Chandler, Mark

From: tg lining bv [info@tglining.nl]
Sent: Tuesday, October 10, 2006 6:19 AM
To: Chandler, Mark
Subject: part two pictures by text tg lining

Pictures TG Lining, the Netherlands

To apply a warning without connection to a natural or artificial guide line is most waste of money and could be dangerous because it gives pseudo safety. I noticed that many visually impaired in the US have no idea how much they can improve their independent mobility by means of simple guide paths and functional warnings on the right places applied. Till now they have only knowledge of dome type warnings, for many not usable and often applied on a wrong way on wrong places. I hope the pictures make my statement clear.

Warning marking, highly reflective, stays clean and partly eye sighted percept the warning in advance. Blind and people with a very low vision make always use of a cane. They percept the warning in advance on arm and cane distance by a recognizable higher and louder sound compare to every substrate with every type of cane with a gentle hit or scrape. Warning markings are always connected by an artificial guide path to the nearest natural guide path, mostly some meters is sufficient. Domes always in the direction the way you have to cross the road. The sound tile idea is patented in EU, US and Can.

Crosswalks, roundabouts
Visually impaired become in danger if you apply a warning on the corner of a footway with the same level as the carriage road. You become guided to the centre of the crossing! If you wait on the warning the wheels of trucks and trailers could come on the footway corner or you notice their side mirror.

If you leave the pub (see picture) you follow the natural guide path (building line) to the artificial guide path and you know (drunk or not) exactly the place of the cross walk and the direction you have to cross the road. Stain less steel, aluminium (anodized) has on all circumstances after years a higher reflectance to any substrate and did not become dirty. On tiles, bricks, all kinds of existing surfaces we apply very durable ridges. (patented applying method in EU, US and Can.) Cross section and height of the ridges is dependable of the roughness of the surface. The pattern (bar-code) is about always the same, inside or outside on every kind of substrate. Contrast coloured dependable of the substrate.

Often cross walks are complicated in Europe, for example you have to cross a bicycle road, a tram rails, a bus track, a traffic island, etc. before you reach the traffic road. Roundabouts become easy if you apply guide paths and sound tile warning on the right places.

Red and yellow asphalt surfaces become more and more introduce. Yellow as warning colour (always in short time with a low reflectance difference to the surrounding substrate), is for the partly eye sighted not functional any more. Yellow become use for traffic lines too on roads, white for zebra crossings.

A picture of a cross walk of a bicycle road, pedestrian island, traffic road, pedestrian island, bus track, etc. A picture of an ideal cross walk for the visually impaired (not lowered). Separately the footway is lowered for wheelchairs, rollators and buggies.

Warning for a dangerous stair in the public street *Some types of warning tiles*

Metro-, train-, light rail platforms and bus station

Guide path parallel at least 120 cm from the rim. (Safety and direction) Visually impaired stay on or behind the guide path until they hear the train stops. In public transport places a guide path is always a part from a guide system. For example an artificial or natural guide path from a bus stop, a taxi rank, etc. to the entrance/ exit of the station, to the ticket machine, the ATM, the information desk or -pillars, the elevators, the stair, the platform.

Warning line (for the non-visually impaired) by circles 50 cm from the rim, hart to hart 50 cm, diameter 10 cm. In this way you prevent that the line become confuse by partly eye sighted with the rim of the platform and the other way around. Any profile more than 2 mm on the substrate near the rim is absolutely forbidden. A line, even interrupted, parallel to the rim could be confusing.


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