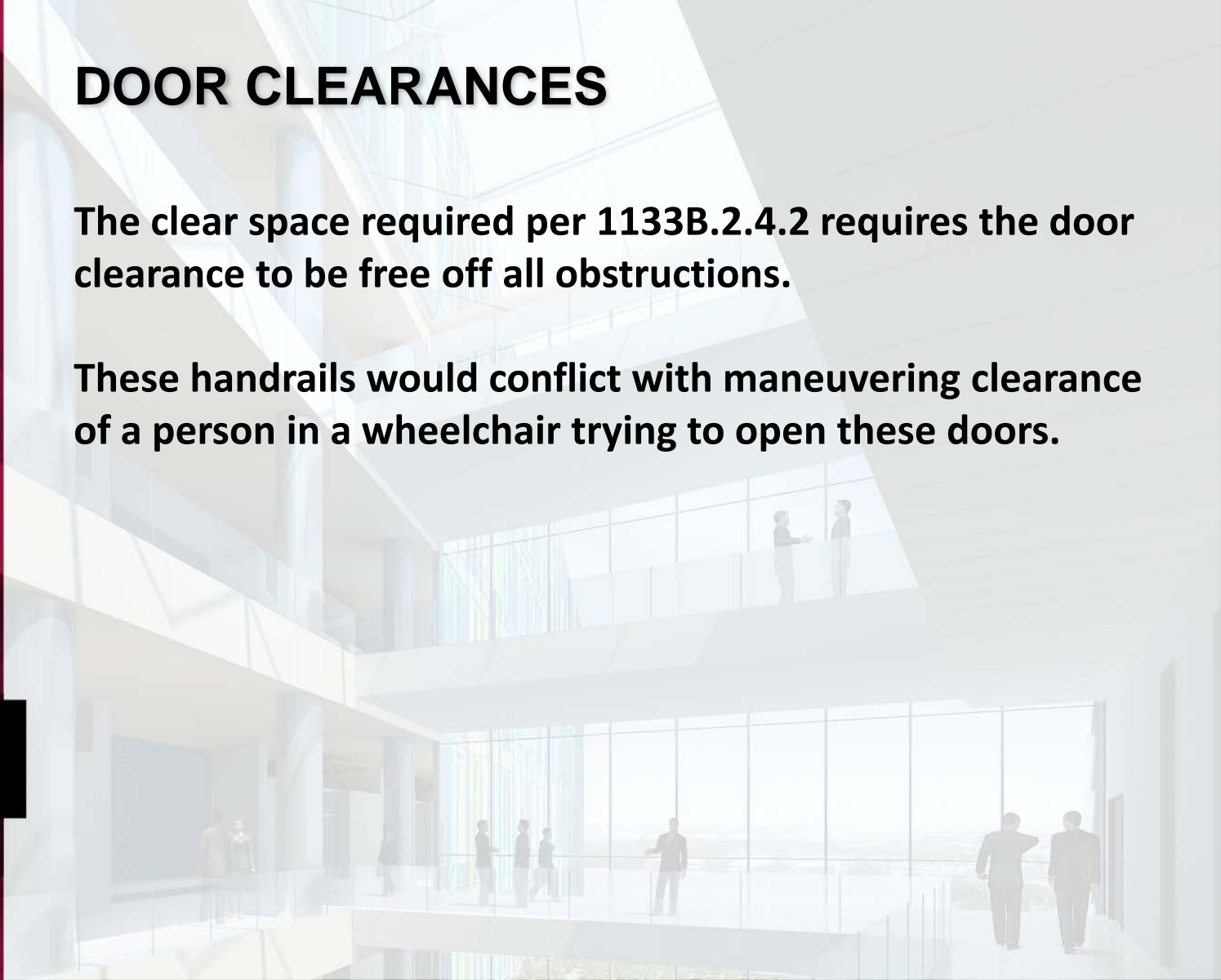
**CAN MY HANDRAILS AND DOOR CLEARANCES OVERLAP?**



## DOOR CLEARANCES

The clear space required per 1133B.2.4.2 requires the door clearance to be free off all obstructions.

These handrails would conflict with maneuvering clearance of a person in a wheelchair trying to open these doors.



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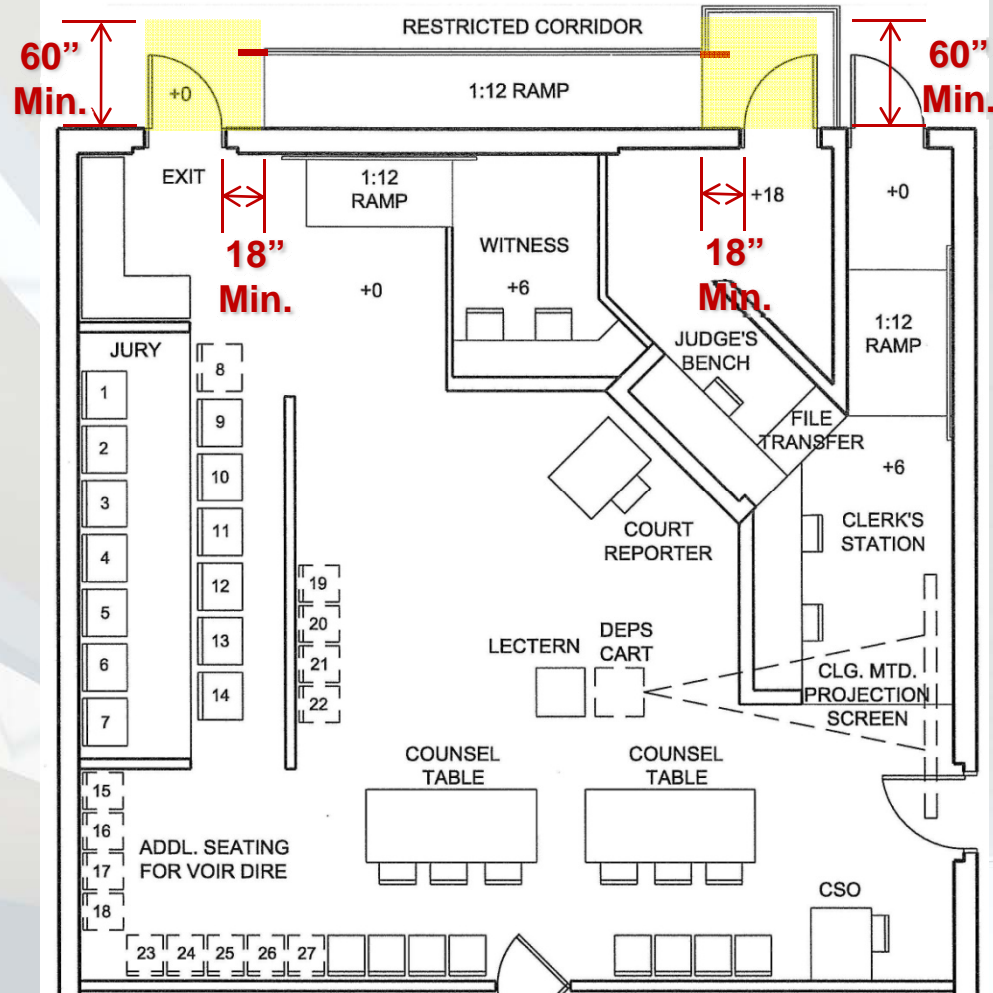
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**AGAIN, EITHER THE RAMP NEEDS TO GET SMALLER, OR THE COURTROOM NEEDS TO GET WIDER TO MAINTAIN THE ELEVATION OF THE BENCH.**



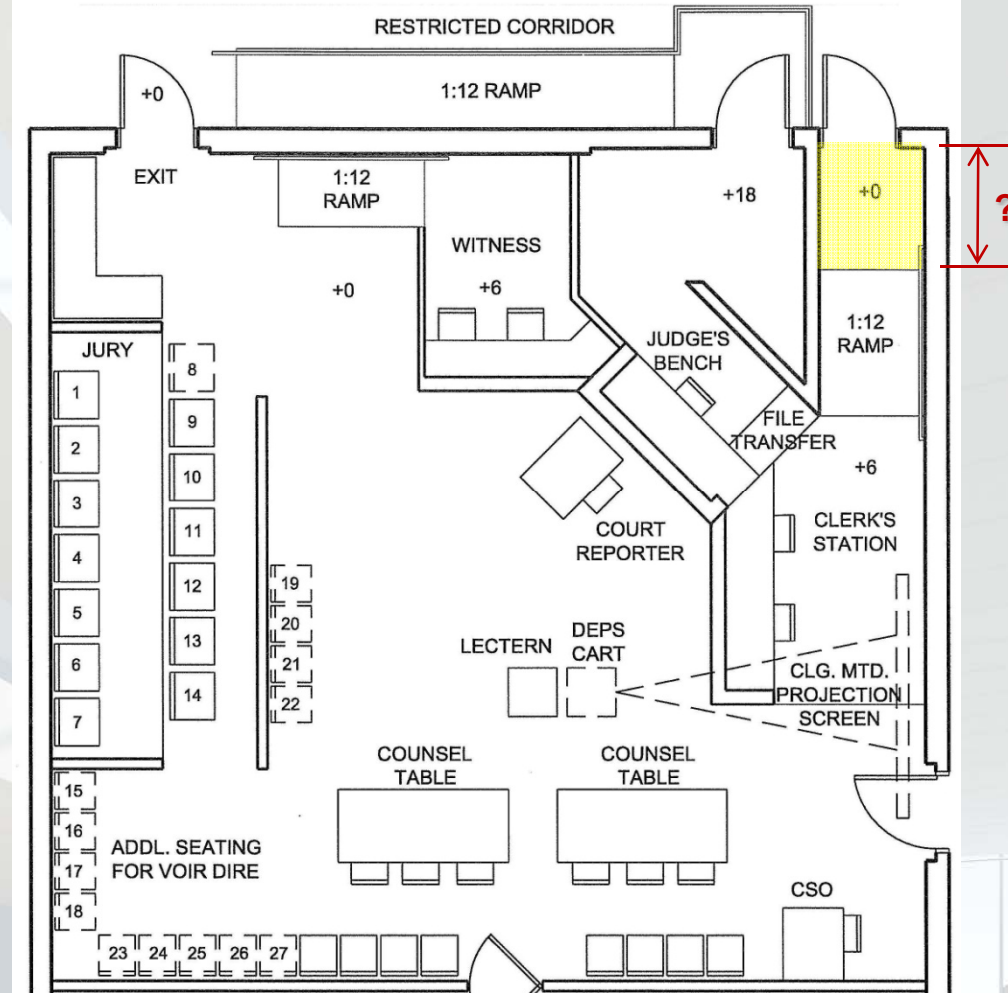
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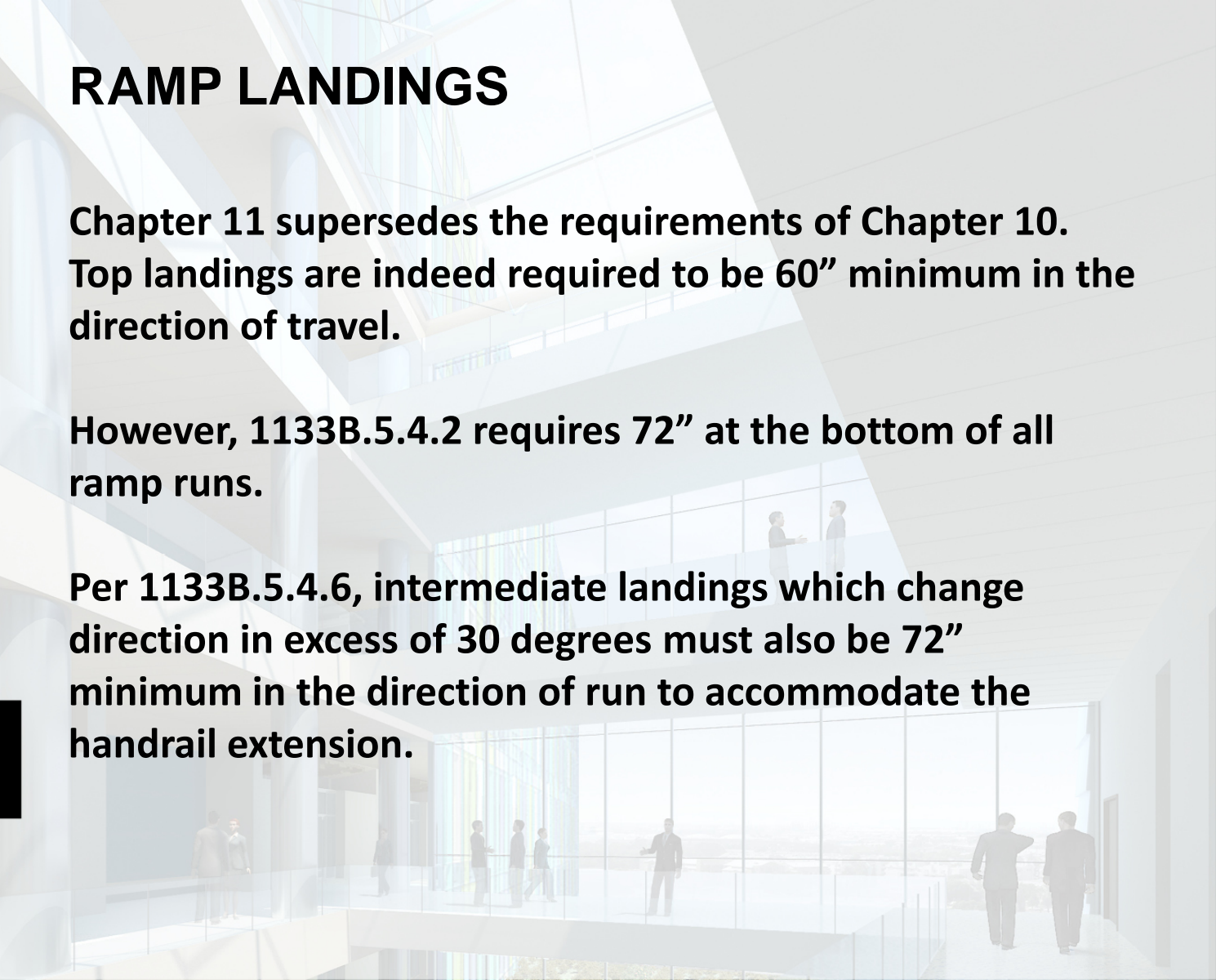
**ACCORDING TO CHAPTER 10, RAMPS NEED TO HAVE ONLY 60"  
LANDINGS. IS THIS CORRECT?**

# RAMP LANDINGS

Chapter 11 supersedes the requirements of Chapter 10. Top landings are indeed required to be 60" minimum in the direction of travel.

However, 1133B.5.4.2 requires 72" at the bottom of all ramp runs.

Per 1133B.5.4.6, intermediate landings which change direction in excess of 30 degrees must also be 72" minimum in the direction of run to accommodate the handrail extension.





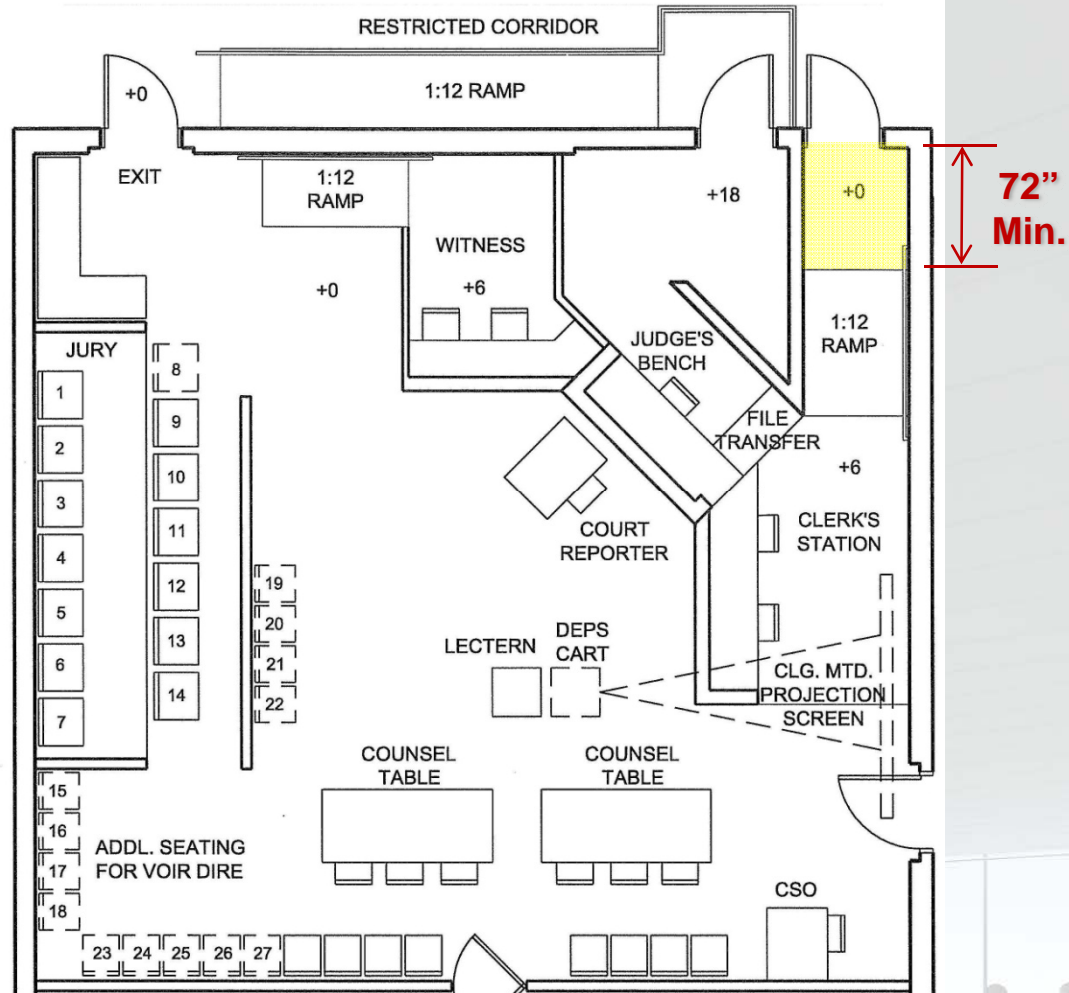
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**WITH A 72" LANDING, THE RAMP GETS SHORTER OR THE CLERKS' STATION MOVES FURTHER DOWN- WHICH MAY RESULT IN A LARGER COURTROOM OR A LOWER ELEVATION FOR CLERKS.**

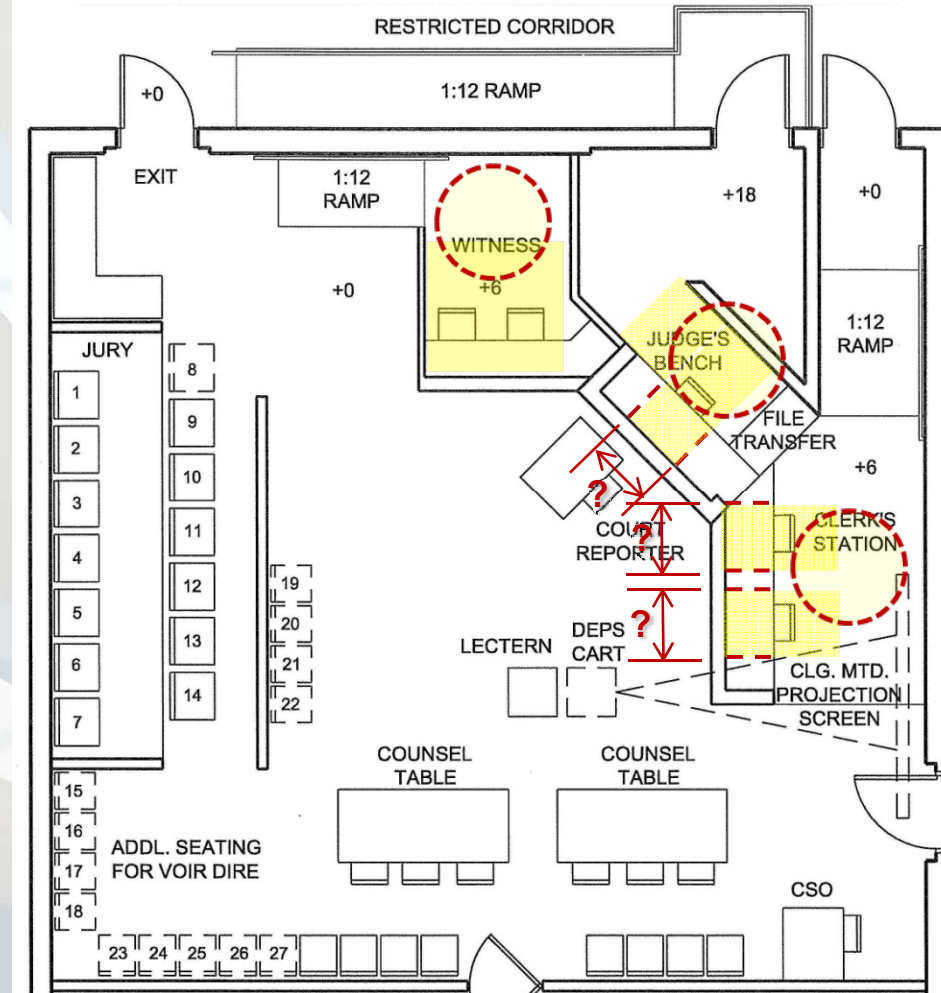
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**WHAT DO I NEED TO MAKE CASEWORK ACCESSIBLE?**



# ACCESSIBLE CASEWORK

## Works-Surface Heights

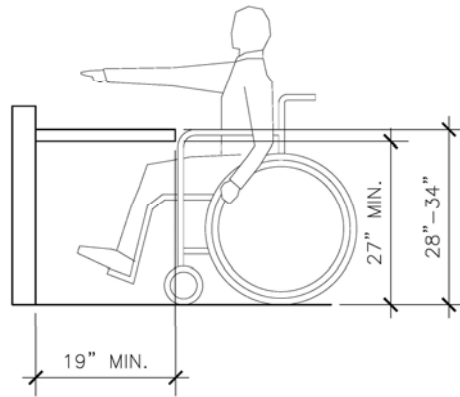
**1122B.3 requires the underside of work-surfaces to be 27” minimum above finish floor to provide knee clearance. The clear space should also be 30” minimum wide.**

**1122B.4 states that to the tops of work surfaces shall be 28” high to 34” high.**

**Ergonomics typically require 30” high work-surfaces which are 1 ½”-2” thick so that they provide the 27” required clearance below. Under-counter pencil drawers and keyboard trays should be avoided.**

# ACCESSIBILITY FOR JUSTICE FACILITIES

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1122B.3, 1122B.4 GRAPHIC REPRESENTATION

## ACCESSIBLE CASEWORK

THE CBC DOES NOT  
PROVIDE A GRAPHIC  
FIGURE DESCRIBING  
1122B.3, 1122B.4, BUT A  
FIGURE IS PROVIDED AT  
LEFT.

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## CIRCULATION

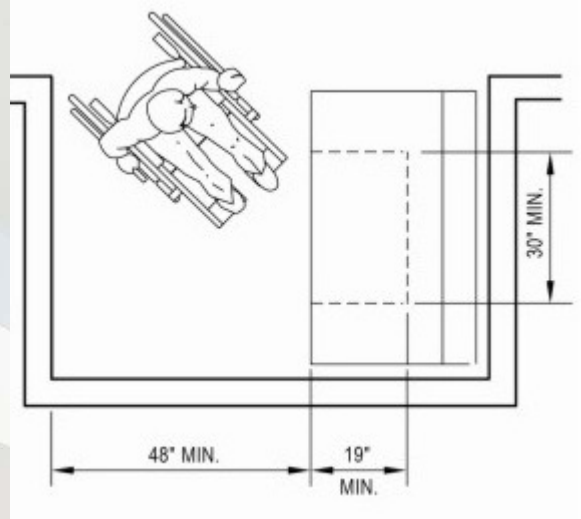


FIGURE 11B-13

## ACCESSIBLE CASEWORK

FIGURE 11B-13

**IF YOU DON'T HAVE 60" DIA. MANEUVERING CLEARANCE IN FRONT OF WORK-SURFACE (FOR FRONT APPROACH) THEN YOU NEED 48" MINIMUM FACE IN FRONT OF WORK-SURFACE PER 11B-13.**

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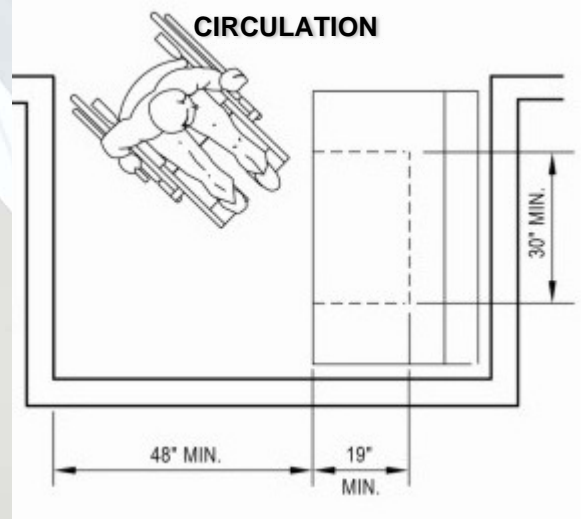
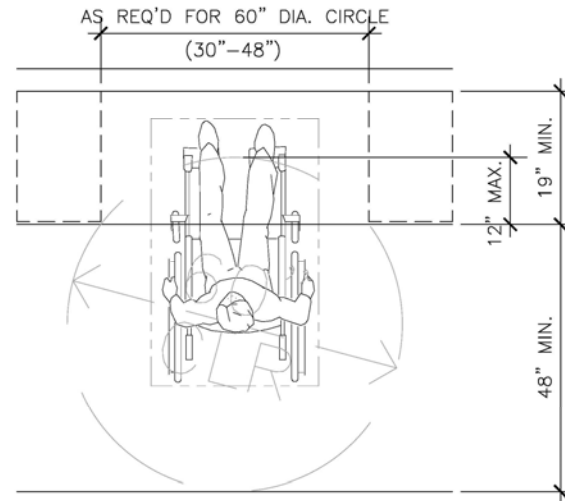


FIGURE 11B-13



## ACCESSIBLE CASEWORK

THE ALTERNATE DESIGN (BELOW FIGURE 11B-13) ALLOWS MORE MANEUVERABILITY FOR EXITING THE WORK-STATION AND WOULD BE PREFERRED IF THE STATION IS DISTANT FROM THE MAIN CIRCULATION AREA.

THE 60" CIRCLE CAN OVERLAP THE ACCESSIBLE HEIGHT WORK SURFACE BY 12"- BUT MUST REMAIN CLEAR OF BASE CABINETS.

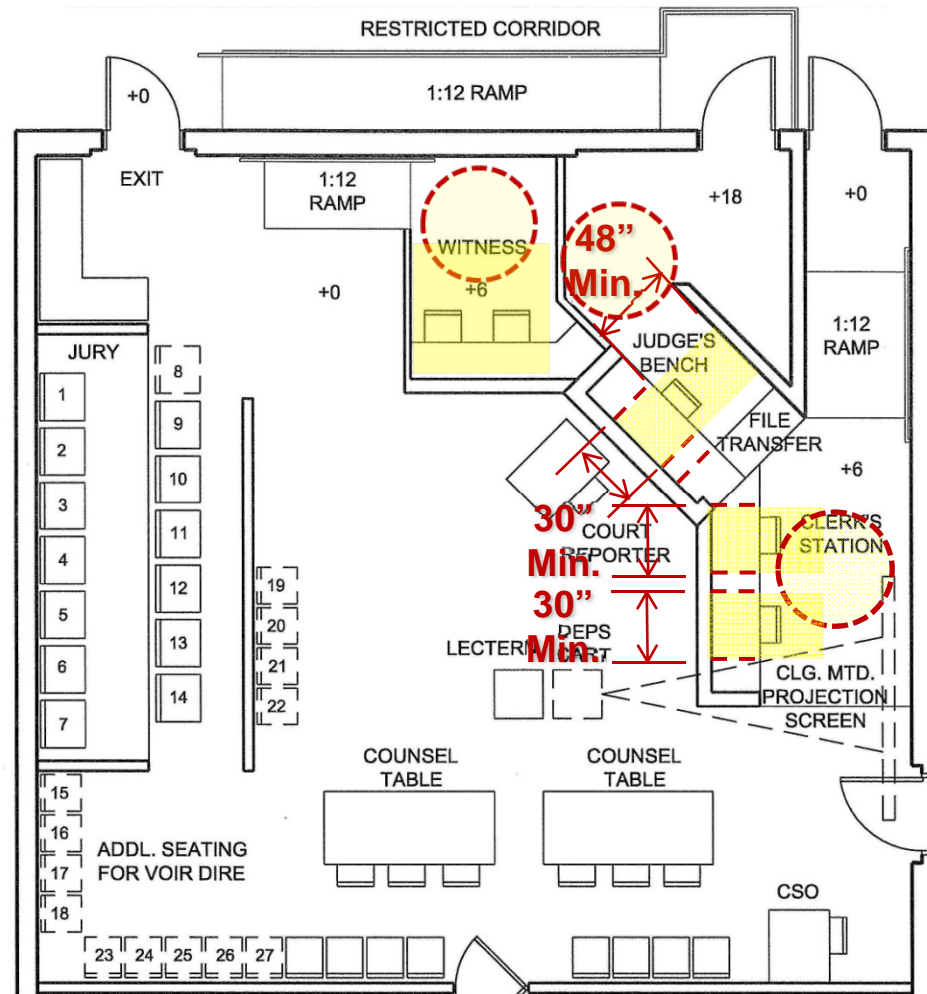
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**WITNESS AND CLERKS STATIONS WORK BECAUSE THEY HAVE A  
FRONT APPROACH, BUT JUDGES' BENCH MAY NEED TO GROW  
BECAUSE IT HAS A SIDE APPROACH**



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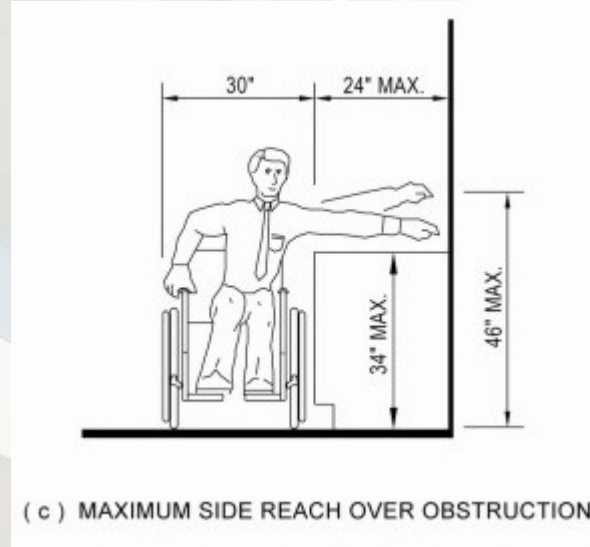
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## ACCESSIBLE CASEWORK

**THE CLERK AND JUDGE  
NEED TO PASS  
PAPERWORK BACK AND  
FORTH. SIDE REACH IS  
24" MAX.**

**BASE CABINETS NEED TO  
BE CONFIGURED TO  
PROVIDE REACH  
REQUIREMENTS.**



**FIGURE 11B-5D**



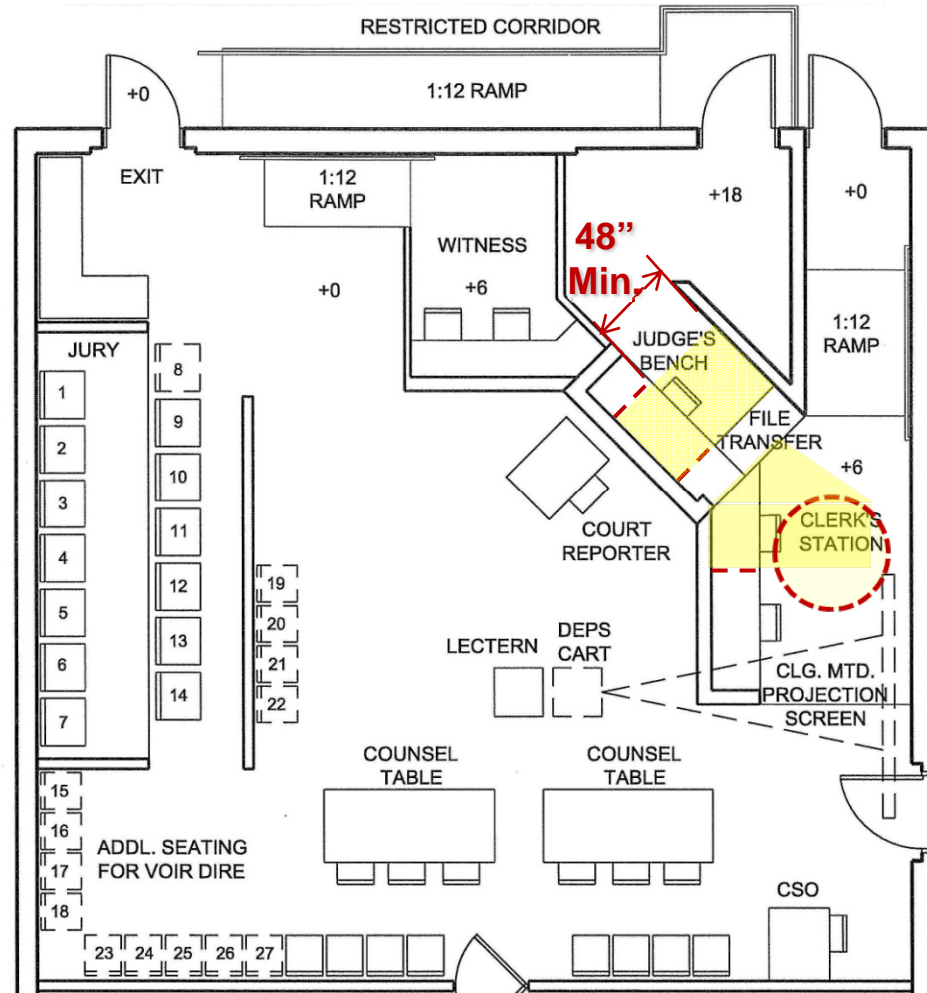
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**THE 30" MIN. KNEE CLEARANCE WIDTH WILL NEED TO EXPAND TIGHT TO THE ADJACENT CASEWORK TO FACILITATE REACH DISTANCES. NO BASE CABINETS ALLOWED IN YELLOW AREA.**

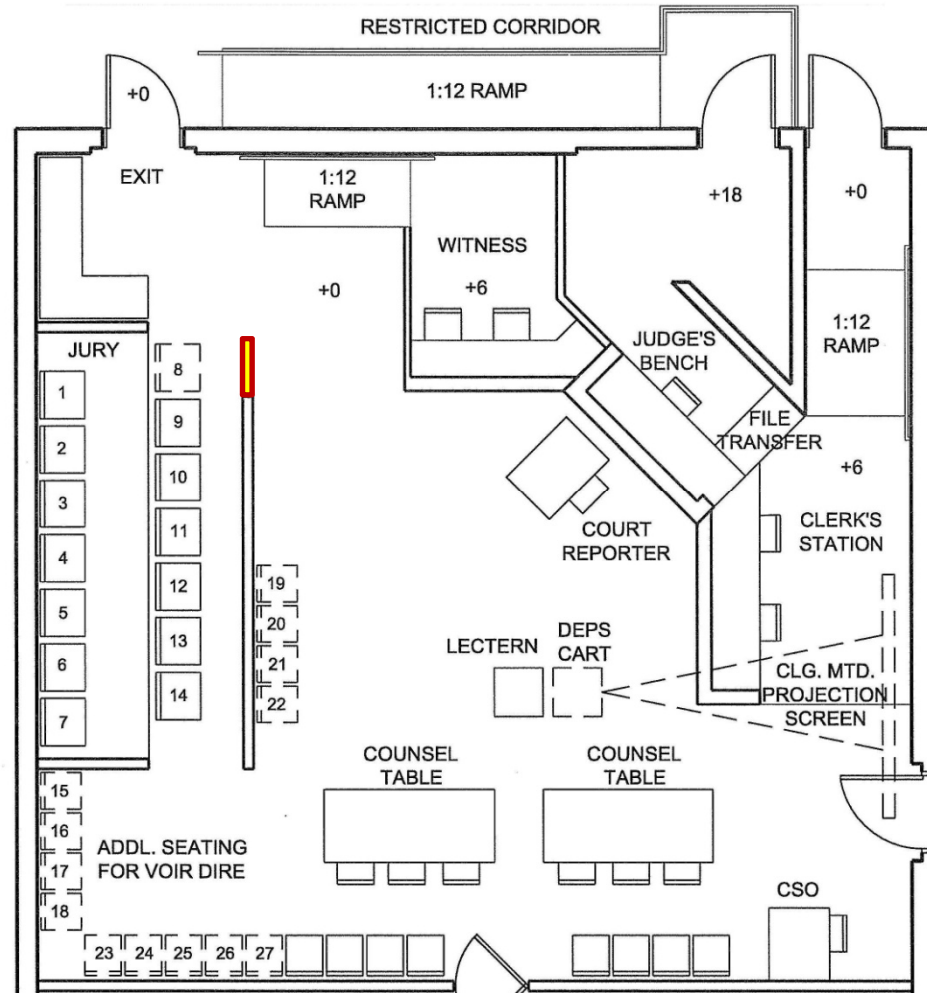
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**DO I NEED TO PROVIDE A MODESTY SCREEN IN FRONT OF THE ACCESSIBLE JURY SPACE?**



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## ACCESSIBLE JURY BOX

Modesty screen are not required by code. However, most accessibility experts would agree that “Equivalent Facilitation” would require modesty here, if it is provided for others occupying the same position.

Most experts would also agree that the person in the wheelchair should sit shoulder to shoulder with the next seated person, so wheelchair position and jury box size needs to be considered.



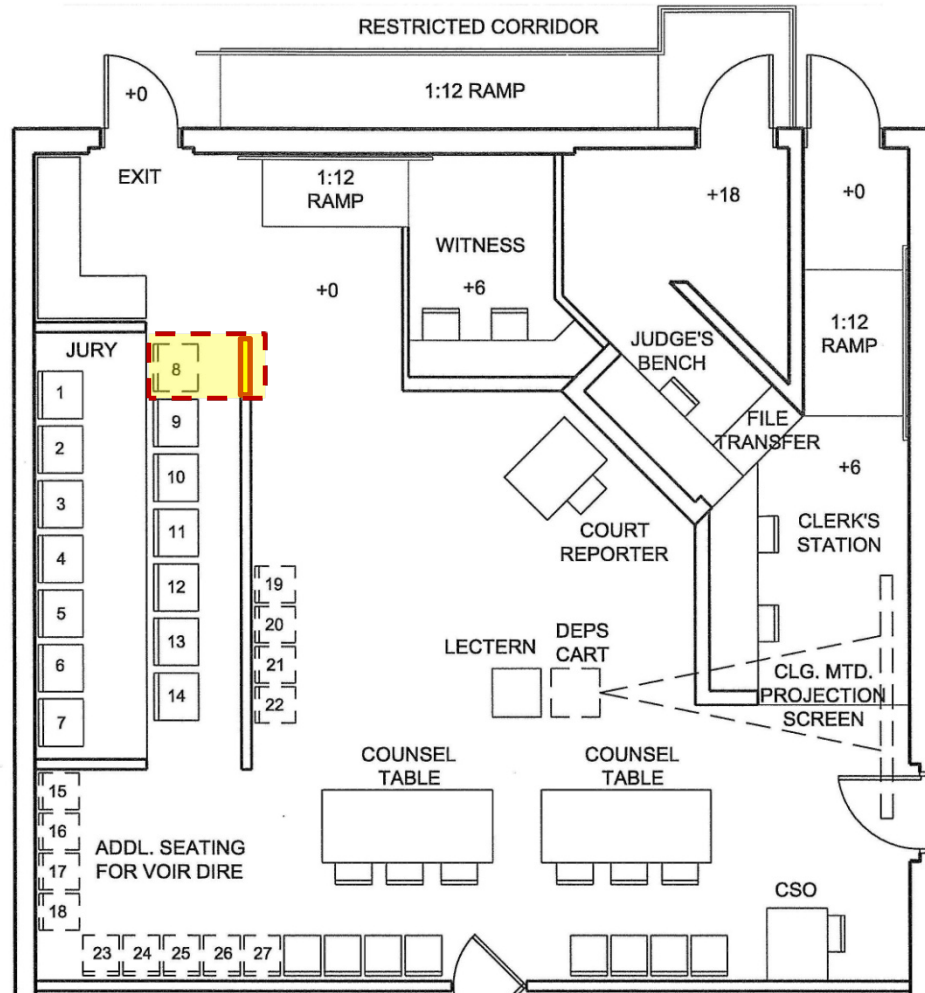
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**SIDE APPROACH REQUIRES 30'X60'. EITHER THE JURY BOX  
NEEDS TO GROW, OR THE MODESTY SCREEN NEEDS TO BE  
HINGED.**

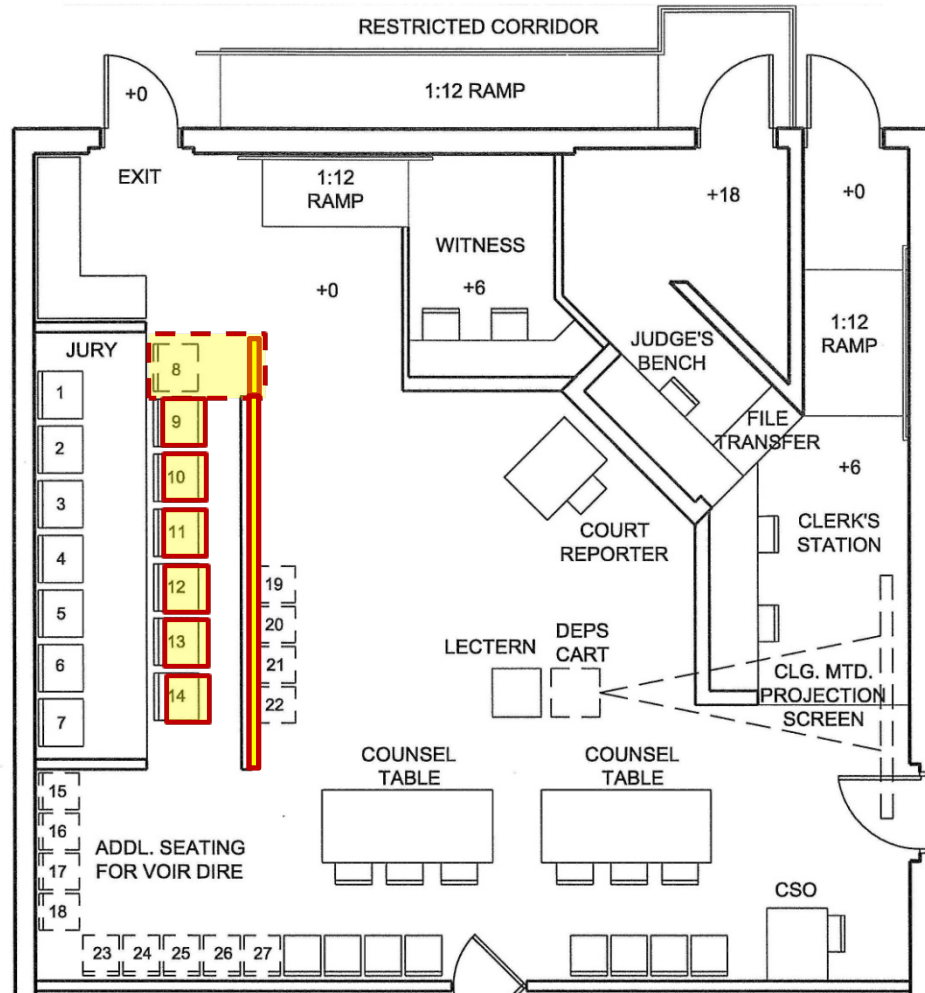
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**SEAT PLACMENT MAY ALSO NEED ADJUSTEMENT TO ALLOW ALL JURORS TO BE ALIGNED WHICH MAY REQUIRE THE MODESTY SCREEN TO MOVE.**



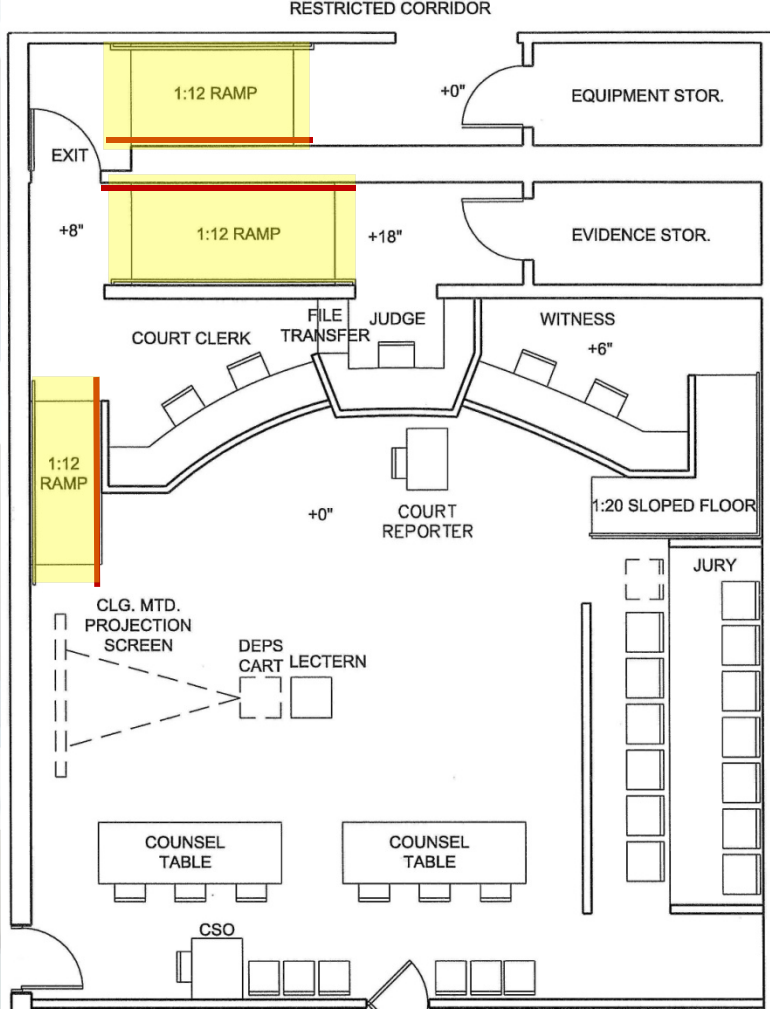
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**BECAUSE THESE RAMPS ARE 6" OR GREATER IN RISE, HANDRAILS ARE REQ'D EA. SIDE. HANDRAIL EXTENTIONS CAN BE CUMBERSOME AND REDUCE REQUIRED CLEARANCES.**

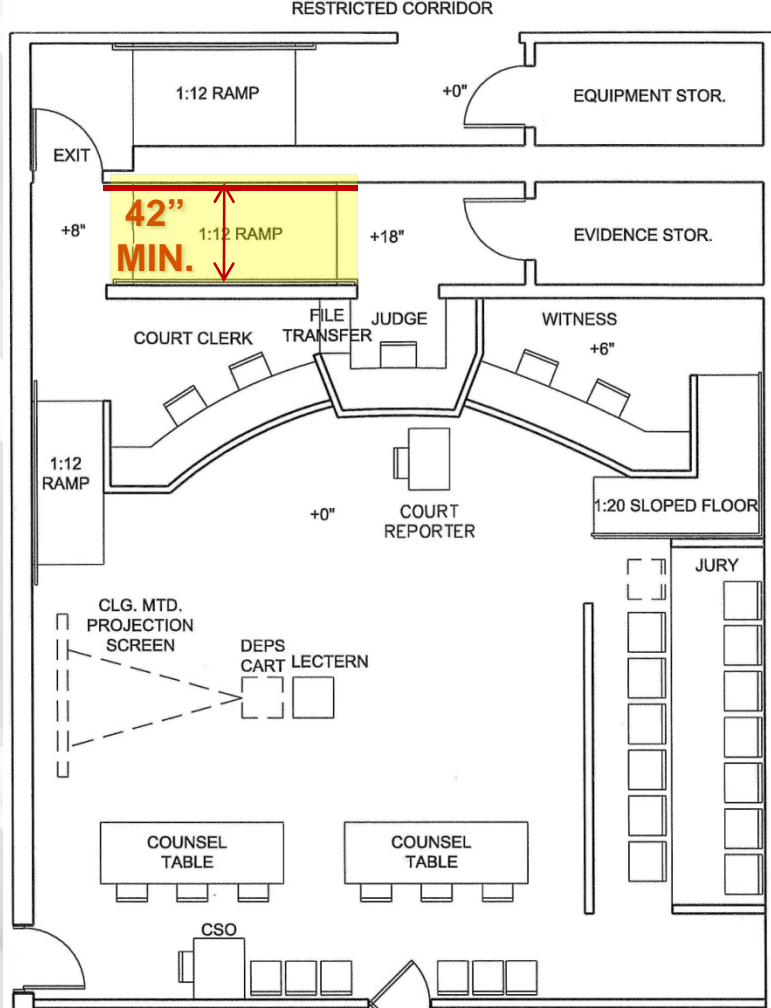
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**THIS RAMP HAS HANDRAILS AND SERVES ONLY THE JUDGE SO IS  
REQUIRED TO BE 42" SIDE.**

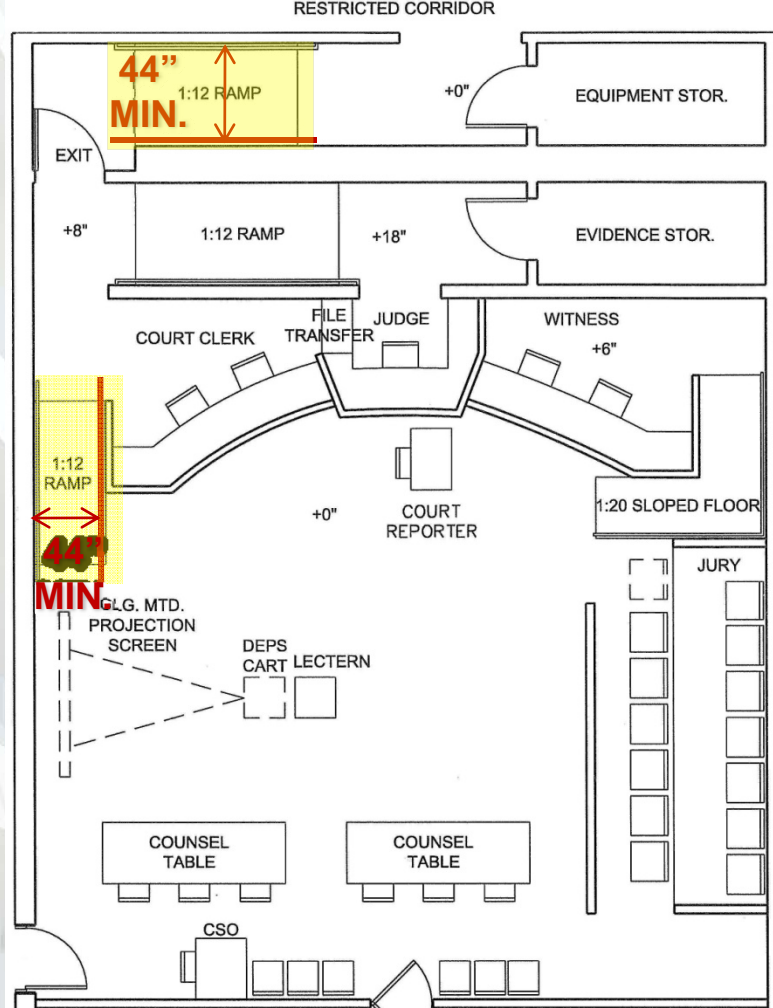
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**THESE RAMPS ARE REQUIRED AS SEPARATE EXITS AND  
THEREFORE ARE REQUIRED TO BE 44" MIN. WIDE.**



**THE 44" EXIT PATH MUST BE CONTINUOUS FROM THE SPECTATOR AREA. PINCH POINTS CAN BE REDUCED TO 32" CLEAR FOR A DISTANCE OF 24" MAX.**

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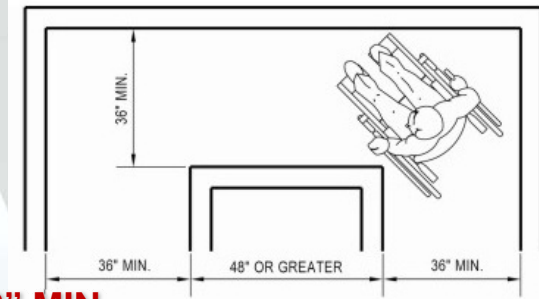
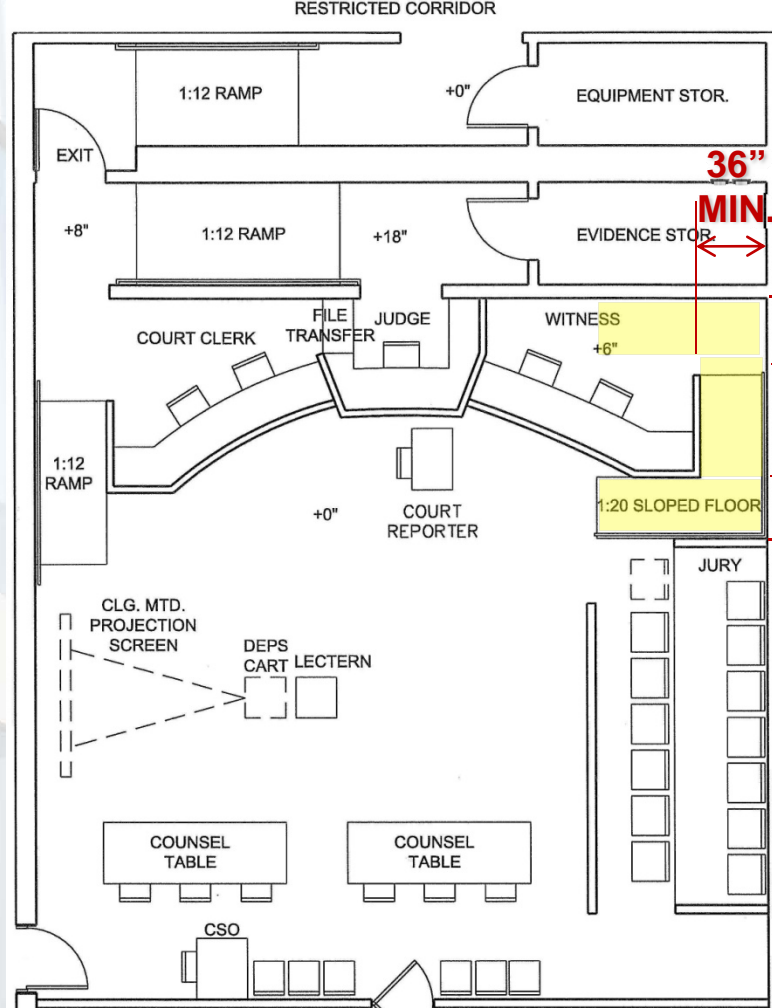


FIGURE 11B-5E (a)

**OR**

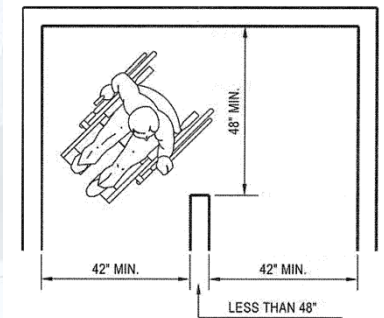


FIGURE 11B-5E (b)

**SLOPING FLOORS CAN BE 36" WIDE AND DO NOT REQUIRE  
HANDRAILS, BUT STILL MUST MEET MANEUVERING CLEARANCES  
FOR WHEELCHAIR ROUTE OF TRAVEL**

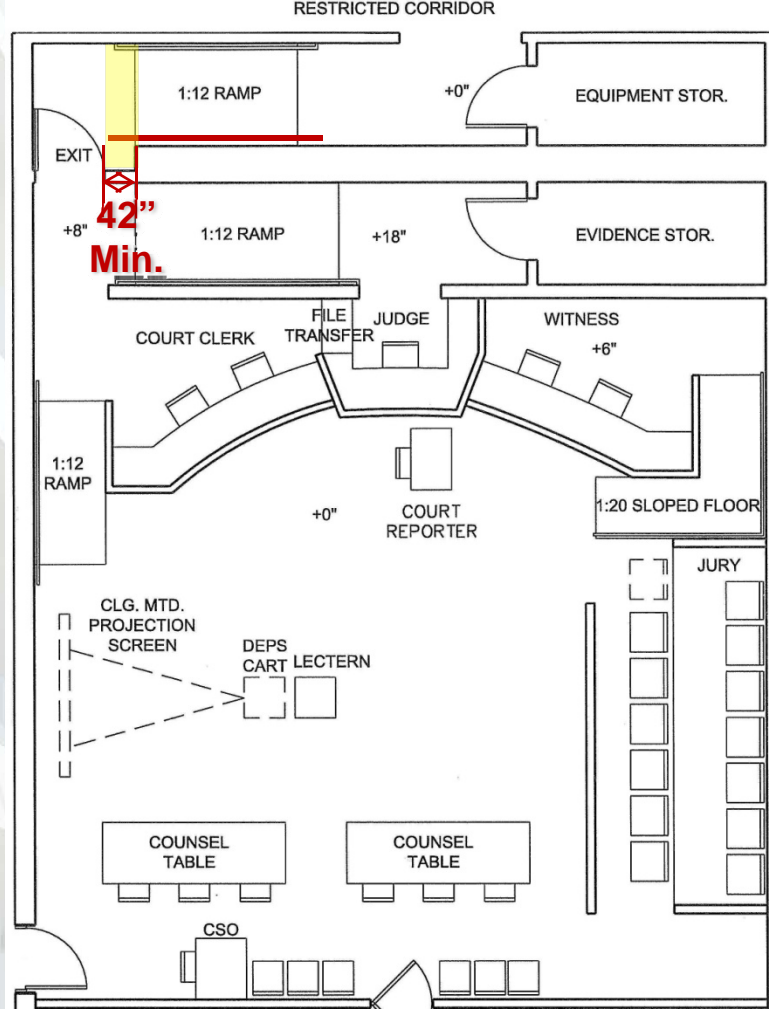
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**EITHER THE RAMP NEEDS TO GET SMALLER OR MOVE TO  
PROVIDE THE 42" CLEAR FROM THE TOP OF RAMP TO DOOR**



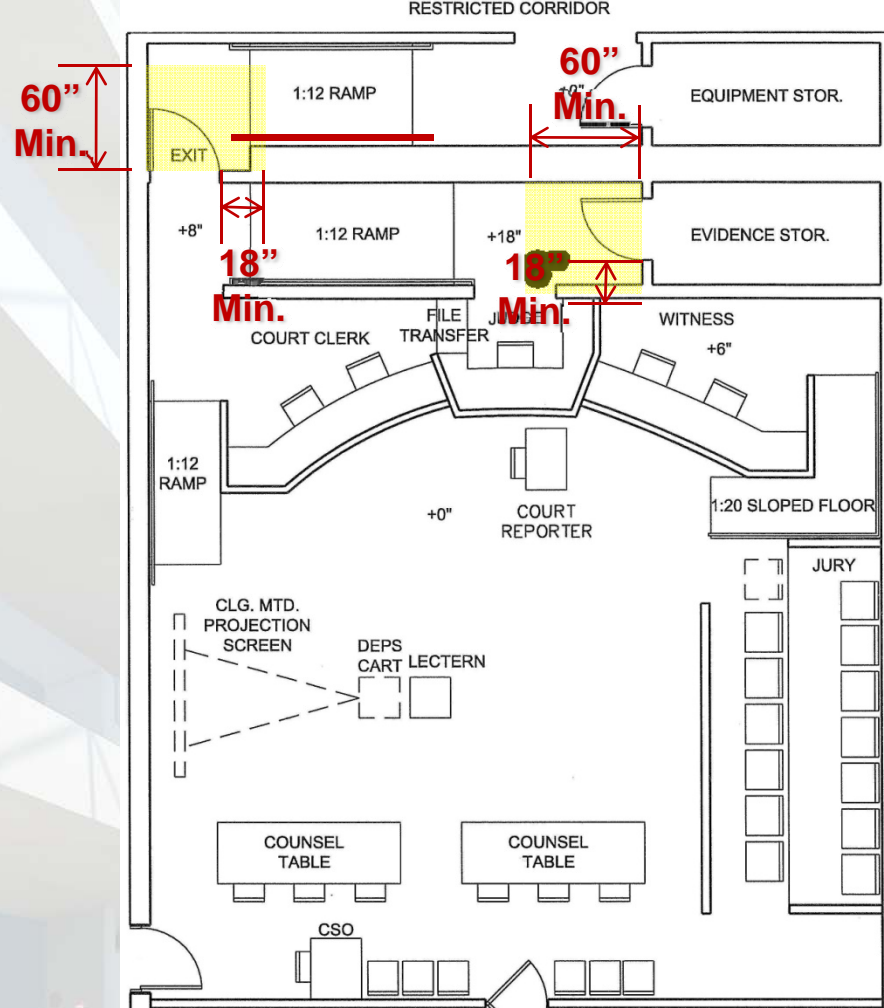
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**DOOR CLEARANCES NEED TO BE MAINTAINED, AND FREE  
FROM OBSTRUCTIONS LIKE HANDRAILS AND WALLS.**

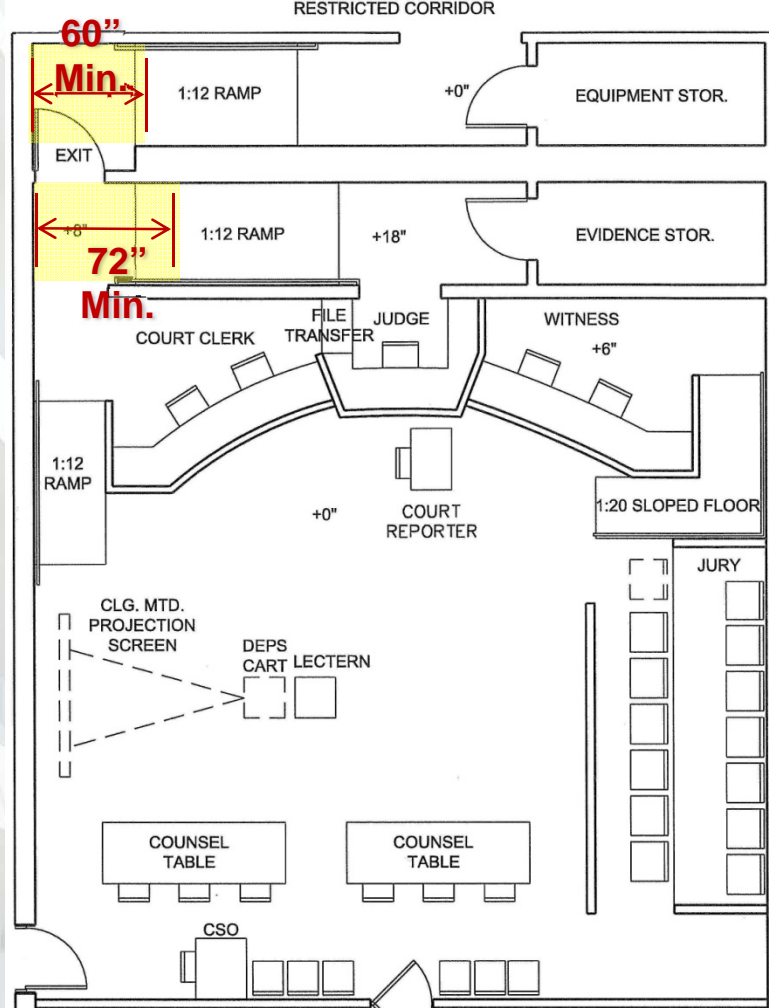
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**WITH COMPLIANT LANDINGS, THE RAMPS EITHER GETS SHORTER  
AND THE ELEVATIONS A.F.F. CHANGE OR THE COURTROOM GETS  
WIDER.**

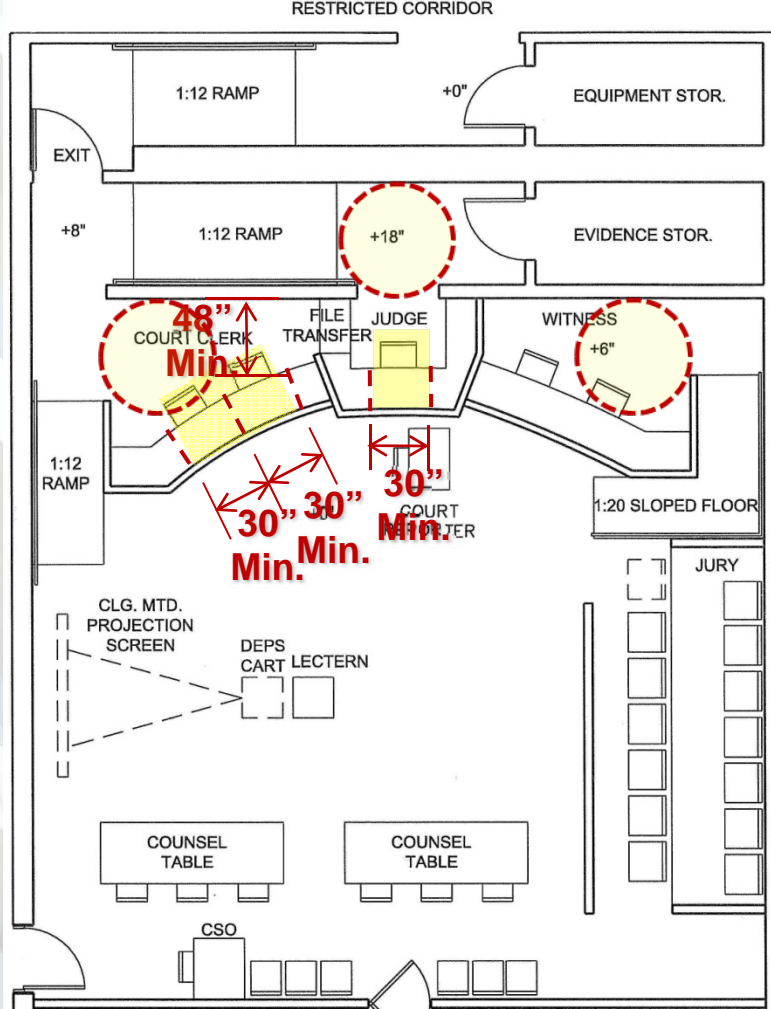
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**WITNESS AND JUDGE'S BENCH WORK BECAUSE THEY HAVE A  
FRONT APPROACH, BUT CLERKS' STATION MAY NOT HAVE THE  
48\"**



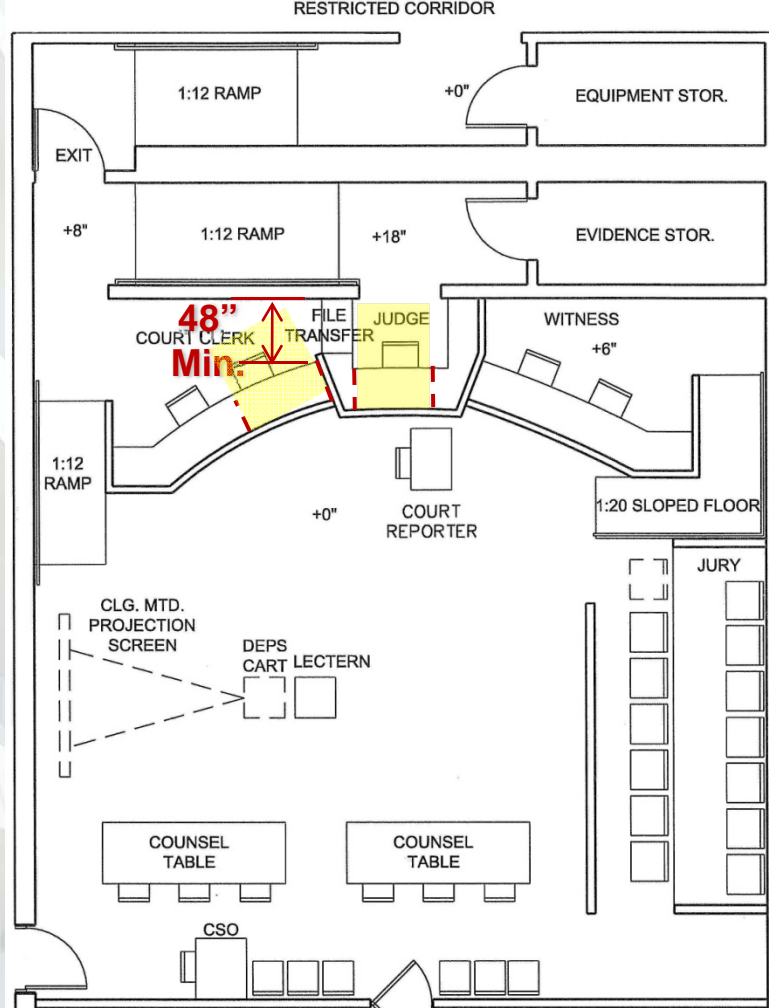
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**SINCE SIDE REACH REQUIRES THE CLERK MANEUVERING SPACE TO BE TIGHT TO JUDGE'S BENCH, THE 48" CLEARANCE MUST EXTEND TO THE JUDGE'S BENCH.**

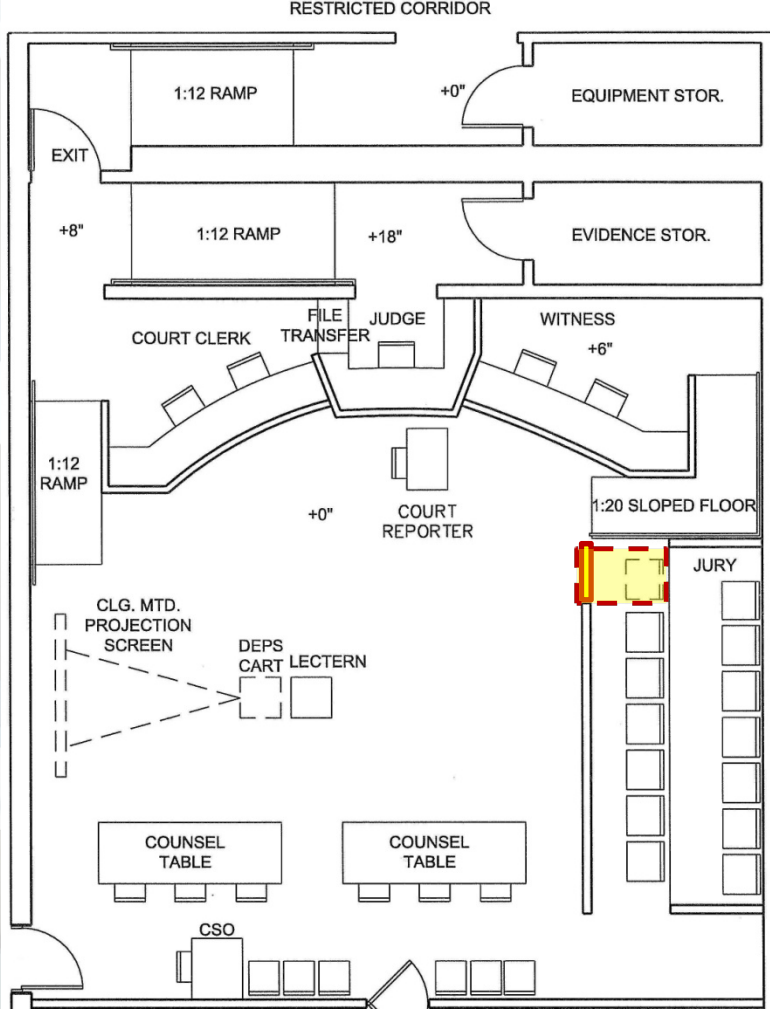
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**THIS MAY REQUIRE A MODESTY SCREEN WHICH IS HINGED, AND  
THE SCREEN MAY NEED TO MOVE TO PROVIDE 30"X48" FRONT  
APPROACH CLEARANCE.**

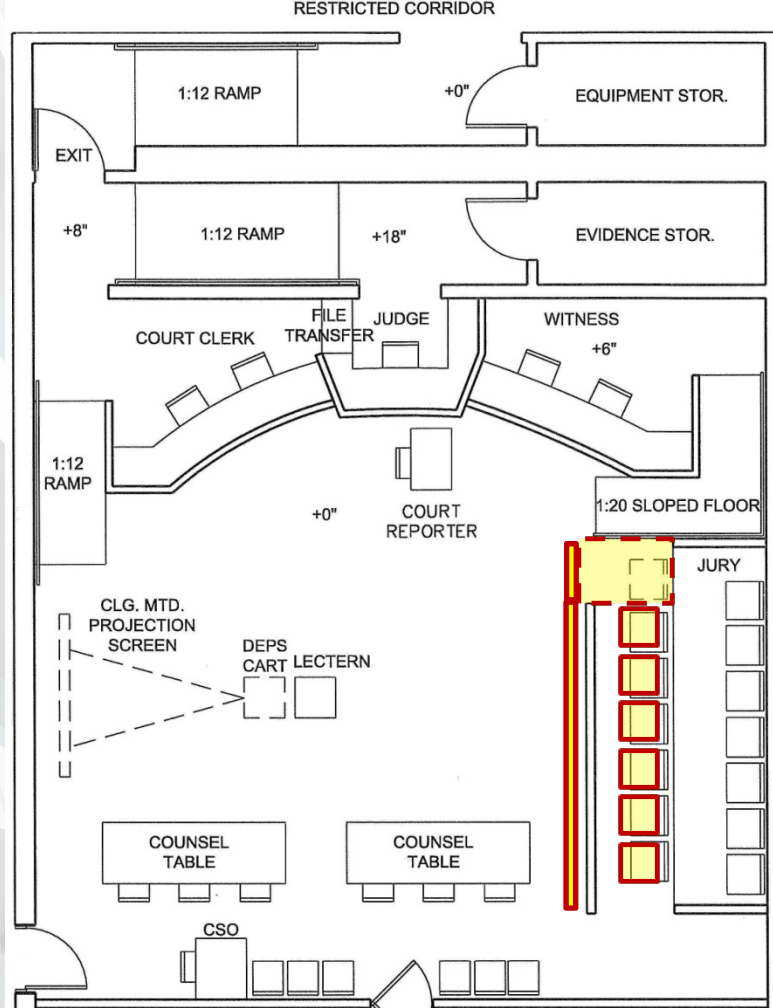
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**SEAT PLACEMENT MAY ALSO NEED ADJUSTEMENT TO ALLOW ALL JURORS TO BE ALIGNED WHICH MAY REQUIRE THE MODESTY SCREEN TO MOVE.**



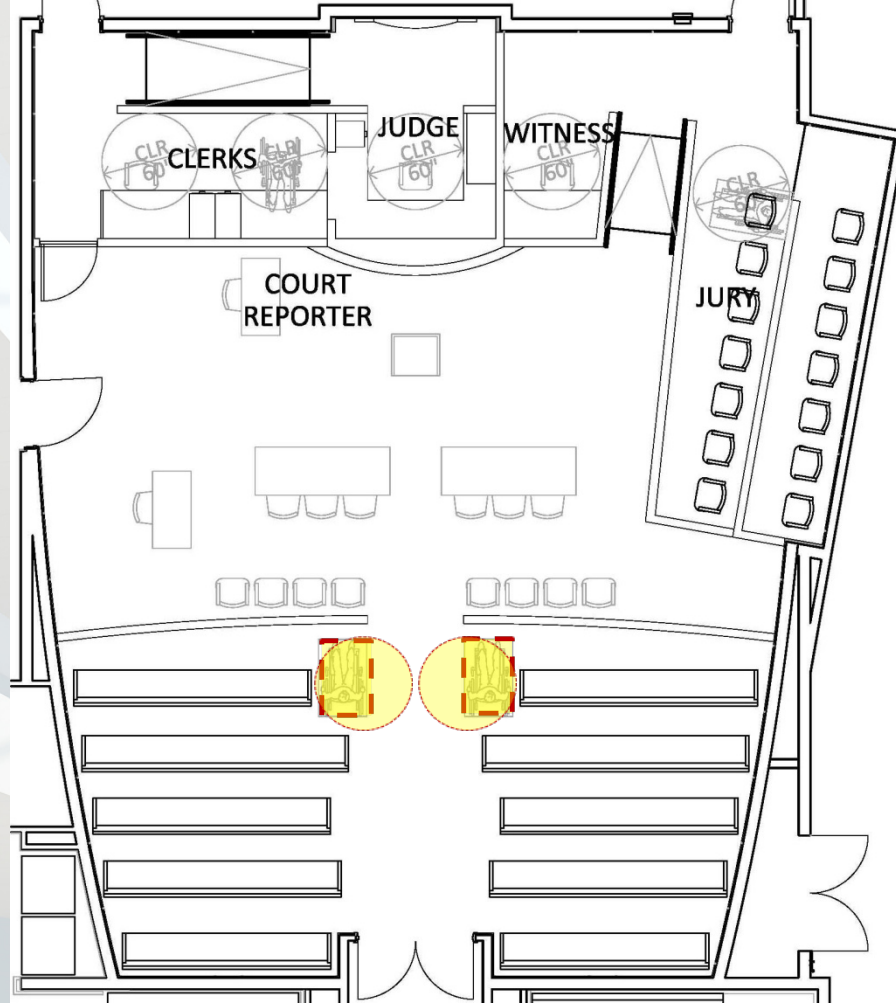
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**THERE IS AMPLE SPACE FOR WHEELCHAIRS IN THE SPECTATOR  
AREA W/OVERLAPPING 60" DIA. MANEUVERING SPACE, AND ROOM  
TO POSITION WHEELCHAIR SO SHOULDERS ALIGN W/ NEXT SEAT.**

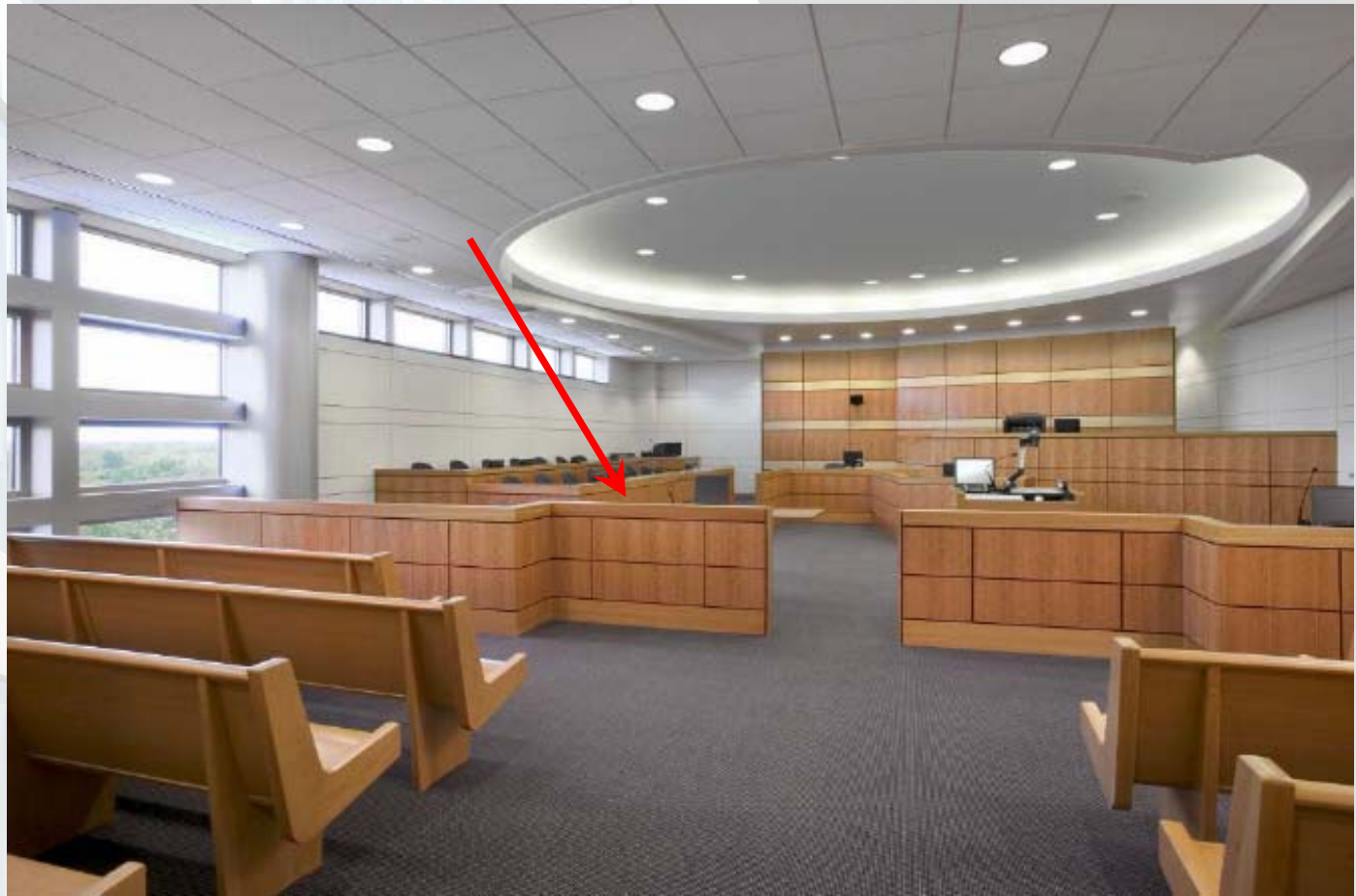
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**PROVIDE ADEQUATE SPACE IN FRONT OF WHEELCHAIR SPACES  
TO ALLOW FOR ACCESS TO BENCH SEATING WITHOUT REQUIRING  
THE WHEELCHAIR USER TO RELOCATE OR MANUEVER.**

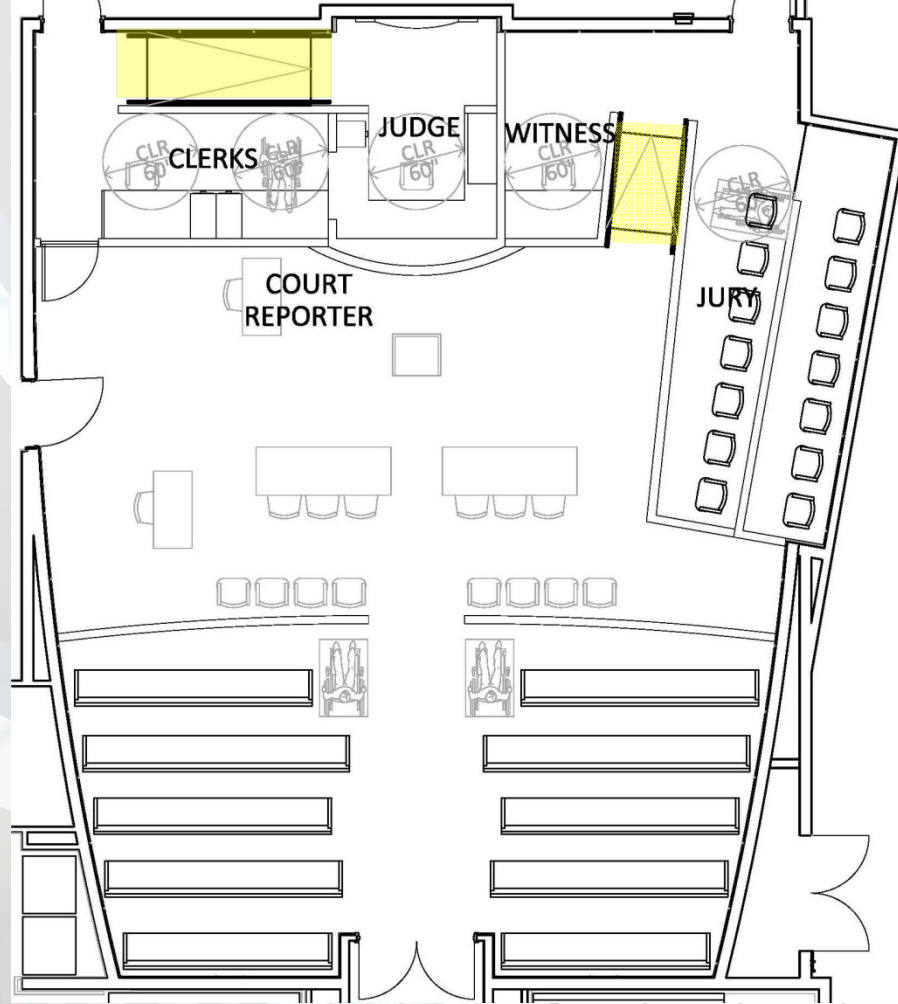
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**RAMPS HAVE HANDRAILS ON EACH SIDE.**



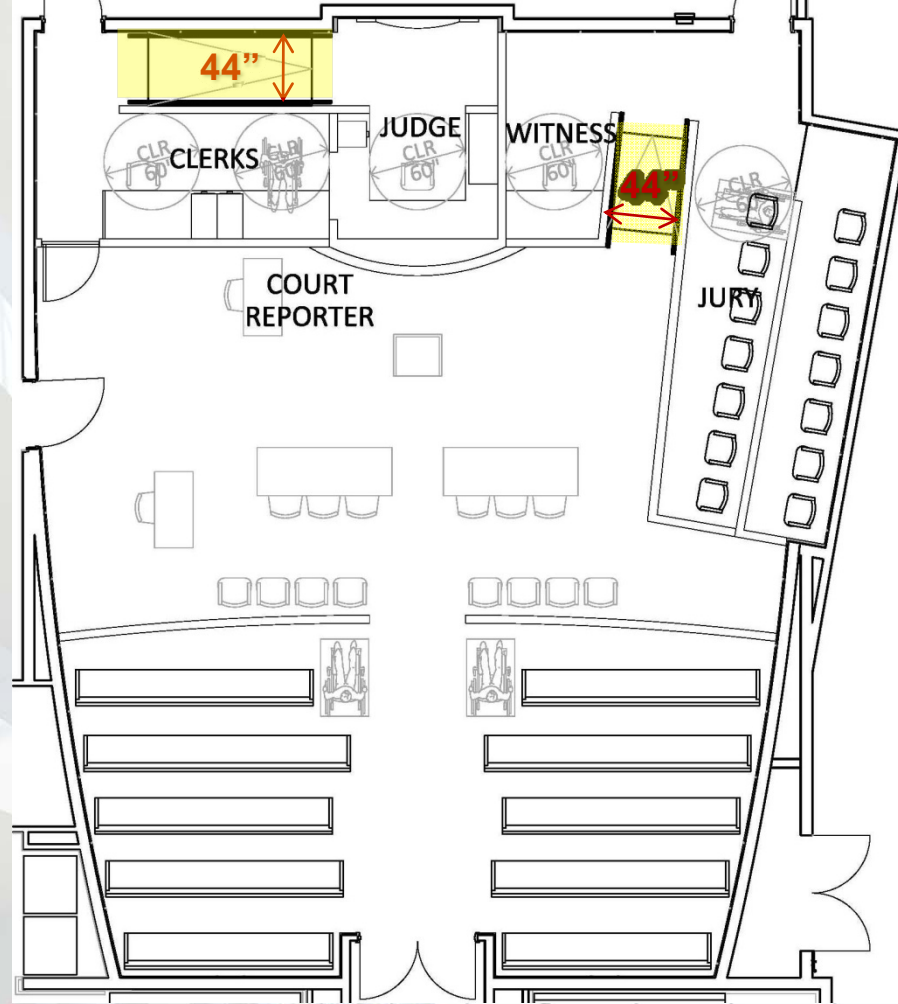
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**RAMPS ARE 44" CLEAR.**

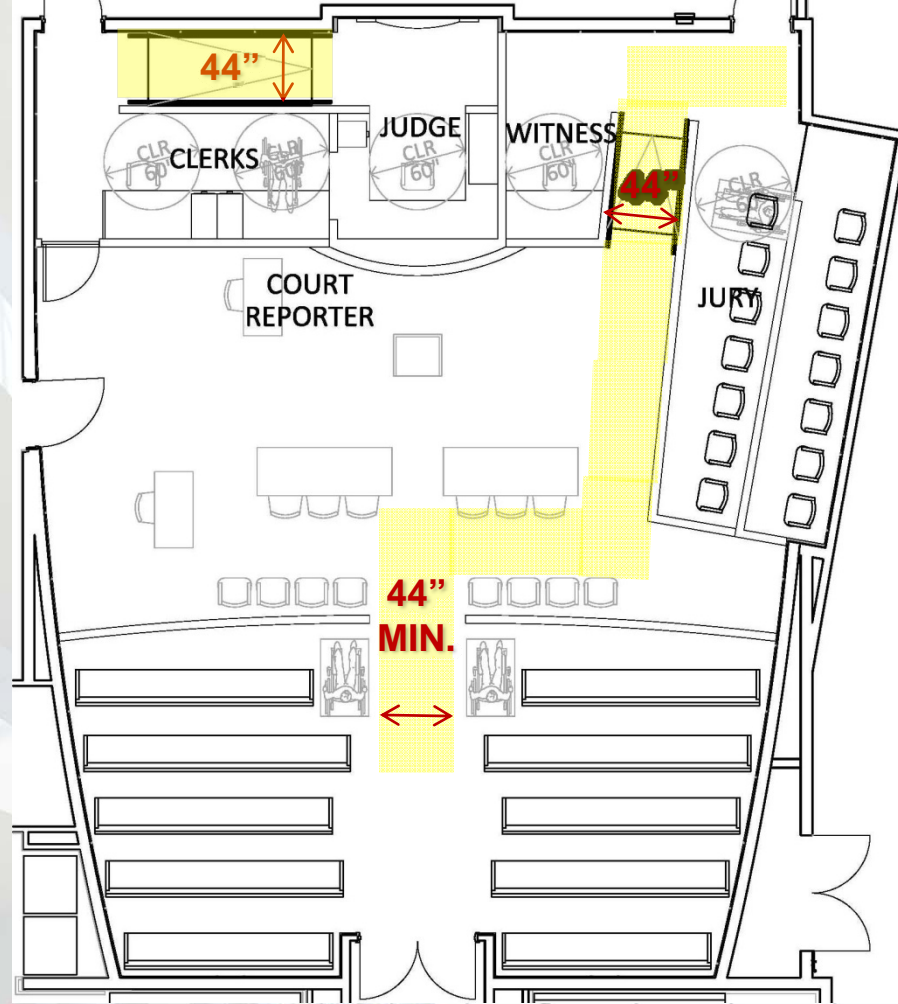
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**THE 44" MIN. EXIT PATH IS MAINTAINED FROM SPECTATOR  
AREA TO SECOND EXIT.**

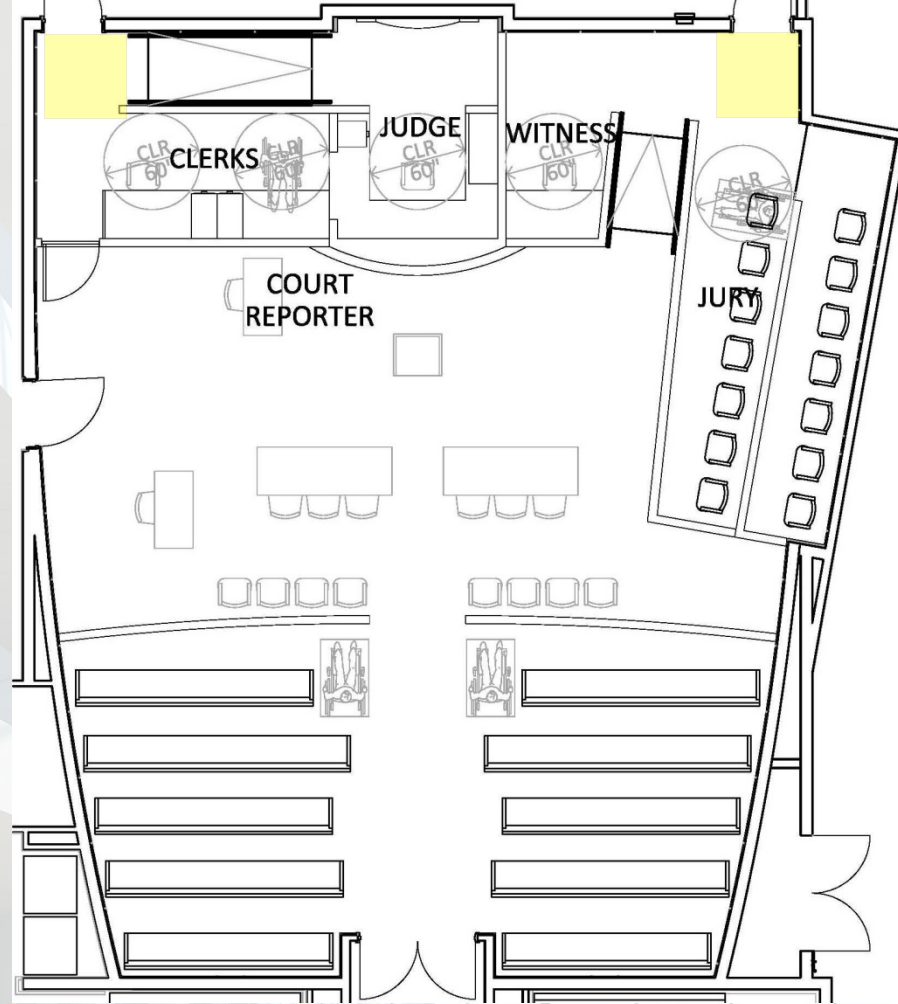
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**DOOR CLEARANCES ARE MAINTAINED.**



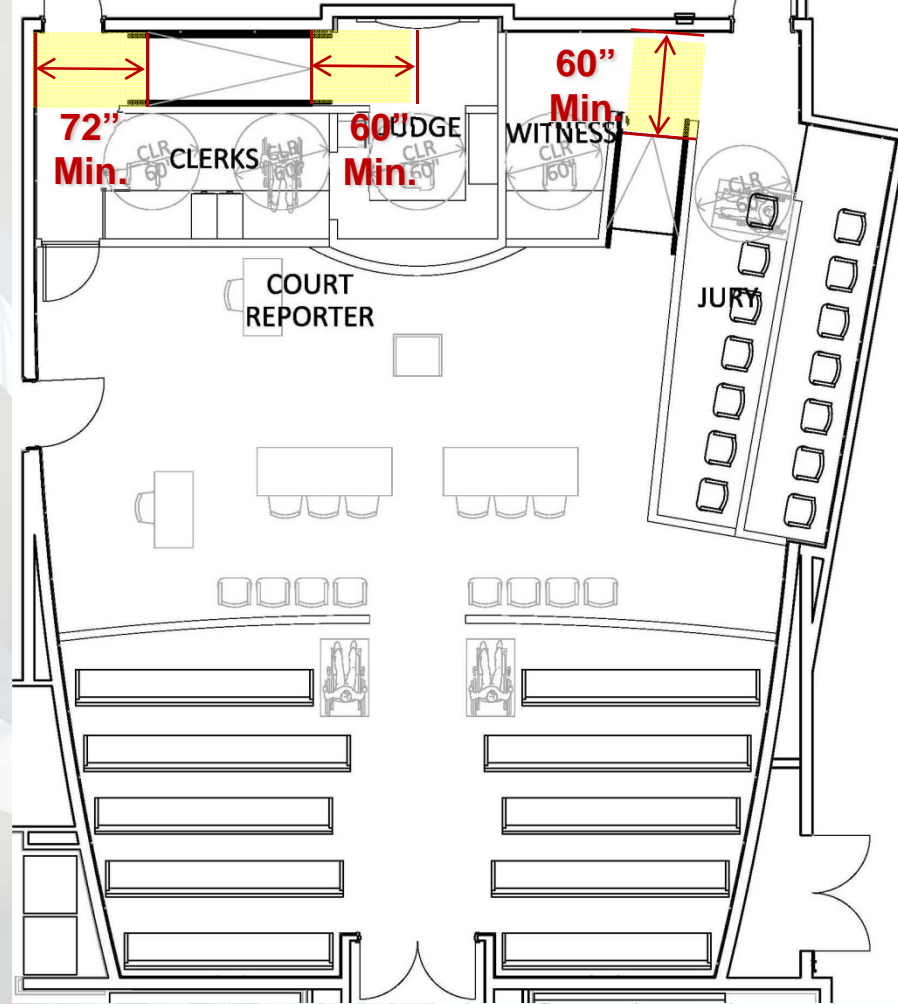
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**RAMP LANDINGS ARE COMPLIANT.**

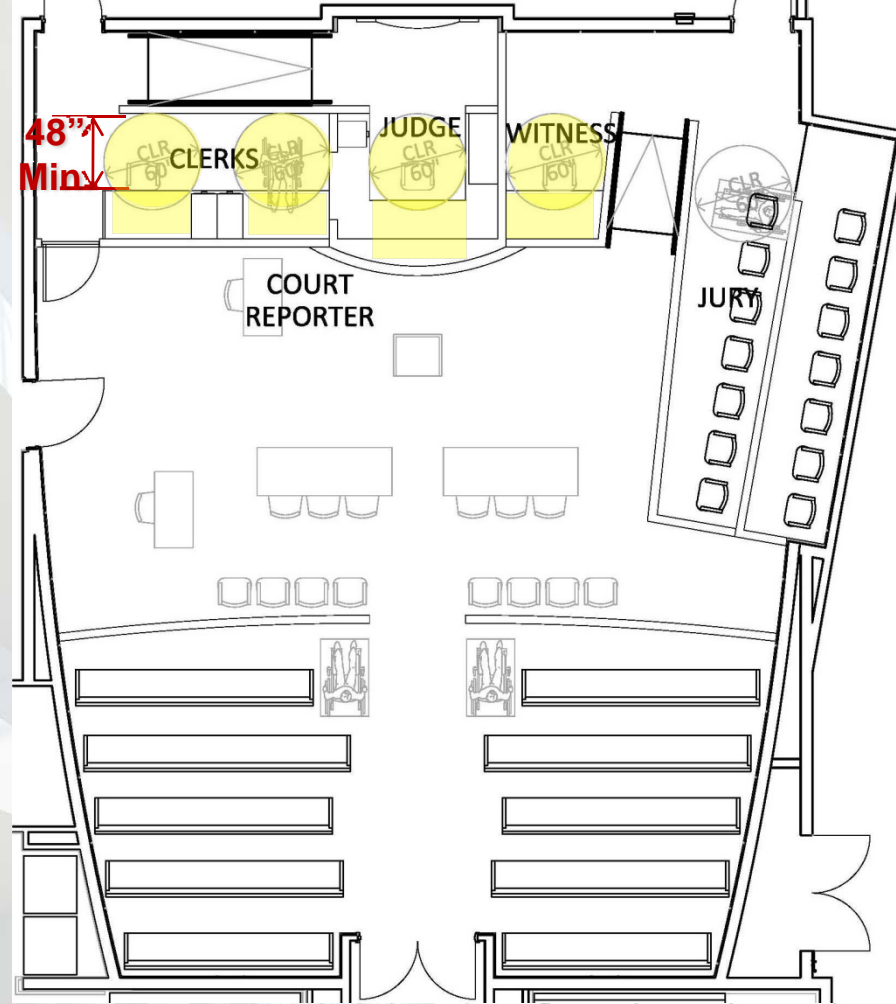
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**WORKSTATIONS ALL HAVE 48" CLEAR IN FRONT OF THEM AND  
INCORPORATE 60" DIA. MANEUVERING CLEARANCES. SIDE  
REACH CLEARANCE IS PROVIDED TIGHT TO CASEWORK.**

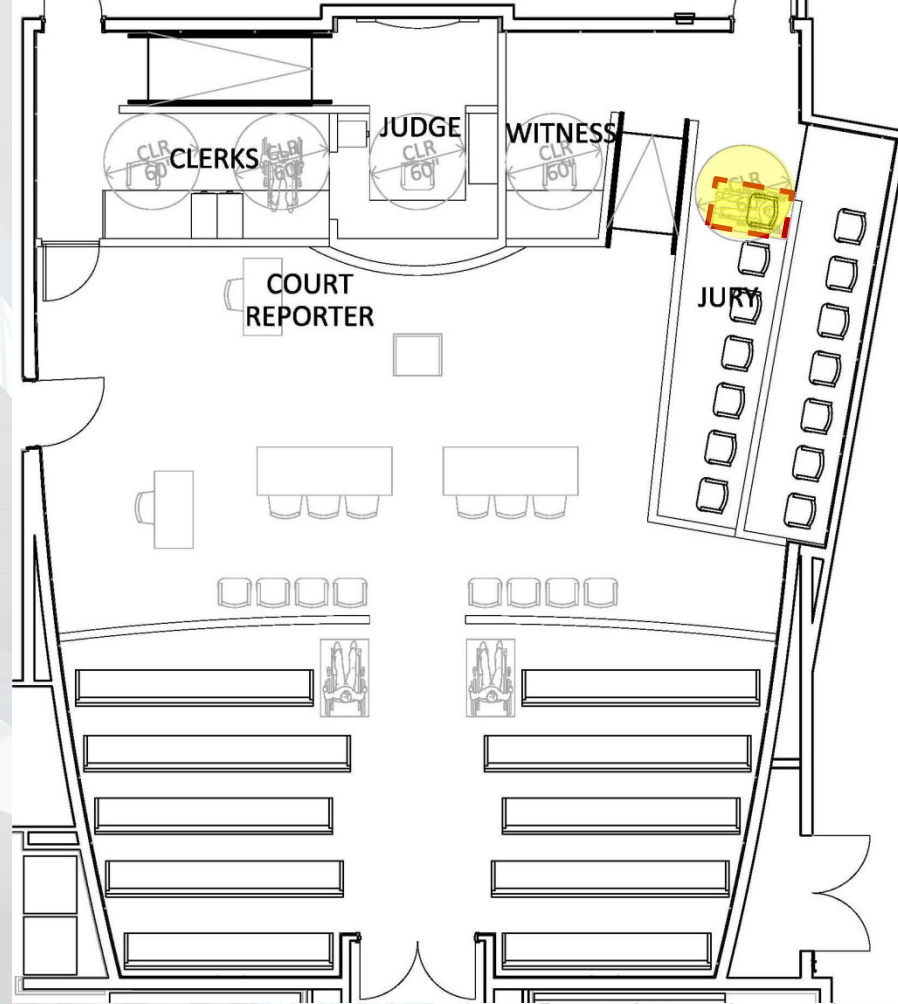
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**ACCESSIBLE JURY SPOT HAS 60" MANEUVERING CLEARANCE  
BEHIND MODESTY SCREEN**



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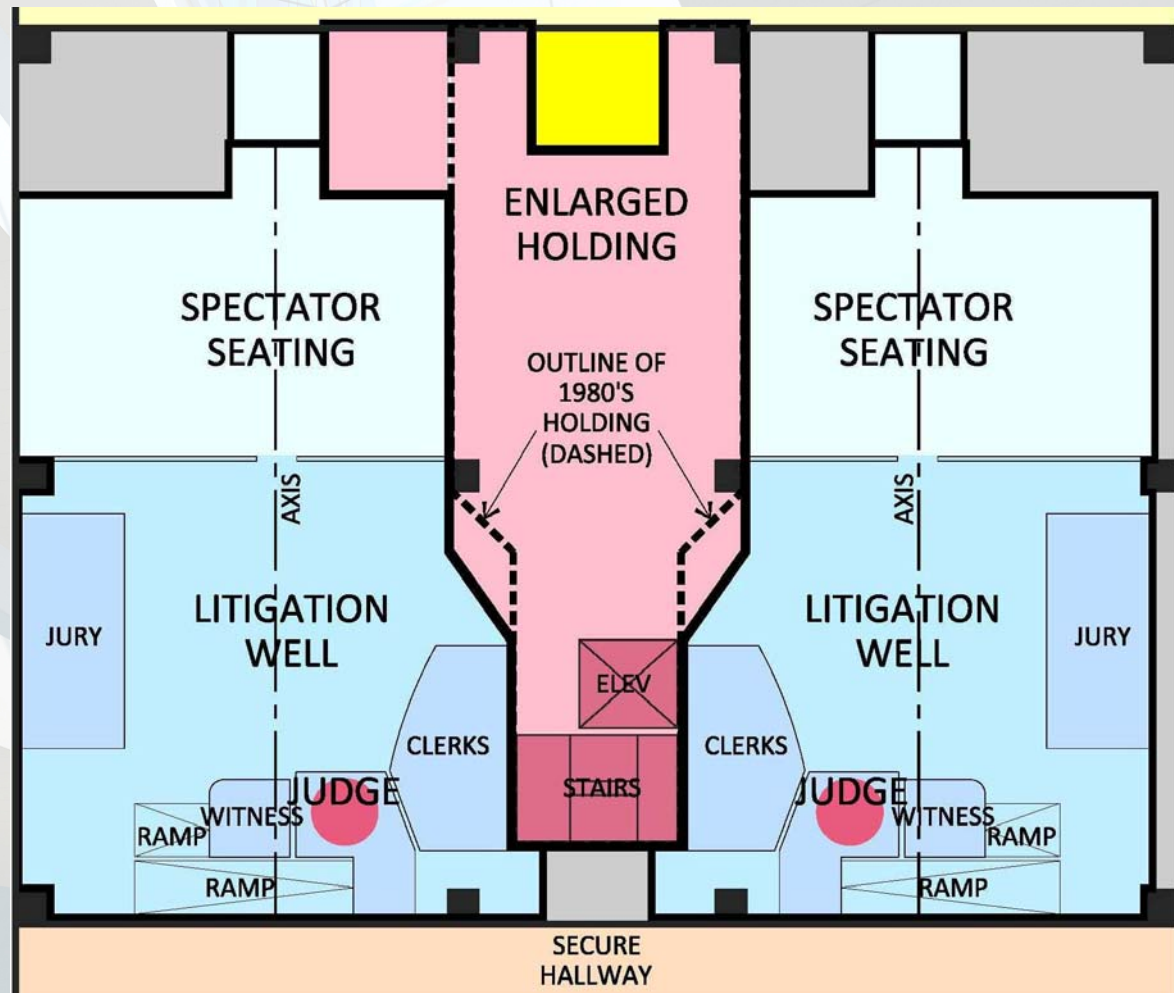
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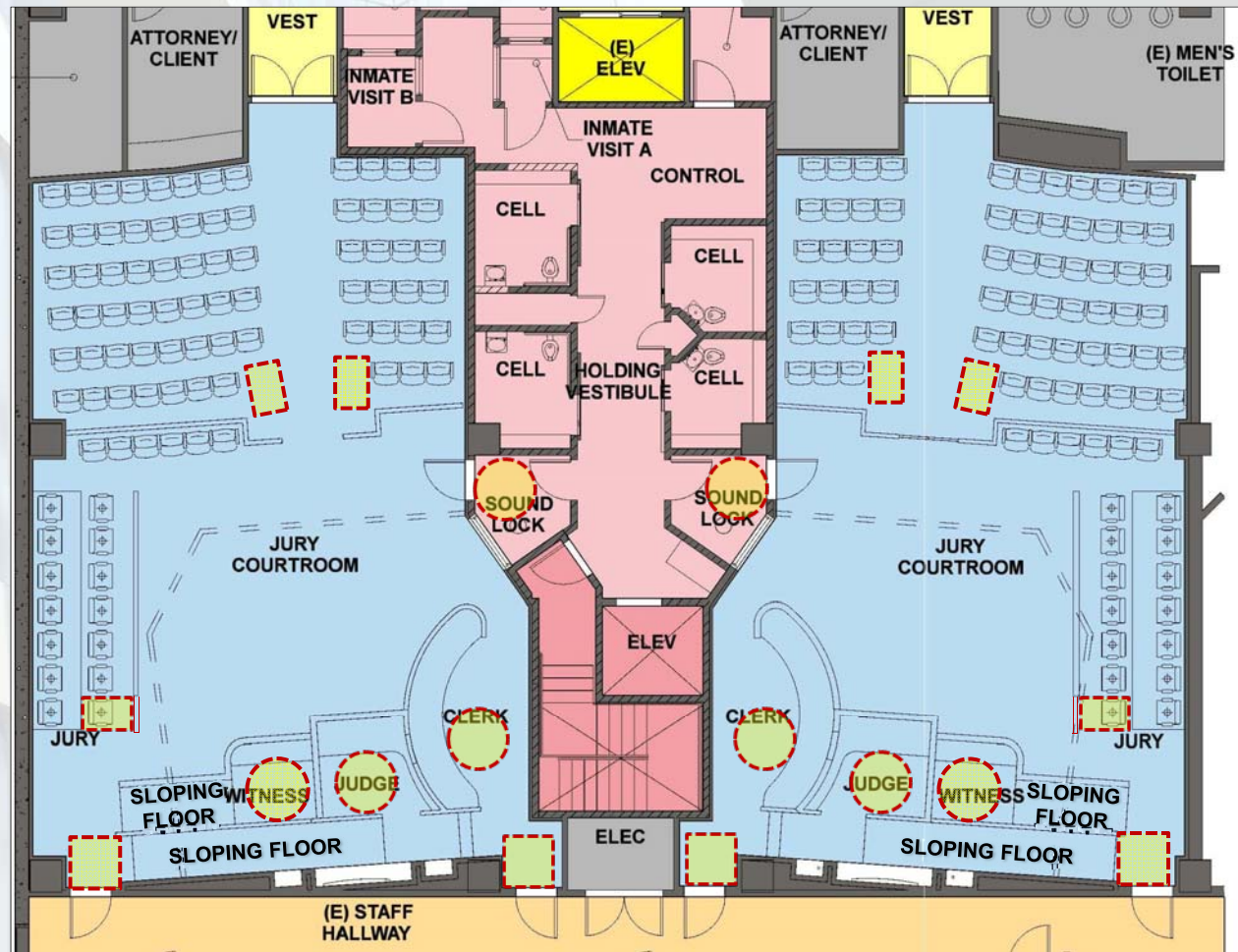


**RENOVATIONS AND ALTERATIONS CAN BE CHALLENGING WHEN  
INTRODUCING ACCESSIBLE CIRCULATION, ESPECIALLY IF THE  
COURTS INSIST ON A CENTER BENCH**



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ONE SOLUTION IS TO TILT THE BACK WALL AND RE-CENTER THE BENCH ON A ROTATED AXIS

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**MOST VISITORS DON'T RECONGNIZE THIS COURTROOM IS TILTED.  
THE PERCEIVE IT AS A CENTER BENCH.**



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# PUBLIC COUNTER

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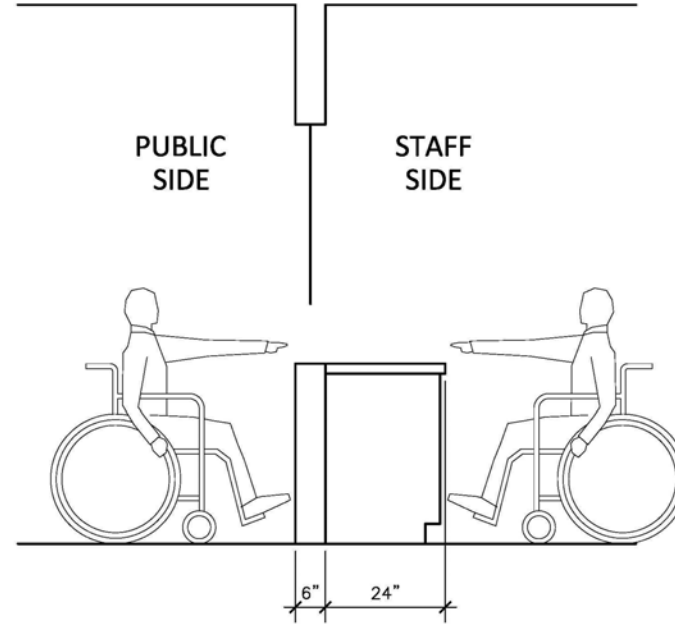
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**ARE COUNTERS WITH BASE CABINETS AT TRANSACTION  
STATION COMPLIANT?**

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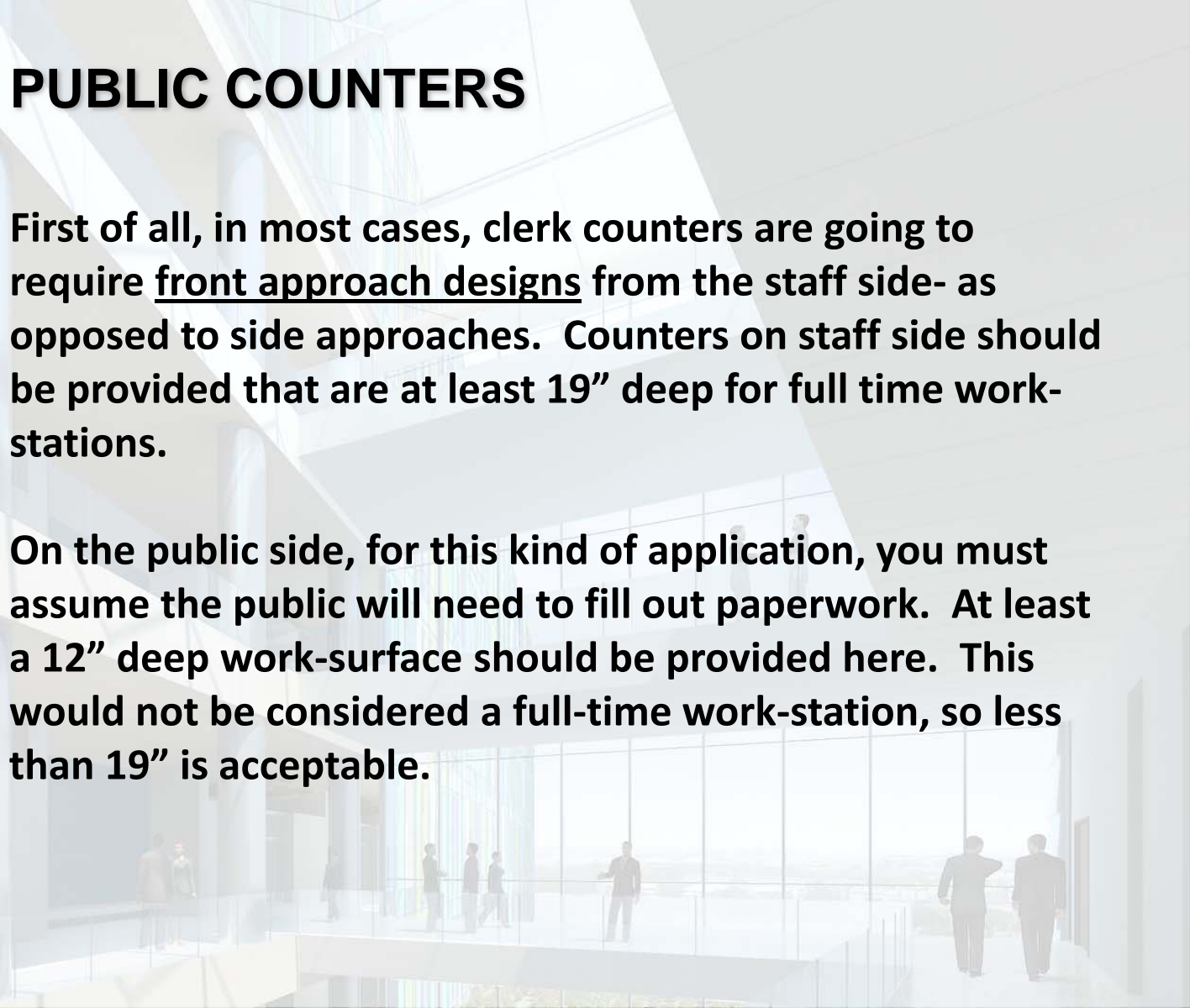
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## PUBLIC COUNTERS

First of all, in most cases, clerk counters are going to require front approach designs from the staff side- as opposed to side approaches. Counters on staff side should be provided that are at least 19" deep for full time work-stations.

On the public side, for this kind of application, you must assume the public will need to fill out paperwork. At least a 12" deep work-surface should be provided here. This would not be considered a full-time work-station, so less than 19" is acceptable.





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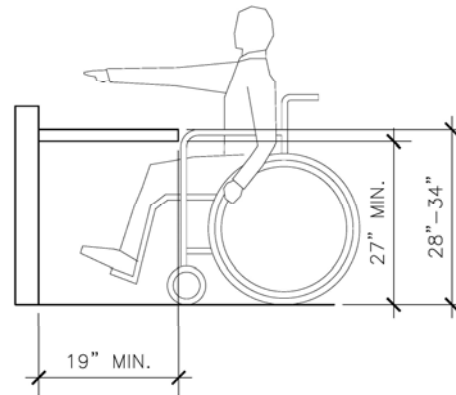
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## PUBLIC COUNTERS

The staff side would need to allow for knee clearances below work-surface as required by 1122B.3. 27" of knee space is required below the work surface. The public side is similar, but 12" deep is acceptable.



1122B.3, 1122B.4 GRAPHIC REPRESENTATION

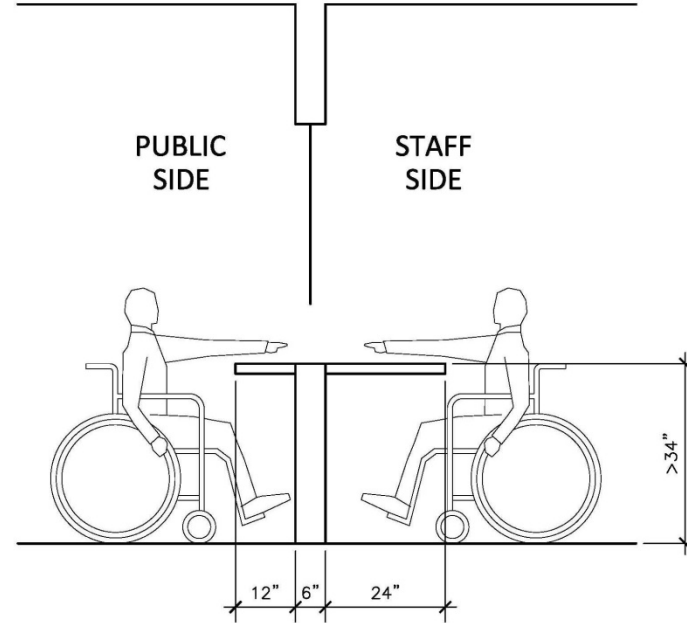
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**THIS PROVIDES THE REQUIRED KNEE CLEARANCE ON BOTH  
SIDES WITH A STANDARD 36\"**

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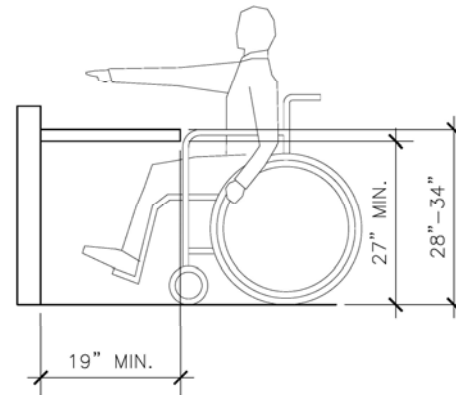
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## PUBLIC COUNTERS

This is non-compliance because the counters are higher than 34", which violates 1122B.3.



1122B.3, 1122B.4 GRAPHIC REPRESENTATION



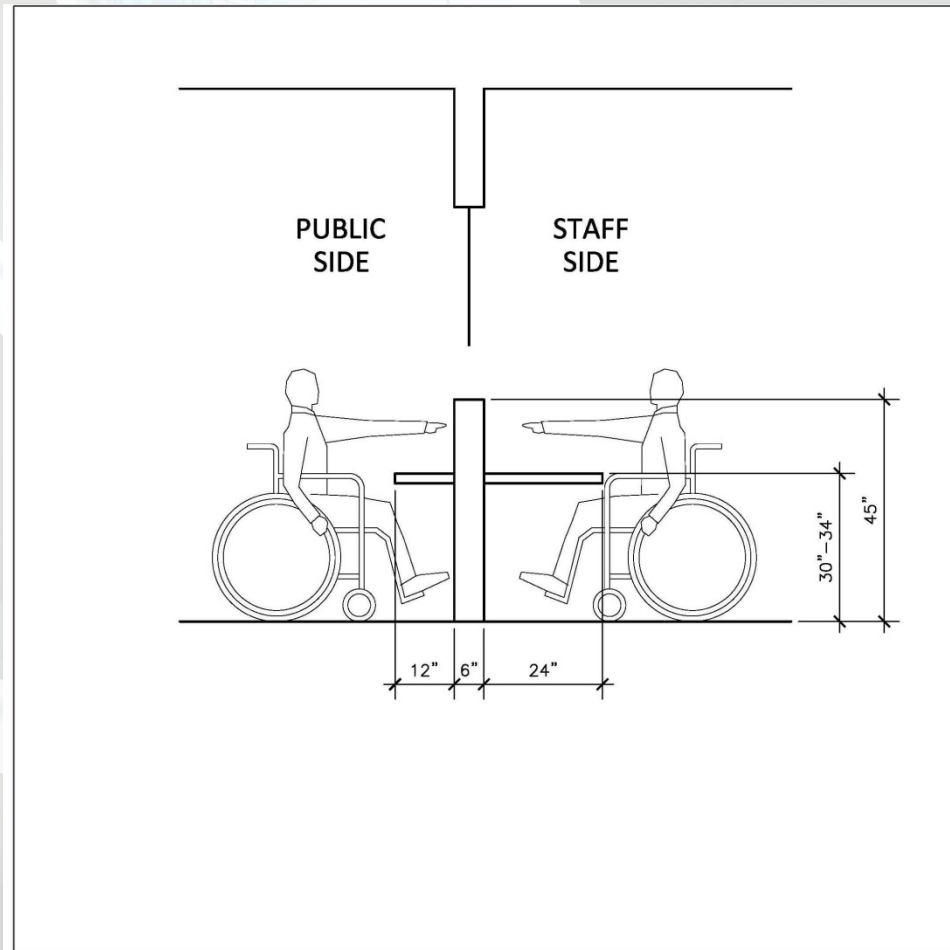
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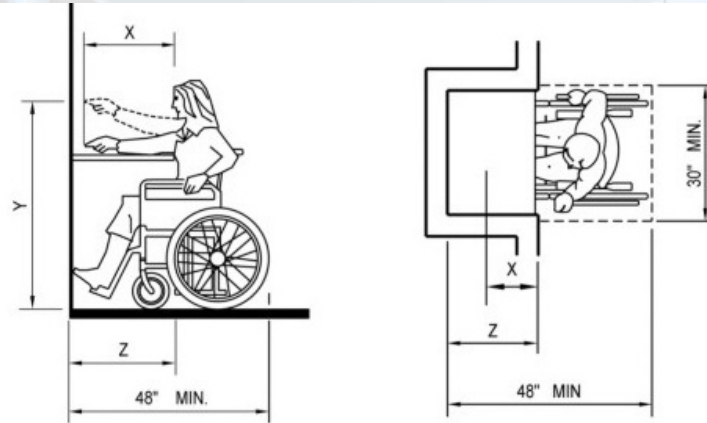
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**THIS PROVIDES COUNTERS ON BOTH SIDES THAT ARE AT A  
COMPLIANT HEIGHT. IS THIS COMPLIANT?**

## PUBLIC COUNTERS

Yes, the counters are compliant, but this is still non-compliant because the wall between work-surfaces exceeds 44", the forward reach maximum as indicated in figure 11B-5C.



NOTE:  
X SHALL BE LESS THAN OR EQUAL TO 25 INCHES. Z SHALL BE GREATER THAN OR EQUAL TO X. WHEN X IS LESS THAN 20 INCHES, THEN Y SHALL BE 48 INCHES MAXIMUM. WHEN X IS 20 TO 25 INCHES, THEN Y SHALL BE 44 INCHES MAXIMUM.

11B-5C FORWARD REACH

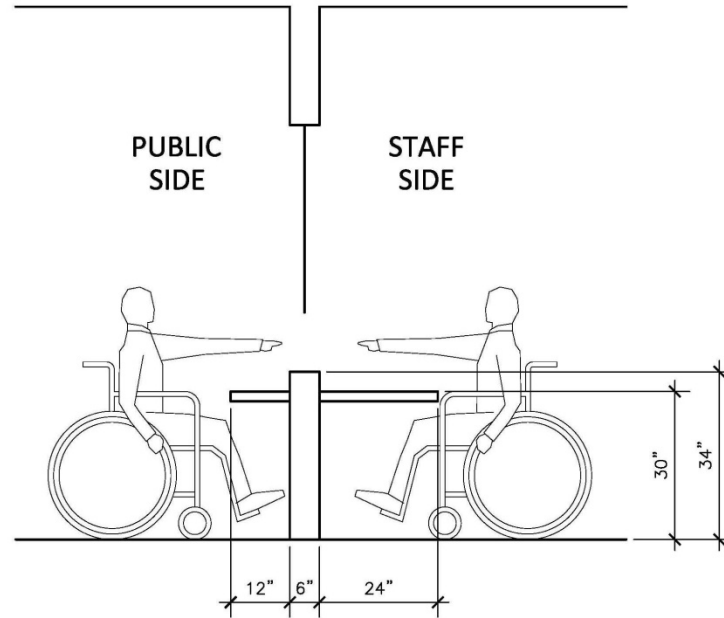
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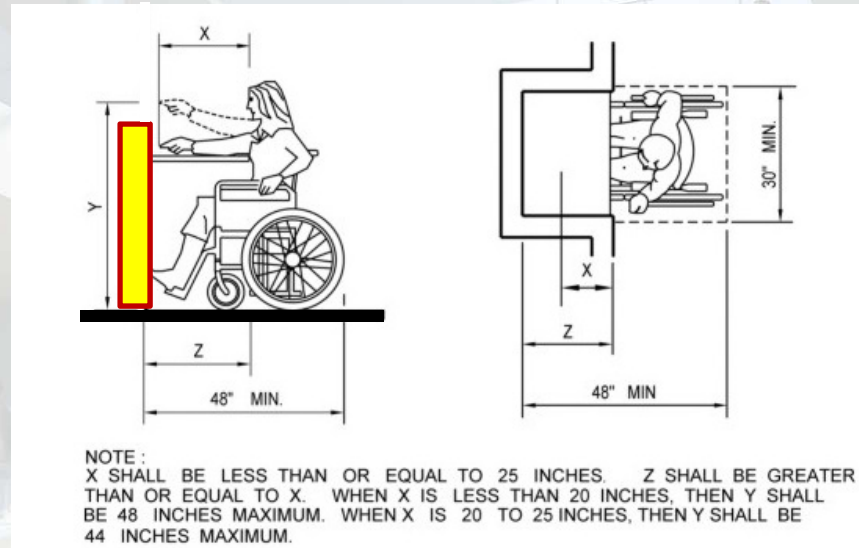


**THIS PROVIDES COUNTERS ON BOTH SIDES THAT ARE AT A COMPLIANT HEIGHT AND THE SECURITY WALL IS <44". IS THIS COMPLIANT?**



## PUBLIC COUNTERS

This is close, but still not compliant. The wall is still beyond the forward reach of a person in a wheelchair, which is as far forward as a person's feet can reach. This makes it difficult to pass paper or identification cards over the wall, because it is beyond a person's reach per 11B-5C.



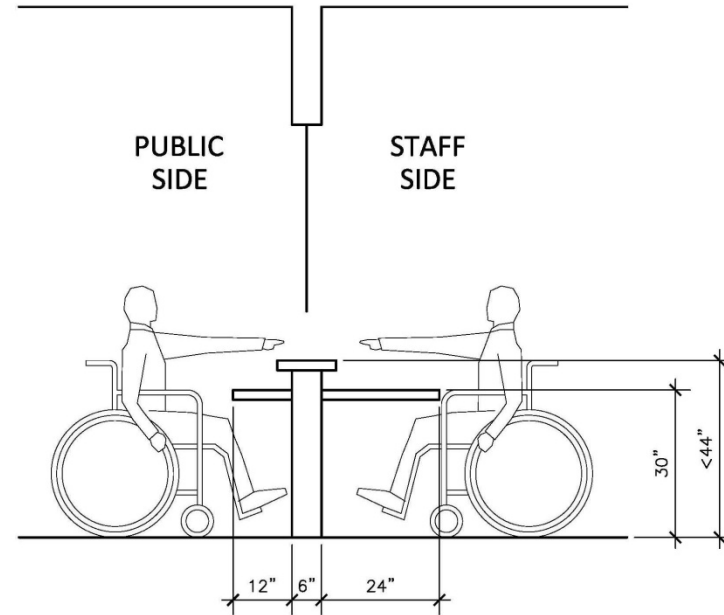
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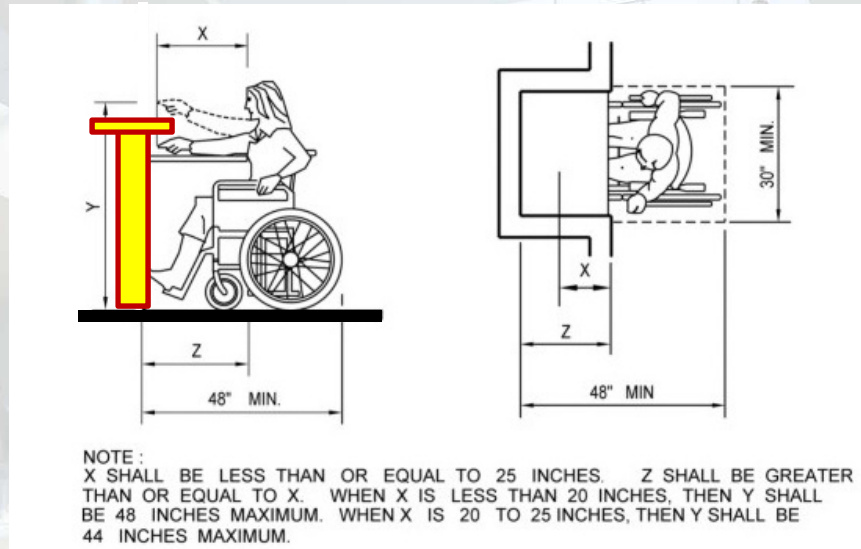
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**THIS PROVIDES A SMALL ACCESSIBLE COUNTER ON TOP OF THE  
WALL, WITHIN REACH OF PERSONS ON BOTH SIDES. IS IT  
COMPLIANT?**

## PUBLIC COUNTERS

This one is compliant. Because the compliant counter above extends towards the reach of the person in a wheelchair, paper can be set up on the shelf and retrieved on the opposite side. However, this shelf would be difficult for passing smaller items like identification cards and drivers' licenses. Plus it reduces the lower counter area.





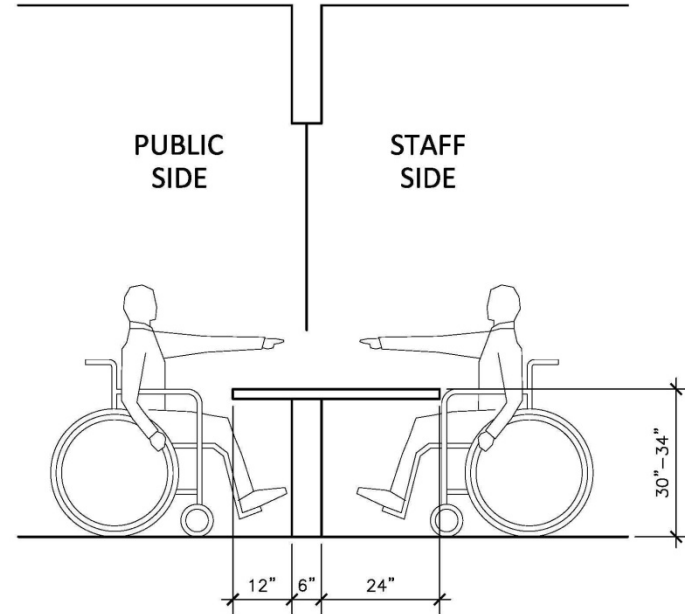
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**THIS TERMINATES THE SECURITY WALL BELOW THE COUNTER,  
LEAVING ONE CONTINUOUS COUNTER. IS IT COMPLIANT**

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## PUBLIC COUNTERS

This design is probably the most ideal. There is one surface at an ergonomic height clear across. This makes it very easy to pass any sized item across.

One way to improve wheelchair access might be to raise the work-surface 2" to allow the wheelchair (which typically has armrests at 30") under the counter. However, that would be too high for other staff in standard chairs, and higher than standard casework counters. Here is where you must find the best balance of all requirements, and this example is pretty close to ideal.

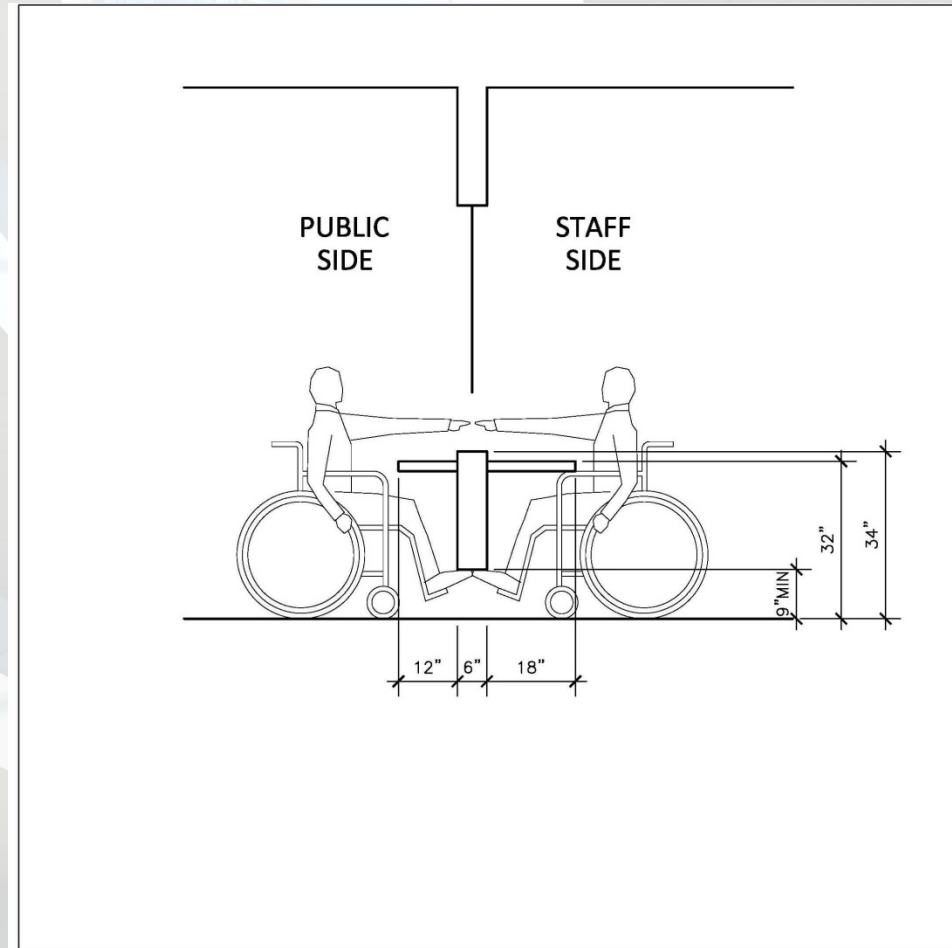
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**PER YOUR SUGGESTION, THIS RAISES THE COUNTER TO MAKE IT MORE USEFUL FOR WHEELCHAIRS. TO IMPROVE REACH, THE WALL BELOW INCLUDES A NOTCH FOR FEET TO GO UNDER.**



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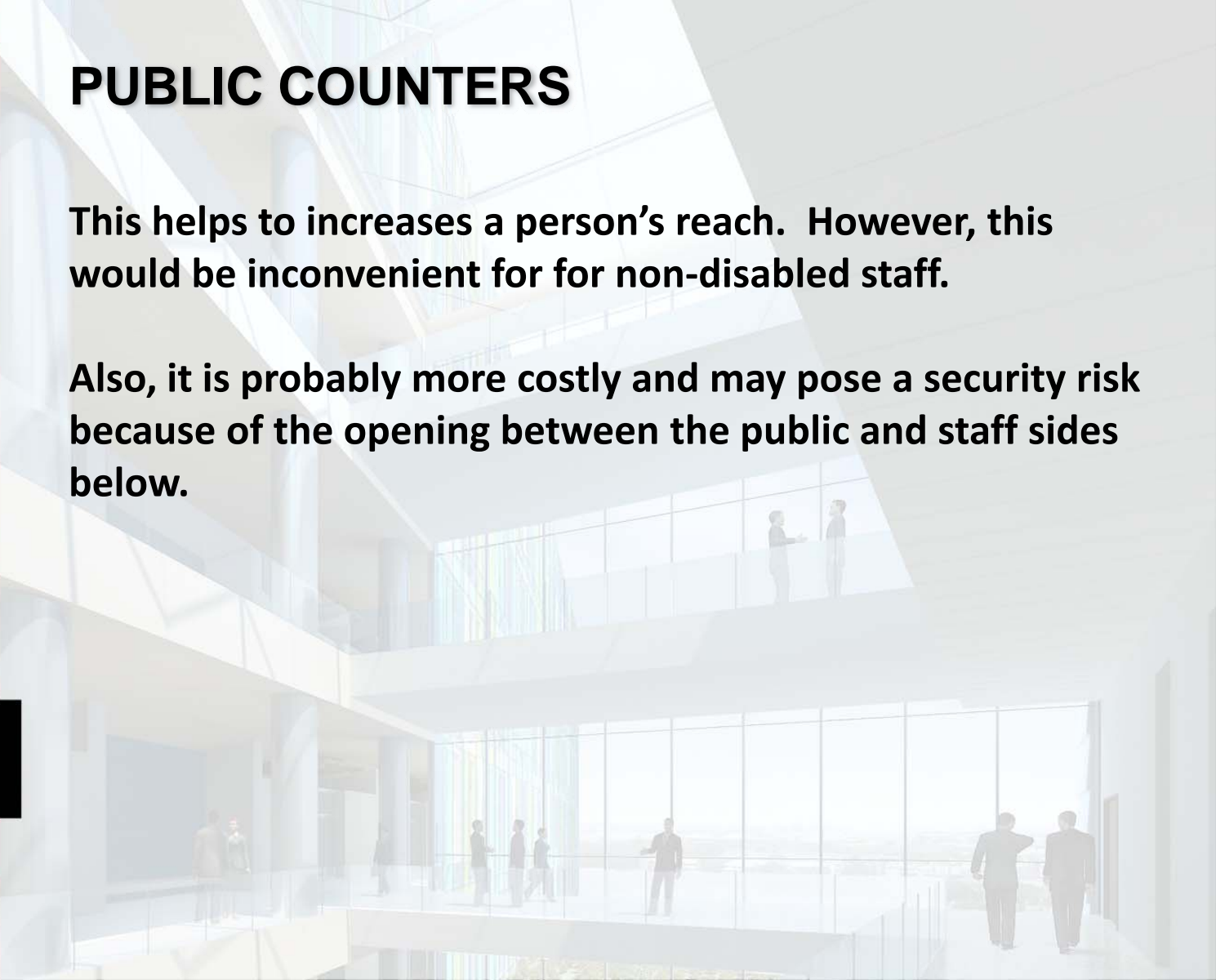
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## PUBLIC COUNTERS

This helps to increase a person's reach. However, this would be inconvenient for non-disabled staff.

Also, it is probably more costly and may pose a security risk because of the opening between the public and staff sides below.





# PUBLIC ENTRIES/EXITS

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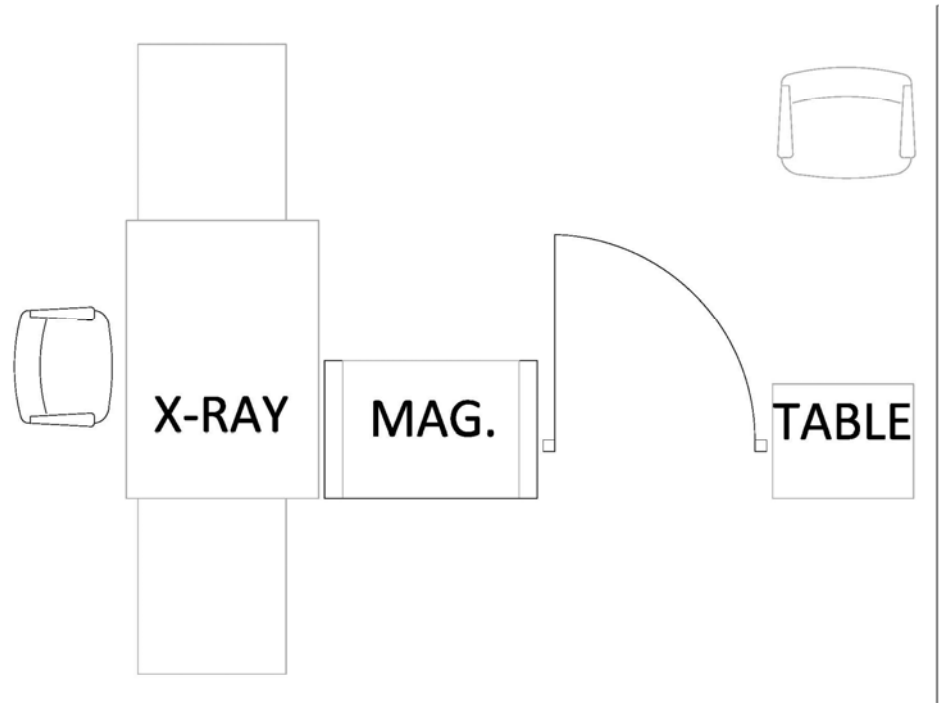
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## PUBLIC ENTRIES



WHAT ARE REQUIREMENTS FOR MAGNETOMETERES?



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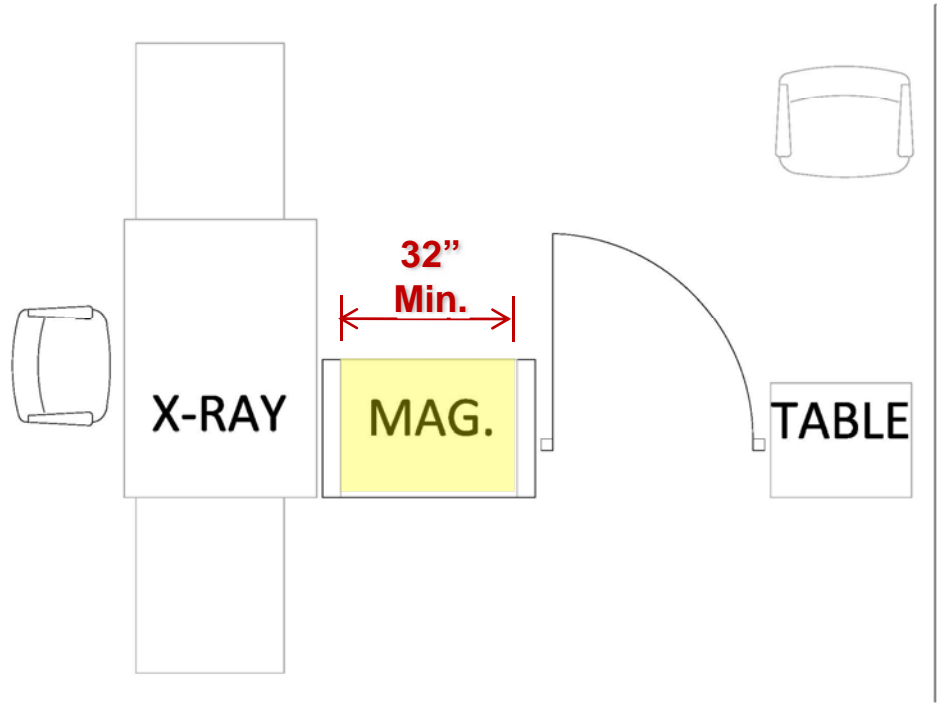
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## PUBLIC ENTRIES



**MAGNETOMETERS NEED TO BE 32" CLEAR. IF THEY ARE NOT, A  
BYPASS GATE IS REQUIRED.**

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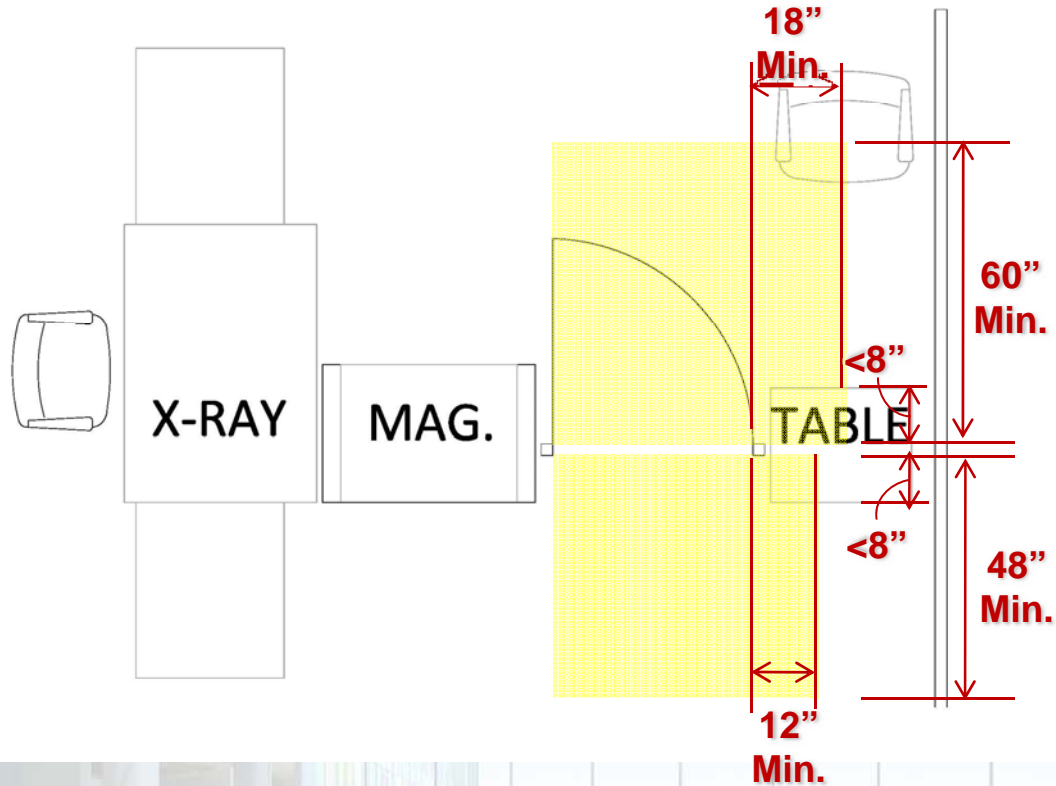
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## PUBLIC ENTRIES



**BYPASS GATE ARE REQUIRE TO MEET ALL REQUIREMENTS FOR  
DOORS, INCLUDING CLEARANCES AND LATCH SETS.**

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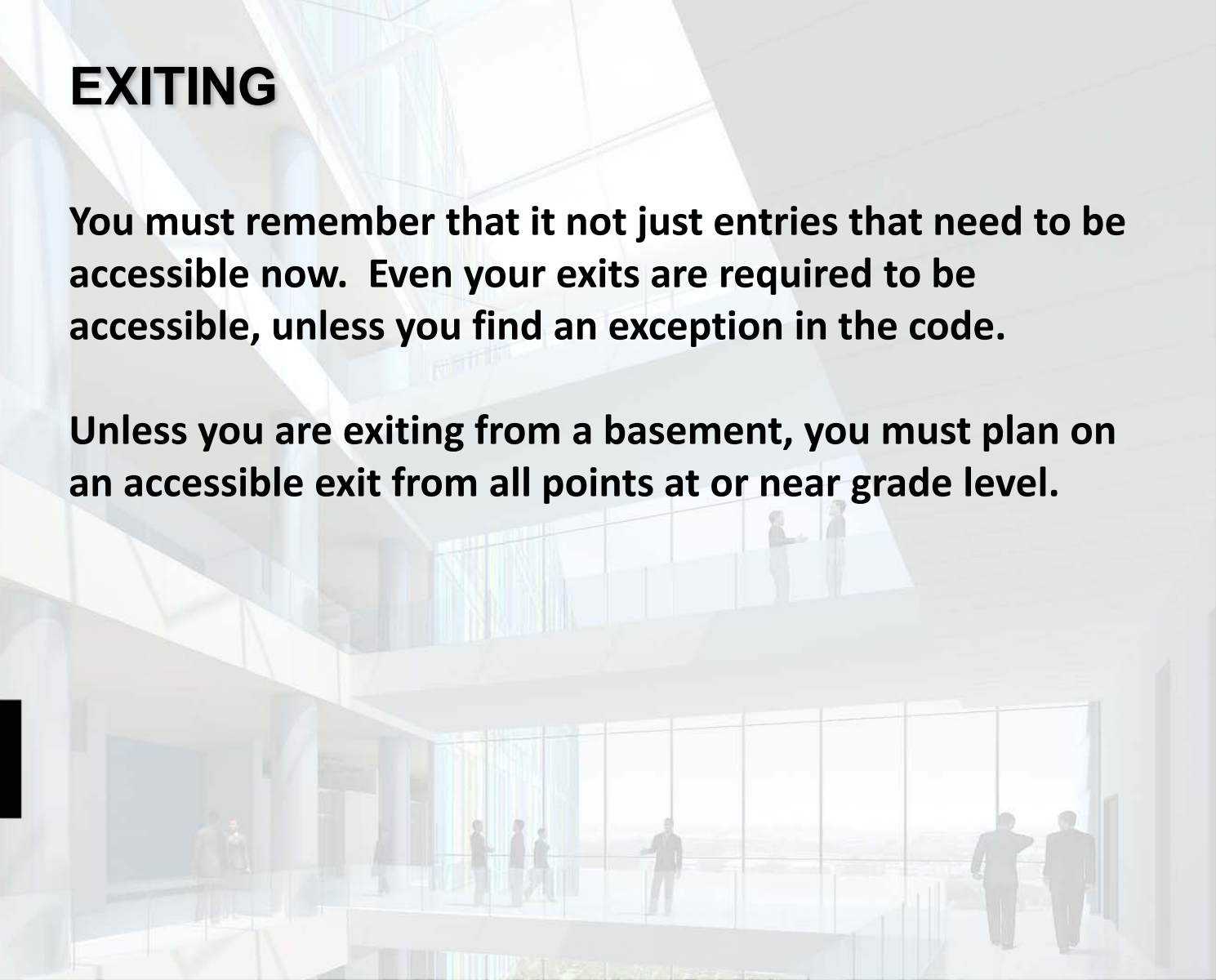
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## EXITING

**You must remember that it not just entries that need to be accessible now. Even your exits are required to be accessible, unless you find an exception in the code.**

**Unless you are exiting from a basement, you must plan on an accessible exit from all points at or near grade level.**





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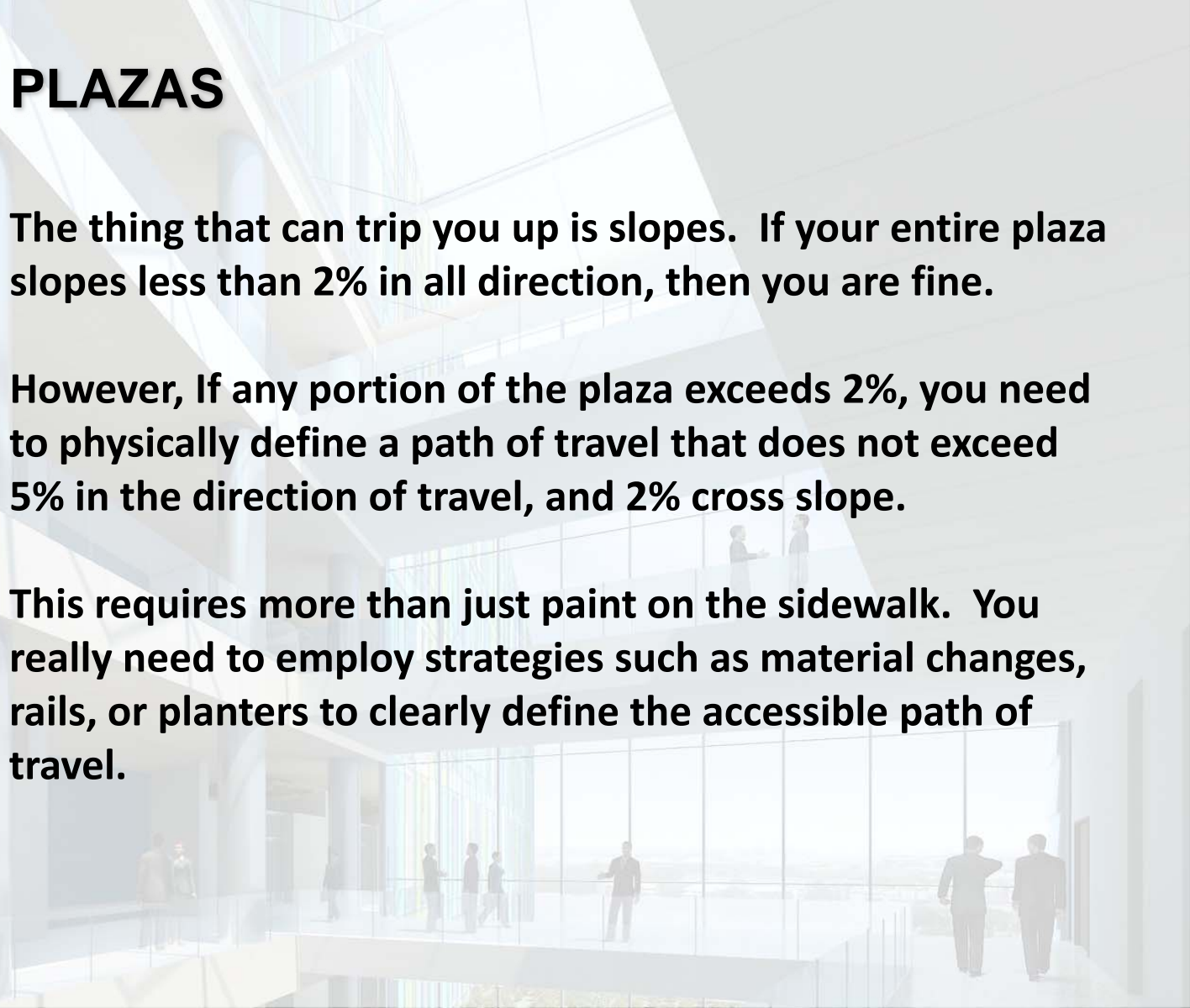


## PLAZAS

The thing that can trip you up is slopes. If your entire plaza slopes less than 2% in all direction, then you are fine.

However, If any portion of the plaza exceeds 2%, you need to physically define a path of travel that does not exceed 5% in the direction of travel, and 2% cross slope.

This requires more than just paint on the sidewalk. You really need to employ strategies such as material changes, rails, or planters to clearly define the accessible path of travel.



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## PLAZAS

In closing, we really need to focus on universal design principles.

Gone are the days of massive stairways leading up to a portico.



We still like to design in ceremonial steps- preserving the phrase “steps of the courthouse”, but generally they are not part of the most direct path of travel- they are simply a feature.

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## PLAZAS





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## PLAZAS



**THE PLAZA IS <2% IN ALL DIRECTIONS, BUT THE LANDSCAPING  
TERRACES CREATING COURTHOUSE STEPS.**

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**LANDSCAPING CAN CREATE COURTHOUSE STEPS.**





# QUESTIONS AND ANSWERS

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