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ACCENT ON ACCESS.

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DEPARTMENT OF HEALTH, EDUCATION AND WELFARE

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EMPHASIS IS GIVEN ON ACCESSIBILITY TO PUBLIC BUILDINGS BY THE HANDICAPPED. ATTENTION IS DIRECTED TO THIS SUBJECT INASMUCH AS ARCHITECTS GENERALLY HAVE OVERLOOKED THE PROBLEM. HENCE, PUBLIC BUILDINGS ARE NOT TRULY AVAILABLE TO THE TOTAL PUBLIC. IN RECENT YEARS, HOWEVER, LEGISLATION HAS BECOME INCREASINGLY MORE COMMON TO CORRECT THE SITUATION. THE NATIONAL COMMISSION ON ARCHITECTURAL BARRIERS HAS BEEN ESTABLISHED TO PURSUE THE MATTER IN DEPTH. INCLUDED AMONG THEIR ACTIVITIES ARE--(1) CONDUCTING HEARINGS, (2) DEVELOPING COMMUNICATION WITH SCHOOLS OF ARCHITECTURE, (3) HOLDING CONFERENCES AND SEMINARS, AND (4) DEVELOPING MATERIALS. THE COMMISSION HAS SHOWN INTEREST IN SUCH MECHANICAL AIDS AS WALKING WHEELCHAIRS, IN INFORMATION PROGRAMS TO AROUSE THE PUBLIC, AND IN REMODELING PROJECTS. THIS DOCUMENT IS A REPRINT FROM THE REHABILITATION RECORD, NOVEMBER-DECEMBER, 1966 ISSUE, U.S. DEPARTMENT OF HEALTH, EDUCATION AND WELFARE. (RH)

Accent on Access

On the following pages, in words and pictures, is the story of the barriers which keep disabled people out of many of our public buildings and of efforts to end these unnecessary obstacles. *Pages 11 to 25.*

More Accessibility For Handicapped

LEON CHATELAIN, JR.

Five years ago, after a 3-year study by a national committee, specifications were approved by the American Standards Association for "making buildings and facilities accessible to, and usable by, the physically handicapped." One must stop and wonder why, with the great number of talented architects in this country, it was necessary to have standard specifications designed to allow the handicapped to enter and make use of buildings. It was simply that the architects had never given thought to that portion of the population we designate as handicapped. Buildings had actually been built for only 90 percent of the population—the so-called "average" man.

Since these barriers to the handicapped are usually built into buildings by the thoughtlessness of architects, they have become known as "architectural barriers." Various interested groups are now actively working to eliminate these barriers in existing buildings and to have new buildings designed entirely accessible and usable by the handicapped.

Hundreds of thousands of dollars and many hours of volunteers' time have been spent in the rehabilitation of the handicapped so that they can become self-supporting, happy, and productive members of our society. Every year we add to the list of handicapped through accidents, strokes, arthritis, nerve disorders, chronic illnesses, and old age. Dr. Howard A. Rusk has stated that by 1980, for every able-bodied person in this country there will be either one person with a physical disability, one person with a chronic illness, or one person over 65 years of age.

These citizens cannot conduct their daily affairs because what are called "public" buildings are not truly open to all of the public. They are not open to everyone who may wish to enter. The rehabilitated cannot be hired because architectural barriers keep them out. The handicapped cannot enjoy a ball game, visit a theater, or even take their family to a resort because the barriers keep them out. But these people are citizens, they do pay taxes, and they do comprise a great potential work force. With the elimination of architectural barriers in existing buildings and by designing our new buildings to conform to the standard specifications we have not only taken care of a large portion of our population but have actually made all buildings safer for use by everyone.

During the past 5 years most Federal Government buildings and installations have been built so as to have access for the handicapped. Over half the States have passed laws and several others are under Governors' executive orders to have State-sponsored buildings built to eliminate barriers to the handicapped.

Fortunately architects are now becoming aware of the problem and are now designing buildings to make them accessible. The architect for the John F. Kennedy grave in Arlington Cemetery, after being told of barriers, designed the memorial so that the handicapped will be able to visit this important American shrine. All buildings now being built by General Services Administration are carefully checked for conformance. Yet despite all the good that is being done, there are still many new buildings using Federal matching funds that are not being built with free access.

Housing, both public and private—schools, dormitories, libraries, college buildings, hospitals, subways—are still being planned today with built-in architectural barriers. Many privately owned buildings where people work, live, and play are built without regard to the handicapped. Concerted effort by everyone is needed to bring this

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Mr. Chatelain, a Washington, D.C., architect, was chairman of the steering committee which formulated the national standards on accessibility. He is now chairman of the National Commission on Architectural Barriers.

problem to the attention of the public. Certainly we know that architects, builders, and owners of buildings are not intentionally trying to keep the handicapped out of buildings. It is only that they have not been trained to think about the problem.

It is forecast that by the year A.D. 2000 as much construction will take place in the United States as has occurred since the arrival of Columbus. As a first goal it is clear that we must make all new buildings accessible as quickly as possible and also through alteration work make all existing ones conform. It seems such a simple thing to grade the adjoining ground so that one entrance is at ground level and to have parking set aside for people in wheelchairs or with crutches or braces. It costs no more to make doors wide enough for the handicapped. A little careful thought can easily eliminate all artificial impediments. I know because I do that kind of planning and thinking regularly in my work as an architect.

The National Commission on Architectural Barriers was appointed by the Secretary of Health, Education, and Welfare this year to evaluate what has been done, what is being accomplished, and what still needs to be done. The Commission must make a formal report to the President and to Congress before January 1, 1968, as to how and to what extent architectural barriers impede access to or use of facilities in buildings of all types by the handicapped and as to what may be necessary to achieve the goal of ready access to and full use of these buildings. Its report will contribute to the solution of these problems.

The Commission is working closely under the aegis of the Vocational Rehabilitation Administration and is most appreciative of the assistance granted through Commissioner Mary E. Switzer's wholehearted support. It expects through such cooperation to have a comprehensive report on many aspects of architectural barriers to the handicapped.

Commission Crusades for Accessibility

Shown with Leon Chatelain, Jr. (left), chairman of the National Commission on Architectural Barriers, and Miss Mary E. Switzer, Commissioner of Vocational Rehabilitation, are two persons who addressed the first meeting of the Commission: Harry A. Schweikert, Jr. (foreground), executive secretary of the Paralyzed Veterans of America, and Sumner Whittier, executive director of the National Society for Crippled Children and Adults. William P. McCahill, not shown, testified on behalf of the President's Committee on Employment of the Handicapped.

Members of the new Commission, besides Mr. Chatelain, are:

Charles Caniff, Wilmette, Ill., executive director, Association of Rehabilitation Centers.

John Alfred Cinquemani, Los Angeles, Calif., secretary, Los Angeles Building and Construction Trades Council.

Robert Dietz, Kirkland, Wash., dean, College of Architecture and Urban Planning, University of Washington.

Edward P. Eichler, Atherton, Calif., president, Eichler Homes, Inc., former chairman of the California Housing Commission.

Dr. Hector Perez Garcia, M.D., Corpus Christi, Tex., founder and chairman of the board, G.I. Forum of the United States for Americans of Latin-American Origin.

Heyward E. McDonald, Columbia, S.C., attorney, member of the South Carolina Legislature.

Carl Morring, Huntsville, Ala., attorney, former president of the National Society for Crippled Children and Adults and the Alabama Easter Seal Society.

Mrs. Concha Ortiz y Pino de Kleven, Albuquerque, N. Mex., former State legislator and member of the Easter Seal Society Architectural Barriers Committee.

H. Ted Rubin, Denver, Colo., judge of the Denver Juvenile Court.

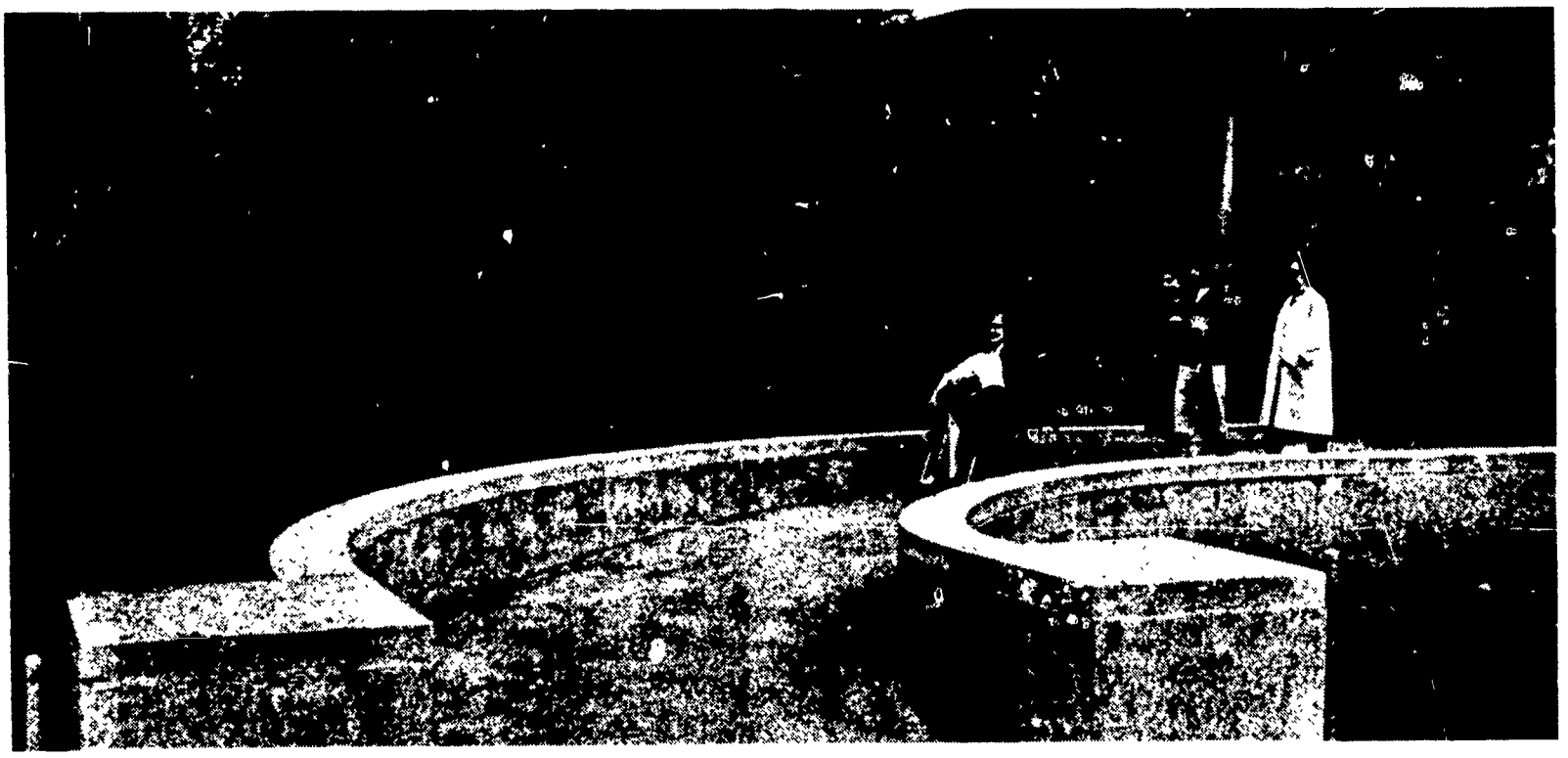
Paul Sonnabend, Chestnut Hill, Mass., executive vice president, Hotel Corporation of America, and former president of the Massachusetts Easter Seal Society.

Thomas A. Stein, Chapel Hill, N.C., assistant professor, University of North Carolina, former director of the architectural barriers program of the National Society for Crippled Children and Adults.

Joy O. Talley, Jefferson City, Mo., director of vocational rehabilitation, State of Missouri, past president, National Rehabilitation Association, and president, Missouri Rehabilitation Association.

Eugene J. Taylor, New York, N.Y., adjunct assistant professor, Department of Physical Medicine and Rehabilitation, New York University School of Medicine.

Lorenzo D. Williams, Minneapolis, Minn., member of the American Institute of Architects.



Ramps Can Add Beauty

Ramps that add to the attractiveness of the buildings they grace are shown in these two photos. At the top is the entrance to Morris Library, Southern Illinois University, Carbondale. Left, a 4-year-old building on the campus of the University of Illinois, Champaign-Urbana.

What the Commission Is Doing

KATHALEEN C. ARNESON

When President Johnson announced appointment of the National Commission on Architectural Barriers last may, he said:

"Research has provided us with some of the standards to make buildings and facilities more accessible to the handicapped. We must now put this information to practical use by eliminating architectural barriers from existing buildings and preventing them in the vast amount of public and private construction which lies ahead."

Among the early activities the Commission is undertaking to carry out this assignment are the following:

With the cooperation of the President's Committee on Employment of the Handicapped and the National Society for Crippled Children and Adults, the Commission is holding a series of hearings in different parts of the country. These hearings highlight information about progress and problems in reducing existing barriers and forestalling the creation of new ones in buildings to be constructed. Hearings have been held in Washington, D.C., Champaign, Ill., and New York. Additional ones are scheduled for 1967.

Plans are developing for a study under the auspices of the American Institute of Architects to develop new and more effective means of informing architectural students and practicing architects of the provisions and the importance of standards developed by the American Standards Association for making buildings accessible and usable for everyone.

A planned conference in the State of Hawaii has been a pace-setter for other States that contemplate new action programs. It was sponsored by the legislature and Governor Burns.

Commissioner Switzer has urged all State rehabilitation agencies to make the elimination of artificial barriers part of all statewide plans now being drawn up to make rehabilitation services available by 1975 in every State for all handicapped people who need them.

Mrs. Arneson is executive secretary of the National Commission on Architectural Barriers.

Mrs. DeKleven, Commission member from Albuquerque, N. Mex., represented the National Commission at the American Institute of Architects, Western Mountain Division meeting.

The Commission visited the campus of the University of Illinois in Champaign-Urbana to confer with the Governor and university officials on the outstanding program there for handicapped students.

Getting underway is a study of legislation or other official action by the 50 States requiring the construction of public buildings so that handicapped people may enter and use them. Under review, also, will be the influence of State and local building codes in achieving necessary reforms.

The Commission and VRA cooperated in sponsoring and financing a 1-day seminar of the New York State University Construction Fund in November. The institute developed and illustrated training materials showing how buildings and grounds can be constructed or modified to benefit handicapped students. More than 70 architectural firms which have been employed to help design and supervise the construction of several hundred projects on old and new campuses of the university throughout the State participated.

A Federal governmental liaison group with representatives from key Federal governmental agencies has been formed. These agencies have direct building construction programs such as for post offices, veterans' facilities, defense activities, and general governmental buildings. They include agencies with responsibility for administering Federal funds used to help build community facilities such as airports, hospitals, schools, clinics, community centers.

Letters are being sent to national civic, professional, and business organizations requesting their help and advice in connection with the National Commission's task of reviewing and making recommendations to the President and the Congress on what is being done and what more might be done to put forward the development of barrier-free architecture.

Moon Vehicle Becomes Walking Wheelchair

The Moonwalker, a vehicle originally designed for walking around on the moon, can give new freedom of movement to disabled people

Developed by Space-General Corp. of El Monte, Calif., the Moonwalker has been extensively modified to serve as an eight-legged walking wheelchair instead of a walker to explore the soft uneven lunar surface. The present design carries a 75-pound child and travels about 2 miles per hour—about the speed of a slow walk.

It has also been tested by adult paraplegic patients at Rancho Los Amigos Hospital, Downey, Calif.

The Moonwalker goes forward and in reverse, travels over dirt, loose sand, grass, low shrubs, climbs stairs, and navigates 8-inch curbs. The 90-pound walker can negotiate rough slopes of 15 degrees or more and turn in a 6-foot radius. Controlled by a stick, the vehicle can be operated by hand, foot, or chin. (A chin-fitting cup can be put over the stick for the extremely handicapped person.) Four motorcycle batteries power the walker.

Under a grant from HEW's Children's Bureau, the modified Moonwalker is being tested by the Child Amputee Prosthetics Project, Rehabilitation Center, University of California at Los Angeles. UCLA medical personnel first learned about the walker through officials of the National Aeronautics and Space Administration.

The Moonwalker is still in a very early stage of development and is not yet available for patients.

Arousing Community Interest

DONALD E. FEARN

The National Society carried out a VRA-supported nationwide survey in 1962 to determine the extent of barriers in existing buildings so that the new national standards approved the previous year could be put into application as effectively as possible. This project obtained specific information on the nature and extent of architectural barriers, encouraged public awareness of the problem, and stimulated community action to improve the accessibility of public and private buildings to the public.

During the 3-year period of the survey grant, there evolved a design for a program with the purpose of emphasizing and encouraging action at the State and local levels to eliminate and prevent architectural barriers through organized community action and educational programs. VRA made a 2-year grant to support this program in 1965. It has enabled the National Society to organize State and community activity designed to change architectural barriers to architectural opportunities.

A byproduct of the survey was the development of community guides for the handicapped. It was learned that volunteers who did the actual surveying and measuring of buildings for the community inventory project wanted some tangible result of their efforts. They used the data gained in the survey to develop community guides or directories. The directories contain information about entrances, doorways, toilet facilities, drinking fountains, telephones, etc., and whether or not the design features render them accessible to and usable by the severely handicapped. These booklets are especially valuable to disabled people when they travel.

Forty communities have completed guides. About 15 communities will have guides ready for publication within a few months and an additional 25 communities will begin their guides before next summer.

As part of the work with community organizations, our project developed detailed instructions for carrying out a local barriers survey.

The publicity generated from survey and guide programs has been valuable in building awareness of the barriers problems among people in the community. Also, many many owners, whose buildings were evaluated for inclusion in the guide, now have a much better understanding of the problem of architectural barriers.

State architectural barriers programs, usually under the sponsorship of the State affiliates of the National Society and the President's Committee, have been developed in 39 States. One of the major areas of progress in the elimination of architectural barriers in many States has been the passage of laws to prevent architectural barriers in tax-supported buildings. The National Society provided consultation, technical information, and expert testimony to groups interested in architecutral barriers legislation and to State legislative committees.

Legislation has now been passed in 26 States. In addition nine States are planning to introduce legislation for the next sessions of their legislatures.

This legislation is aimed at public, tax-supported buildings. It does not affect private buildings. It requires changes in building codes to apply new recommendations to privately owned but publicly used buildings, such as hotels, retail stores, and offices. This is an important area of future concern to State and local groups working toward the elimination of achitectural barriers.

The National Society sponsored an Institute on Architectural Barriers,* financed by a VRA grant, in November of 1965 in Chicago. The institute brought together participants from many organizations and agencies actively working on programs to

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Mr. Fearn, who recently became executive director of Maternal Health Association, Cleveland, Ohio, was director of the barriers project conducted by the National Society for Crippled Children and Adults.

**Proceedings available from the National Society for Crippled Children and Adults, 2023 West Ogden Ave., Chicago, Ill. 60612.*

I am surprised at the number of people w' ɔ, when they learn of my interest in buildings for the disabled, have the idea that the buildings designed by my firm must be a complex of ramps. Such is not the case. A well designed building does not have to look different or unique or bizarre in order to serve the disabled as well as the nondisabled.

F. Cuthbert Salmon, AIA
Oklahoma State University

eliminate architectural barriers. Representatives from schools of architecture were invited, as were representatives from other professions related to the problem. The objectives of the institute were to encourage coordinated and organized antibarriers programs, to provide specific information on how to conduct these programs, and to evaluate current architectural barriers activities.

Participants at the institute pointed out that the focus of the architectural barriers program has been too limited and that the program should be expanded to include a larger portion of the environment. Housing and transportation were cited as specific areas for future concern and action. The ASA specifications were e. amined critically at the institute with the suggestion that the specifications be revised and possibly expanded.

The institute outlined the fact that, although much can be accomplished at the national level, real success in eliminating architectural barriers must come at the State and local levels. Creating public awareness is not enough. Citizen leaders in States and communities throughout the United States must be stimulated to action and be committed to the program of action. The success of the program to date has been the result of the dedication and efforts of thousands of professional persons and volunteers in hundreds of communities. The success of the national aspects of the program has been achieved from the continuing cooperation of agencies and groups. This spirit of cooperation and joint effort must be continued, encouraged, and expanded in the future.

The National Society's project is in its final year of financial support from VRA, but the work will be continued as a regular part of the Society's educational program, which will continue to provide leadership to National, State, and local agencies and groups interested in the elimination of architectural barriers.

The most significant change that has taken place since the initial VRA grant has been the conclusion that by designing all buildings according to ASA specifications, architectural barriers for the physically handicapped and aging are eliminated, and, at the same time, there is increased safety, comfort, and ease of use for everyone. The elimination of architectural barriers is no longer a program for the physically disabled. It is a program with the premise that good design is for all.

Half Are Involved

Stairsteps and heavy doors are menaces to many more people than just those in wheelchairs. To dramatize this, Mr. Fearn has often asked audiences:

► How many of you have in your family someone who uses an artificial limb, crutches, canes? If you have, please stand and remain standing.

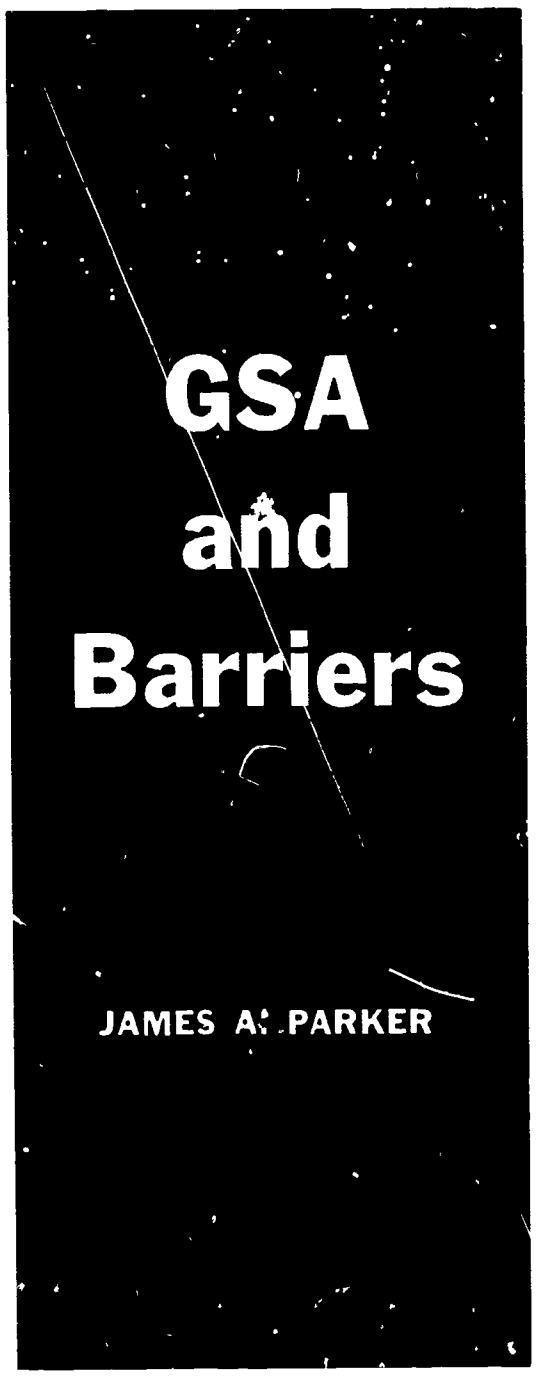
► How many of you have someone in your family who has a heart condition or high blood pressure? Stand.

► How many have someone who wears bifocals or trifocals? Stand.

► How many of you have someone in your family who has been temporarily disabled through an accident, someone who suffered a broken leg or a sprained ankle? Stand.

► How many of you have in your family a woman who is pregnant?

By this time more than half the people in the room are on their feet.



Accessibility is a key word in the design or remodeling of the thousands of buildings this agency owns or leases.

The General Services Administration has operational responsibility for some 4,800 federally owned b ildings. Most of these are Federal office buildings, usually containing post office and U.S. Court facilities in addition to office space assigned to various other Government agencies.

GSA also leases a considerable amount of space in privately owned buildings for the use of Government agencies and has design and construction responsibility for a number of buildings which are operated and managed by other Government agencies. These include laboratory buildings managed by the Department of Agriculture and the Department of Health, Education, and Welfare, buildings on university campuses, libraries, border stations, and various other types of buildings ranging in size and scope from multimillion dollar, monumental structures to small, austere buildings.

Mr. Parker, assistant chief of GSA's Design and Review Branch, is closely involved with the design of the buildings that agency controls.

In the design of new buildings, it is GSA's intent to make it possible for a physically handicapped employee, or one of the visiting public, to enter the building, get to his work station and to service areas such as toilet rooms, public telephones, cafeterias, and drinking fountains without encountering an architectural barrier. In doing this, GSA applies the American Standards Association's specifications for accessibility. In fact, GSA participated in the development of these standards.

Even before these standards were issued, it was GSA's policy to provide a grade level entrance to the first floor lobby or a wide ramp with a gradual slope. In addition, buildings over two stories, and all buildings containing court facilities, were provided with passenger elevators.

Since 1962, shortly after publication of the ASA specifications, our agency has required a stall in one men's and one women's public toilet, preferably on the first floor, designed for persons confined to a wheelchair in all new buildings larger than 50,000 square feet in area, and in smaller buildings where there is a need. The agency also provides at least one properly designed drinking fountain in such buildings. In highrise buildings these facilities are duplicated on every 10th floor. Also, all new buildings, regardless of height, have passenger elevators which accommodate wheelchairs.

Power-operated entrance doors are now pu into many buildings, and they ma, ecome a requirement in all new Federal buildings. GSA is also considering a relatively simple modification that would make any toilet room suitable for persons in a wheelchair, so that a handicapped person would not have to go to a toilet room on a floor other than the one on which he works.

GSA architects and engineers have been working with industrial designers to develop accessories such as toilet enclosures, paper dispens-

ers, more suitable telephone stalls, and drinking fountains.

Nearly all of the new buildings for which GSA has responsibility are designed by private architectural firms. In every case, easy access to the structure is a requirement that is part of the architect's contract.

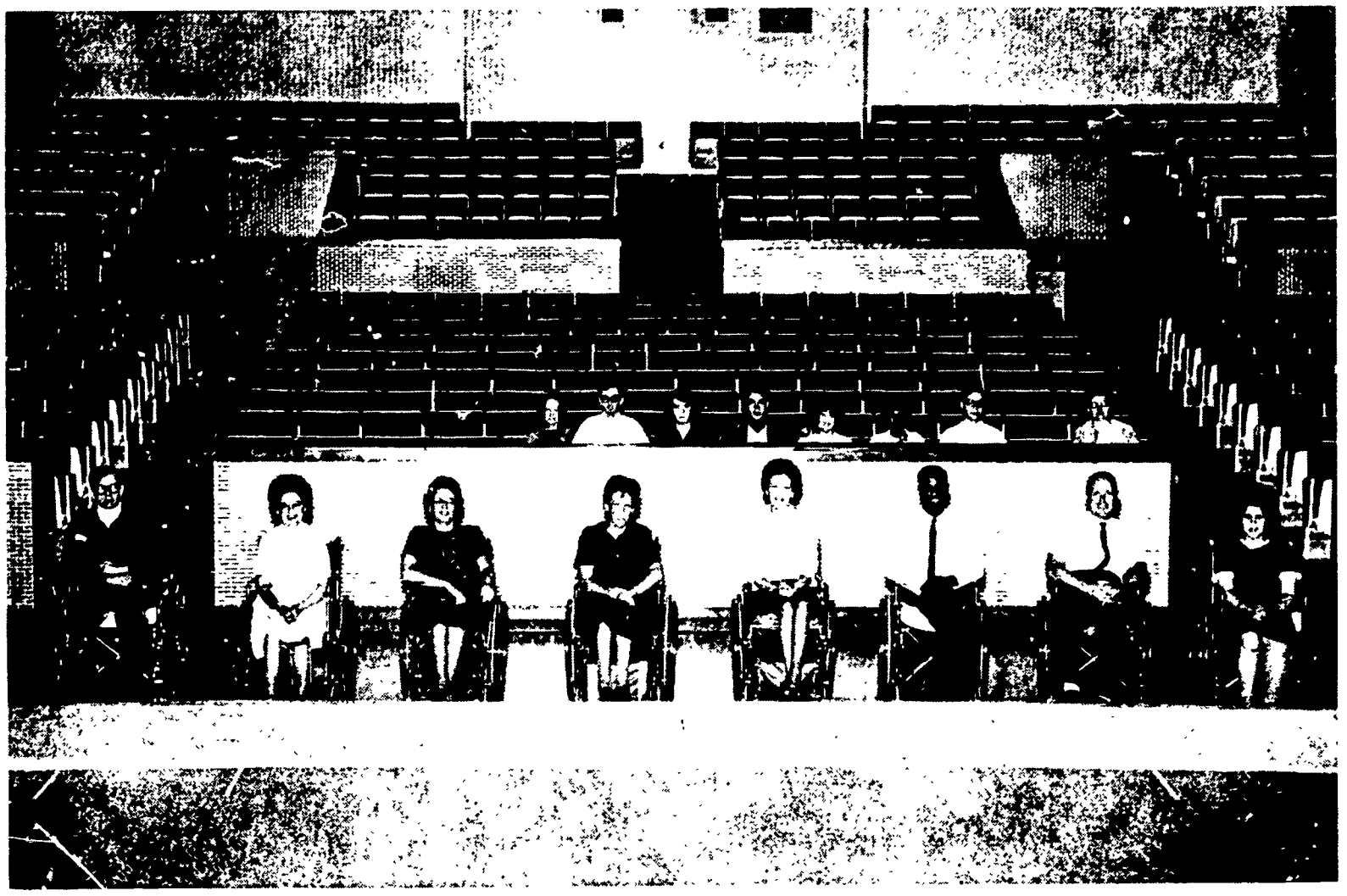
When it comes to leased facilities, smaller buildings, and existing buildings which were not originally designed to accommodate physically handicapped persons, there are problems. It is not always feasible to follow the ASA standards for such space, either because of cost or because of basic physical layout.

Sometimes GSA leases only a portion of the space in a building. Particularly where very small amounts of space are required. it may not be economically feasible to require leasors to install special facilities for handicapped persons. However, when an agency advises GSA of the necessity of such facilities, every reasonable step is taken to insure leasing of space which is easily usable by the handicapped.

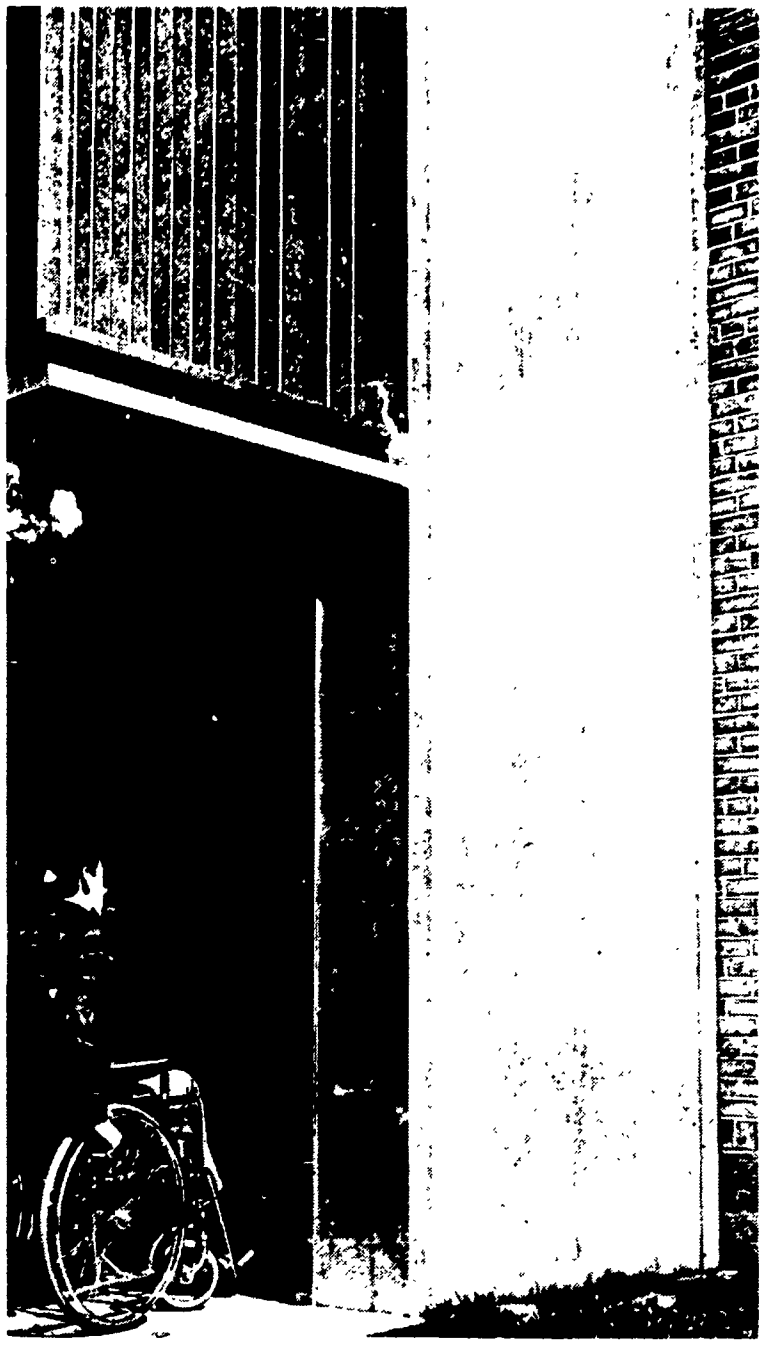
Since 1959, GSA inspection engineers have been making a continuing survey of all buildings under the agency's jurisdiction and have reported all instances where accessibility is poor. One result of this survey is that GSA is installing entrance ramps where the only present means of access is by steps. In addition, wherever a building is remodeled or renovated, an entrance ramp or grade entrance and other facilities for physically handicapped employees are included if it can be done.

With regard to small buildings, those less than 50,000 square feet in area, the cost of putting in power-operated doors or special toilet facilities is sometimes prohibitive. However, again when the occupying agency can justify the need for these conveniences, or when the problem of a particular handicapped individual is brought to GSA's attention, every effort is made to provide them.

As I said earlier, GSA participated in the development of the ASA specifications. It has also been well aware of problems associated with architectural barriers because of an active program of recruiting physically handicapped workers, and has been working closely with the President's Committee for the Employment of the Handicapped and other organizations interested in eliminating architectural barriers in attempting to spot troublesome buildings and areas and to make the necessary corrections.



In an area reserved for them, wheelchair patrons line up for a movie in new building at Woodrow Wilson Center, Fishersville, Va.



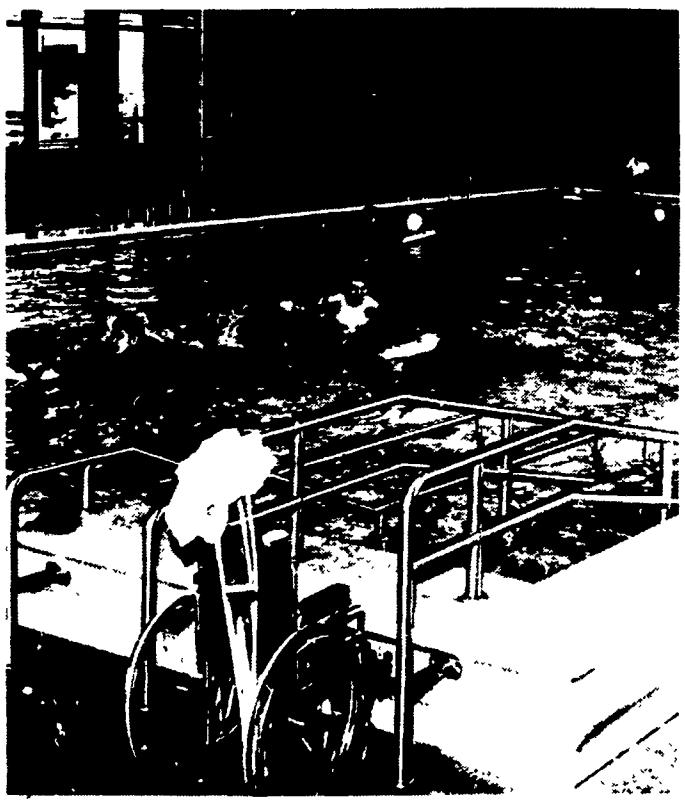
Schools in the Forefront

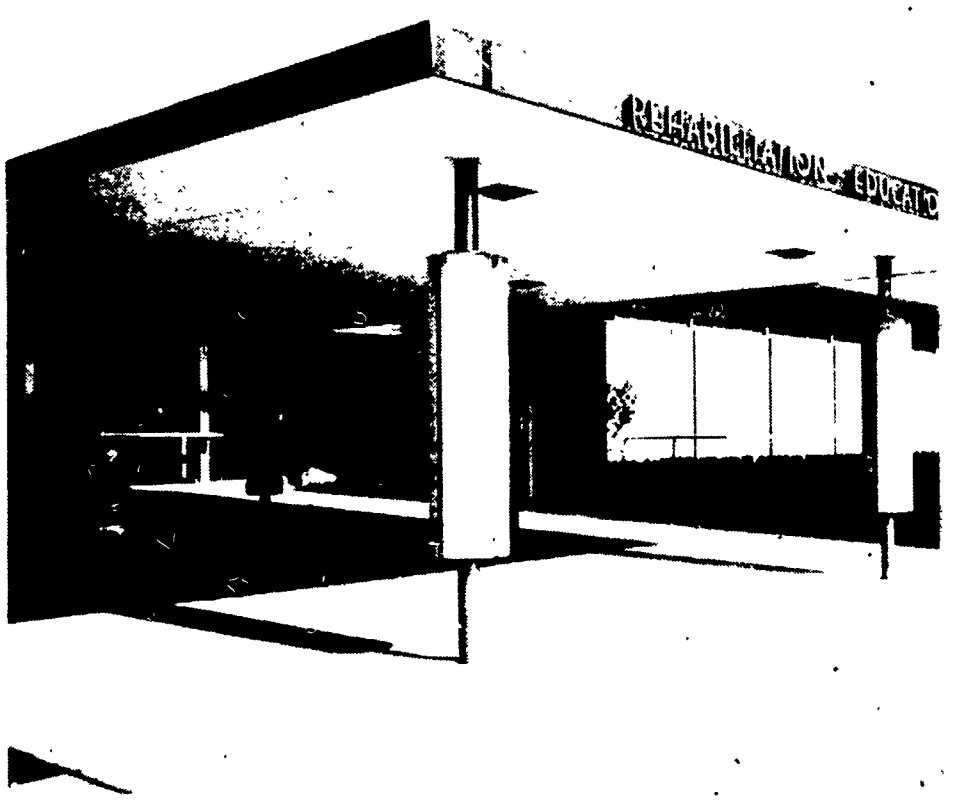
Students in wheelchairs couldn't get into this building (left) at Hofstra University until this outside lift was installed. A similar lift will soon be available to admit the handicapped to all old campus buildings, and new buildings will be fully accessible to students with physical disabilities.

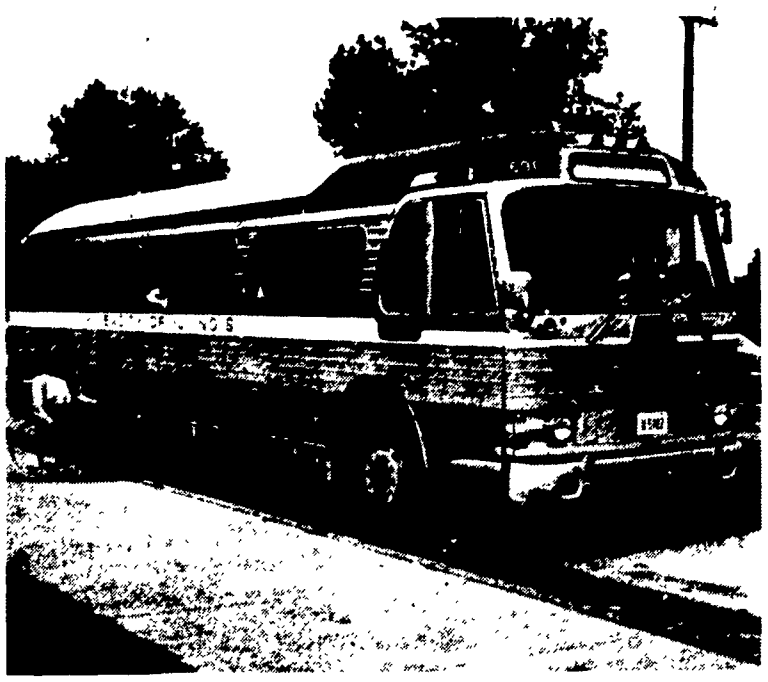
A swimming pool (lower left) with accommodations for students with serious physical handicaps is part of the new Human Resources school adjacent to Abilities, Inc., Albertson, N.Y. The school, which admits only the severely handicapped, includes educational, recreational, and therapeutic services for students in elementary and high school grades.

The University of Illinois, which in 1947 began the country's first program for the education of severely and permanently physically disabled students, has just dedicated its new Rehabilitation-Education Building (shown below). Here the university's 233 disabled students (154 of them in wheelchairs) receive medical and rehabilitative services, including orientation for the blind and deaf.

More than a dozen other colleges and universities now have programs for handicapped students. Most include barrier-free new buildings, ramps and other modifications (both inside and outside) on existing buildings, cut-down curbs, reserved parking, and a varying range of medical and other vocational services.



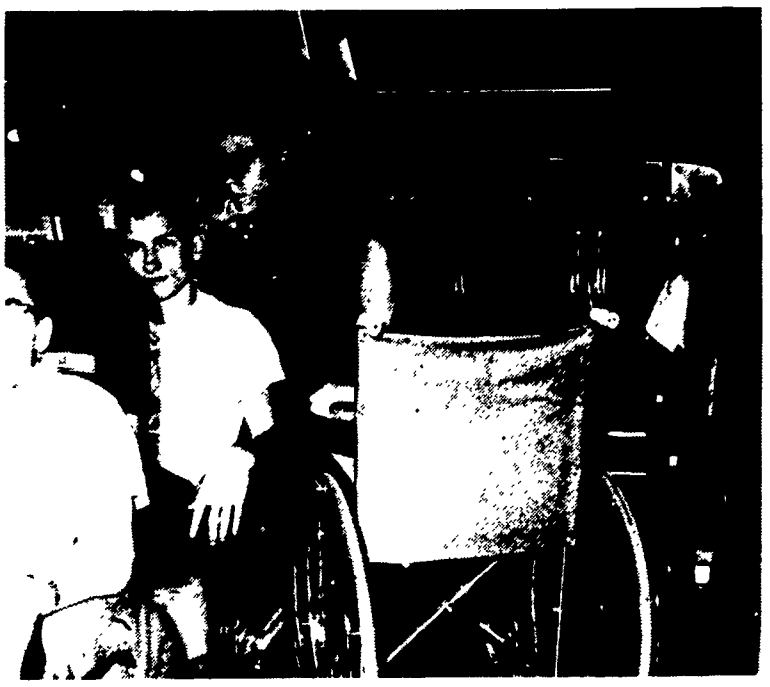




The Story via Bus

This cross-country bus is a recent addition to the extensive accommodations for handicapped students at the University of Illinois. As the photographs show, the ramp, an integral part of the bus floor, descends to the curbing to admit wheelchair passengers. Inside, aisles are wide and there is storage space for wheelchairs, so that students can ride in the comfortable, reclining seats on long journeys.

There are many of these long journeys for the university's disabled students, who regularly travel around the country, visiting other campuses and appearing before many groups to discuss and demonstrate what disabled people can do if reasonable attention is given to their special needs.



BARRIER BITS

The wheelchair set around San Francisco Bay will ride the subway in perfect comfort when a new, space-age designed transportation system is completed in 1971. Linking San Francisco, Alameda, and Contra Costa Counties, the 70-foot cars, speeding along at 80 miles per hour, will carry 76 passengers—and have a special place for 3 wheelchairs.

Attendants will help wheelchair users through special entrance gates near the regular turnstiles. The Bay Area Rapid Transit system's 38 stations will be level or ramped and washroom facilities will be accessible. Most of the stations will have adjacent offstreet parking areas accessible to wheelchair users.

Members of the North Carolina Paraplegia Association are crusading to eliminate architectural barriers. Here are some of the things they helped accomplish in their State: The construction of two colleges—St. Andrews and Methodist College—that are completely accessible to persons in wheelchairs or on crutches. The installation of ramps and an elevator in a church in Winston-Salem. The construction or modification of a community center, a technical institute, and various eating places and shopping centers in that city to meet the needs of the handicapped.

Through the efforts of the association, the Perry Manufacturing Co. constructed its new plant in such a way as to make possible the employment of paraplegics. The crusaders have also invaded bowling alleys and sponsored wheelchair basketball games.

Officials of the 1967 World's Fair in Canada have announced that all buildings they construct for the exposition are to be free of architectural barriers. The planning group has distributed copies of building standards for the handicapped to all other persons who are constructing buildings at the Fair site and is strongly recommending that these buildings be made accessible to all, regardless of physical condition.

The City Hall in Asheville, N.C., has recently acquired a ramp at its main entrance, the county courthouse has added a ramp, and the Westgate shopping center has installed ramping to make its facilities accessible to handicapped persons. All this is part of the result of a yearlong campaign by a citizen's group called the Door-Openers.

To help in their effort to break down barriers for the elderly and others with physical handicaps, the Door-Openers have presented a slide show to community groups to demonstrate what many cities have done to eliminate these barriers and have called on every architectural firm in Asheville. They have also made up a map of the downtown area and have shown it to the city council, pointing out that ramps at key intersections would not only help the physically handicapped shopper but would also be fine for anybody with small children or a baby carriage or lots of packages.

"Our society can put a man in orbit, but it cannot always put him in his public library or in his church, or in his precinct voting booth."—Harold Russell, Chairman, President's Committee on Employment of the Handicapped.

At the John F. Kennedy Center for the Performing Arts, now under construction in Washington, D.C., a wheelchair patron will be perfectly at ease.

When he arrives at the center, he parks his car on the lot in an endspace specially reserved for the handicapped. To get into the building, he uses any entrance—front door, back door, side door. All entrances are ramped and there are no "tradesmen" entrances for the handicapped.

Once inside, he notes that he can easily reach the elevator buttons from his wheelchair. He rides the elevator to the box levels or balconies. He sees that

each orchestra floor has ramped entrances and wheelchair spaces.

During intermission, he rolls over to a water fountain and drinks from a tap not more than 3 feet from the floor. Moving about the building, he notes that the bathrooms have wide doors and grab bars and that knurled door knobs (to aid the blind) indicate dangerous areas.

And finally, he goes to an open telephone booth and uses the convenient phone located about 4 feet from the floor.

"When people think of architectural barriers, they usually think of barriers to access and free movement in buildings, but there are many other important considerations. For instance, the blind need raised numbers on doors and elevator signal panels; the deaf may need signal lights at various places, and the hard of hearing need hearing aids in conference rooms and auditoriums."

This quotation is from the National Rehabilitation Association's June 1966 guide on architectural barriers. The guide, prepared by Keith C. Wright of the Richmond (Va.) Professional Institute, is directed to NRA's State chapters. It recommends that each chapter have a committee on architectural barriers and it suggests many activities such a committee can undertake to encourage ready access to and use of buildings and facilities in each State.

The Holiday Inn organization has joined Travelodge in installing in some of its motels "totally accessible units," with no steps, wide doors, lowered electric switches, tilted mirrors, and trapeze hooks over the beds.

The "Wheelchairmanship program" of the American Rehabilitation Foundation includes:

- Regular training sessions for the ushers of the Guthrie Theater in Minneapolis, to teach them to assist disabled theater-goers.
- Training of 14 volunteers, including taxicab and ambulance drivers and policemen, who transport disabled people to sports events.
- Sessions for United Airlines personnel, including the porters who handle wheelchair requests at O'Hare Airport in Chicago and the instructors who train stewardesses at the airline's training center.

Hertz and Avis Rent-a-Car organizations now provide cars with hand controls at no additional rental fee to customers who ask for them.

Two taxi companies—Yellow Cab and Handi-Cab—provide special cabs for the handicapped in several cities. Phoenix, Denver, Milwaukee, Chicago, and Indianapolis are among them. The special cabs include ramps which lower to the sidewalk, anchors for wheelchairs, special seat belts, and drivers trained in assisting handicapped people.

Along with the drive-ins for food service and the drive-in bank service, there are now drive-in telephones in a few places. They save a lot of time and effort for people in wheelchairs.

Guide to the National Parks and Monuments for Handicapped Tourists, a directory of over 200 tourist attractions throughout the country which comprise our national park system, has just been released. Intended to help handicapped persons and their families plan in advance for visits to these vacation magnets, the guidebook tells whether facilities such as museums, visitor centers, and concession stands are accessible to persons with ambulatory limitations.

It forewarns persons in wheelchairs whether they can expect flights of steps, narrow doorways, inaccessible toilets, or other architectural barriers. Cardiac patients and persons who are affected by high altitudes will find in the directory the elevation of park features and the grade of hiking trails.

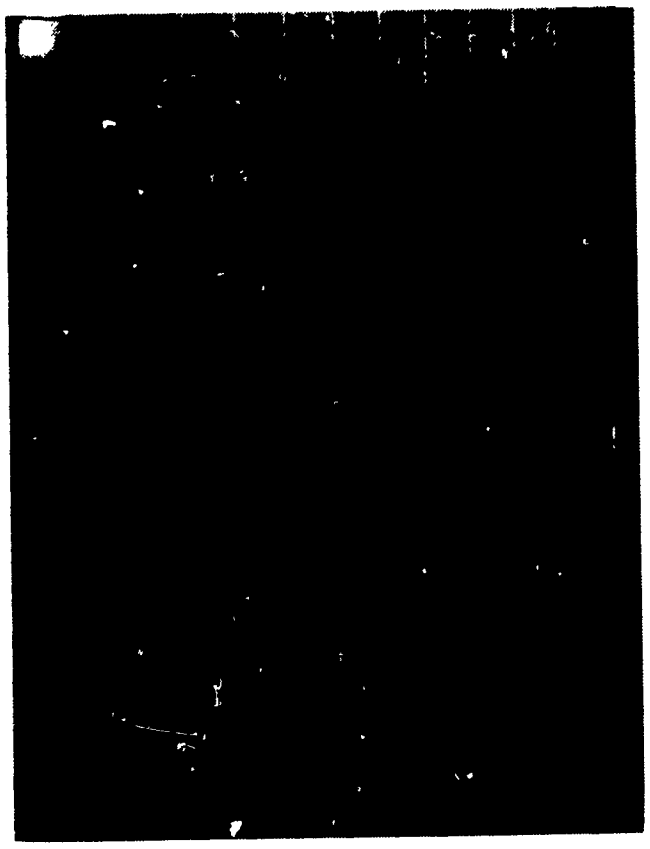
Harold Russell, Chairman of the President's Committee, states in the foreword that more and more of the severely handicapped are living independently, are going places and doing things. The handicapped traveler, he says, should "be entitled to enjoy the grandeur of our natural resources without facing the embarrassment of being rejected at the end of his journey."

Single free copies of the guide are available from The President's Committee on Employment of the Handicapped, Washington, D.C. 20210.

Ways in which all types of recreational sites and facilities can be made accessible to the aging and the disabled are discussed in a 271-page manual covering planning of sites for all types of health, physical education, and recreational activities. The manual also includes sketches showing how the needs of the handicapped can be taken care of without difficulty when a facility is being planned or remodelled.

The manual is: *Planning Areas and Facilities for Health, Physical Education, and Recreation.* It is available for $5 from The Athletic Institute, Merchandise Mart, Chicago, Ill. 60654.

SHOWER ROOM FOR ELDERLY



Two views of a shower room in Crestview Apartments, Wilmington, Del. This is Delaware's first housing project designed exclusively for low-income, elderly families. This shower room, for residents who cannot get in and out of the bathtubs in the apartment bathroom, is on every other floor of the Crestview buildings.

Features of the room include the flush-sill wide door, and low-mounted tissue dispenser, and grab bar visible as the elderly wheelchair resident enters. At her left is a chain which secures the door from the inside but allows it to be opened from the outside in an emergency. There is an emergency button which registers in the lobby and in the manager's office.

The woman can go into the shower in her wheelchair and use the bars to transfer to the wooden seat shown in the other photo. The floor is angled to prevent water from running out of the shower and into the room.

Wheelchair dwellers who hesitate at the idea of navigating steps wouldn't like living in the Philippines, Thailand, and Indonesia, where many houses are built on stilts. And they wouldn't like it in Japan, where it is the custom to leave the wheelchair at the door. Having parked his wheelchair, the paraplegic slides around the floor, sometimes using a sliding device called a "tatami mat."

Saccess, a newsletter printed on bright yellow paper, is devoted exclusively to reporting what is going on and what ought to go on in order to make public buildings and other facilities accessible to disabled people. Louis L. Gottlieb is the publisher and editor of the letter, which is only a few months old. The address of *Saccess* is 6440 Southwest 63d Terrace, South Miami, Fla. 33143.

The Wheelchair Traveler is a new directory of hotels, motels, restaurants, and sightseeing attractions readily usable to those traveling in wheelchairs. It has listings from most States and from Mexico. Cost is $2 a copy and may be ordered from *The Wheelchair Traveler,* 22480 Cass Ave., Woodland Hill, Calif. 91364.

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