

Assignment #3

Physical and Sensory Impairments

RST/KIN 230 / HDFS 263

Accommodation #1

A wheelchair accessible picnic table



Location: The playground at Ogden Avenue School in La Grange Park, IL, 60525.

Description: A wheelchair-accessible picnic table is one that can accommodate someone in a wheelchair by providing the necessary space for a wheelchair. According to ADA guidelines, “There must be at least 27 inches of space between the table’s underside and the floor. This is to ensure enough space for a person’s knees” (Yoder, 2020). For table tables that have fixed seating as is the case for most picnic tables and the table pictured above, the most common solution to making the table ADA compliant is by omitting a seat entirely. Prior to the Americans with Disabilities Act, it was not necessary for businesses and facilities to make such accommodations, leaving those with disabilities unable to enjoy various appliances and equipment. In general, if a business is hoping to make their facility accessible to all, the ADA recommends that “5% of a facility’s tables must meet the accessibility guidelines, ‘if doing so is readily achievable’” Yoder, 2020).

Accommodation #2

A wheelchair ramp



Location: Outside of the St Francis Xavier Catholic School in La Grange Park, IL, 60525

Description: A ramp allows people in wheelchairs or with other walking disabilities to access buildings that are otherwise only accessible with stairs. While used for different purposes, ramps were first used during the construction of the ancient pyramids and even by the Chinese as early as 525 BC. (Mobility, 2021). While ramps were previously not a requirement for buildings, with the signing of the ADA, ramps are typically now a requirement for new building projects. Many factors go into the ADA guidelines that these ramps must adhere to, including the general slope, length, and location of the ramp. Some of the specific ADA guidelines for ramps include the following, “Ramps must be a minimum of 36 inches wide. Some areas require wider ramps” (Admin, 2021)

Accommodation #3

An automatic door



Location: Outside of the St Francis Xavier Catholic School in La Grange Park, IL, 60525

Description: While automatic doors are not required by the ADA, they are a wonderful way to provide those with disabilities access to buildings. The first automatic door is believed to date as far back as Ancient Greece when Heron of Alexandria, “invented an automatic door system using a series of ropes and pulleys. Water was heated by a large fire and pumped into containers which activated the opening system”(Admin, 2021). Once again, while automatic doors are not ADA required, when used they must comply with standard ADA door guidelines, whether the automation is activated or not. This means that these doors must meet a specified clear width, maximum opening force, and a specified closing speed.

Accommodation #4

A handicap parking spot



Location: The parking lot of Ogden Avenue School in La Grange Park, IL.

Description: Handicap parking spots are some of the most common accommodations you see in the world. These parking spots are typically marked with a striped aisle and a sign indicating that this spot is only for those with disabilities and with a handicap parking permit. A handicapped parking spot must be always kept clear of obstructions and allow for easy access to the building. According to ADA guidelines, “For every 25 spots in a parking lot, the number of required designated parking spots is increased by one”(Bradshaw, 2022). As for the history of the handicapped parking space, the first handicapped parking spot was in Delaware in 1955.

Accommodation #5

A curb cut/ramp



Location: Corner of S. La Grange Road and W. Harris Ave. in La Grange Park, IL

Description: Curb cuts are very similar to ramps as they allow those with wheelchairs and other mobility disabilities to access sidewalks and walkways easily. Obviously, the ramps in the previous accommodation were ramps that lead directly to a door or to access a building, where these curb cuts simply allow easier access to sidewalks. ADA guidelines require such curbs to have a running slope ratio of 1:12 and side flares with a max slope ratio of 1:10 (Project, 2007). The curb ramp was first used in the 70s when Michael Pachovas and his friends poured cement to make the ramp (Blackwell, 2017).

Sources

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