Framework Plan for Barrier-free Design and Sign System

Osaka University

(AY2010 revised edition) Contents

Most of possible action plans at that time realized in AY2012.

We will reconsider and revise the framework plan in the near future.

目次

Introduction

– What is the Framework Plan for Barrier-free Design and Sign System?

Osaka University has been working to ensure the safe mobility and use as well as distinctiveness of the campus and to make the campus truly open to diverse individuals including elderly persons, children, and persons with physical, visual, or hearing disabilities, individuals who face a language barrier including foreigners, and individuals who use diverse means of mobility including those who walk, ride a bicycle, use a wheelchair, or drive a car.

These guidelines were established to achieve these goals, and consist of the following three parts.

Part I presents barrier-free guidelines. Specifically, it sets out the guidelines for arranging spaces in an intuitive manner (e.g., an ideal model of the building entrance), eliminating level differences by providing ramps, securing a sufficient width for sidewalks, and ensuring a universal design of spaces, in order to make the campus more accessible for all individuals including persons with disabilities. Part I also summarizes the results of surveying outdoor common spaces and a specific improvement plan.

Part II presents guidelines for planning the sign system. Here, a sign refers to a guide sign that shows the position on campus, direction to a building, name of a building, etc. for visitors. Part II provides guidelines for achieving a distinctive, well-organized, and aesthetic sign system for the vast campus with its many divisions, and discusses the specific layout plan and design improvement plan.

Part III presents guidelines for indicating the names of buildings and so forth. Specifically, it defines the method of naming and indicating the buildings on campus to ensure that the names are easily understandable and well-accepted by users. Regarding the existing buildings, the current names will continue to be used for the time being, except for those which are confusing with some similar names. Regarding the guide signs on campus and indications on the campus map in pamphlets and on the website, the names of buildings must be based on these guidelines.

This framework plan is a summary of the main elements of “accessibility on campus” as guidelines.*

Background of this revision

These guidelines are the supplemented and revised version of the Framework Plan for Barrier-free Design and Sign System formulated in March 2008.

Osaka University formulated the Campus Master Plan in 2005. In March 2008, the Framework Plan for Barrier-free Design and Sign System was formulated as the lower-order guidelines of the master plan. It focused mainly on the Toyonaka Campus and Suita Campus. In October 2007, Osaka University of Foreign Studies was integrated with Osaka University, and the campus site of the former Osaka University of Foreign Studies was regarded as Osaka University Minoh Campus. It was therefore necessary to conduct a survey and formulate a plan for the Minoh Campus.

There was another problem: Osaka University has many divisions including schools/faculty and graduate schools, and the names of buildings were difficult to understand, making the signs providing information and showing directions less effective as a result. It was therefore decided in the revision process to discuss how to indicate the names of these buildings.

This framework plan gives guidelines on maintaining and increasing the diversity of activities on campus by defining and redefining the framework of the overall campus, the ideal model of common spaces across the university (e.g., open spaces), and the relationship with buildings. It uses expressions that will not become obsolete even if the respective development plans are subject to significant change over time. The Osaka University Campus Master Plan is similar in nature to that of this framework plan.

* These guidelines compile information about outdoor common spaces on campus. The basic policy should also apply to the spaces inside buildings and outdoor spaces not mainly intended for common usage. However, the details are not provided because respective divisions have a high level of discretion.

Part I Barrier-free framework plan

I-1. Concept of the barrier-free framework plan

1.Consideration for diverse individuals

The objective is to ensure the safe mobility and use as well as distinctiveness of the campus for diverse individuals including elderly persons, children, and persons with physical, visual, or hearing disabilities, individuals who face a language barrier including foreigners, and individuals who use diverse means of mobility including those who walk, ride a bicycle, use a wheelchair, or drive a car.

2.Consideration from the spatial and social perspectives

Mobility and accessibility include not only the use of barrier-free designs such as installation of elevators, elimination of level differences, and construction of universal toilets but also personal support and assistance. Regarding ensuring the distinctiveness of the campus, information and directions will be presented using signs and information equipment. Overall considerations will also include showing directions by using buildings and street furniture and by providing information through personal communication and the five senses, such as wind, smell, and sound.

However, such improvement efforts may be undermined by inconsiderate behavior, such as leaving a bicycle on an improved ramp. It is necessary constantly to raise the awareness of individuals to overcome attitudes, in addition to improving the infrastructure.

3.Environment that leaves a lasting impression

Unique streets and open spaces are the key to giving individuals a strong impression of the campus space. For this reason, distinctive features will be created by using trees, the pavement, and so forth to create a unique campus that leaves a lasting impression. The geographical ups and downs, slopes, and the natural environment that serves as the background of the landscape or “eye-stop” (a structure located so as to attract attention when looking through a space) make the campus landscape unique. We will make the best possible improvements and take actions while attaching importance to these features.

4.Efforts to ensure utmost consideration

The concept and design guidelines of the campus master plan and this framework plan must be observed. In each project, the stakeholders are responsible for pursuing the best possible designs regardless of the scale of the improvement project or the organization in charge (the Administration Bureau or respective divisions). It is always necessary to ask for opinions from experts in the relevant fields.

5.Balance between systematic improvement and flexibility

It is necessary to prepare an action plan every several years and improve the facilities depending on the level of urgency. Meanwhile, persons with physical disabilities face various difficulties. A flexible budget allocation system and mechanism must be established to always enable personalized improvement and action. We must also strive to start with the feasible scope regardless of the budget. In some cases, the guidelines and action plan should be improved or revised based on the best knowledge currently available.

6.Designs through a participatory process

Various unexpected conflicts arise between physical disabilities and the environment. We will listen to and analyze opinions and remarks from various individuals including students, Osaka University staff, and citizens, whether they have physical disabilities or not. The campus must be inspected by persons with physical disabilities. It is also essential to receive suggestions from persons with physical disabilities for improving the environment. Support will be offered to voluntary activities by groups of students and academic staff, classes, etc. involved in such efforts.

7.Continuity with the surrounding environment

Consideration will also be given to improving the approach from public transport facilities such as stations, and to ensuring continuity with the surrounding urban area and main facilities, in addition to the barrier-free designs of the campus. Efforts will be made with a vision of creating a continuous network from the space in buildings and divisions to the campus space and the surrounding urban area (see Fig.)

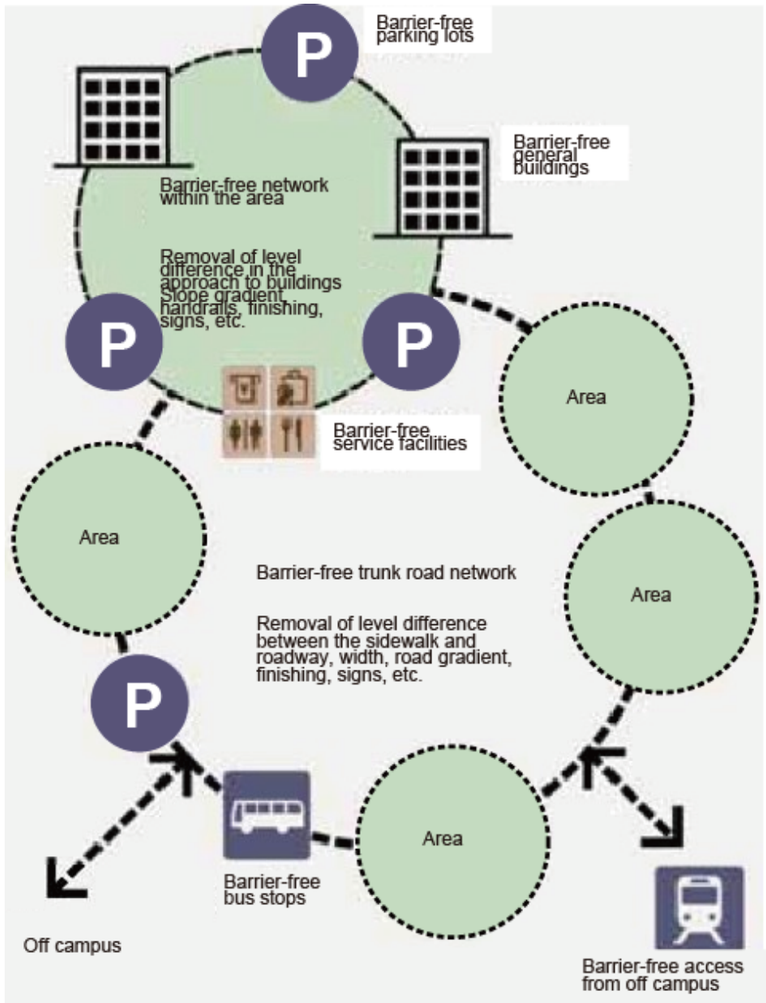


Fig. 1 Consideration for continuity between the campus and surrounding environment

I-2. Barrier-free design guidelines

To achieve the concept, consideration must be given to the following points in future projects to improve the buildings, outdoor spaces, and street furniture. Coordination and consistency must be ensured with the design guidelines in the campus master plan and green framework plan.

1.Arrangement of streets and blocks

♦ Uniqueness of streets

Regarding the streets, greenways and so forth that help make the campus unique, it is effective to give some sense of uniformity and harmony to the building designs, types and shapes of street trees, and road surface finish that face such streets and greenways.

♦ Consideration in respective division areas

The pedestrian routes through the respective divisions and blocks will be maintained and continue to be used. It is necessary to put top priority on improving the areas that are used as passages such as parking lots and service yards. Consideration should be given in terms of (i) landscaping to make walking pleasant and (ii) mobility and distinctiveness, instead of simply allowing pedestrians to walk through.

2.Buildings

♦ Designs that clearly show an entrance

The design should clearly show the entrance of a building. For example, it is possible to select design-based pavement for the approach to an entrance hall, draw attention to the eaves of an entrance hall and symbol trees, light up an entrance using spotlights at night, or provide openness around an entrance hall using columns and a covered plaza (small open spaces under a roof).

♦ Showing activities in buildings

Distinctiveness means more than simply showing the destination. It is important to show what people are doing at various places or in buildings so that visitors can see the diversity of education and research on campus and the activities of students while moving through the campus. For this reason, consideration should be given to arrange public spaces such as galleries, cafeterias, communication spaces, and lounges or to provide openings wherever possible on the lower floors of buildings.

3.Lighting

♦ Lighting for guiding people

Lighting in the environmental design is used to guide people or to serve as a symbol rather than simply lighting up the area. Regarding the pedestrian routes and symbol streets that provide the framework of the campus, it is also necessary to give a unique impression by using rows of footlights.

♦ Symbol

The schools/faculty space and buildings, which are the main features of the campus, should be lit up where possible while also considering energy conservation.

4.Relevant laws and regulations and service-based solutions

♦ Compliance with relevant laws and regulations and arrangements for unique considerations

The Ordinance for Barrier-Free in the Town and other laws and regulations apply to basic matters related to buildings and outdoor spaces.

Regarding issues not covered by the Barrier-Free Town Planning Ordinance, such as consideration to cope with problems in layout and stigmatization (stress caused by receiving special consideration), both the architectural aspects and social and psychological aspects will be reviewed.

♦ Balance between infrastructure and services

If it is difficult to install an elevator or ramp, solutions should be sought from an administrative viewpoint, such as using vehicles or personal assistance, rather than offering infrastructure solutions.

5.Measures to assist persons with sensory disabilities

♦ Giving clues in spaces

Designs that give clues through the five senses (e.g., sight, hearing, touch, smell) should always be reviewed. For example, effective designs include providing a tactile sensation to the feet for persons with visual disabilities, including standardizing the pavement for respective streets (to give a sense of orientation and security that they are walking on the pedestrian route), using a different pavement material around a protruding structure (e.g., gravel around an independent pillar helps avoid collision), emphasis of the pedestrian route (e.g., persons with visual disabilities can notice that they are deviating from the pedestrian route if they step off the pavement of the route and onto a lawn).

For persons with hearing disabilities, it is necessary to separate pedestrians and vehicles. In buildings, it is important to help them see distant locations as in the case of the Humanities General Research Building.

The smell of plants and sounds that are not offensive to the ear are necessary to give an impression of the campus not only for persons with visual disabilities but also for many other individuals. The use of partitions and noise barriers must be minimized on campus.

The level of visual disabilities varies from total blindness to weak eyesight. It is essential to consider visual designs such as emphasizing contrast and choosing vivid flowering plants for persons with visual disabilities.

♦ Use of sensory aid equipment

Various types of equipment may also be used for persons with visual and hearing disabilities to provide audio guide information, and image and character information on displays, such as installing an emergency sign language display in an elevator. Such equipment is expensive, but it is necessary to start a review at an appropriate timing.

♦ Systematization of tactile pavings

In this framework plan, streets subject to improvement have been carefully selected by taking into account the current status of improvement and frequency of use. In the newly improved buildings, tactile pavings have been installed in accordance with the ordinance. However, other buildings are isolated from the network of tactile pavings; it will be necessary to review the possibility of expanding the scope of streets subject to improvement using tactile pavings.

I-3. Barrier-free action plan

The following pages outline the survey on outdoor spaces at the Toyonaka, Suita, and Minoh Campuses and make specific proposals.

A full-scale review on measures for persons with visual and hearing disabilities is required.

I — 3. Barrier-free action plan

I-3-1. Toyonaka Campus - Results of a barrier-free survey on the outdoor spaces and improvement plan

The longitudinal gradient of the road is steep.
Maximum gradient i = 14.0%
⇒ Install a ramp.

・The effective width of the sidewalk is narrow (W = 1.6 m).

The problems of the East Entrance for which remarks were given in 2003 were improved in the construction project in AY2008.

The walking space is sufficient, and it can be regarded as the main route in the Toyonaka Area. However, it is very difficult to walk because it is used as a bicycle parking space.

The longitudinal gradient of the road is steep.
Maximum gradient i = 19.0%

The staircase to the Osaka University Hall is steep, and the difference in elevation is large.

The longitudinal gradient of the road is steep.
Maximum gradient i = 9.5%

There is a ramp, but there are no tactile pavings or handrails.
There is no automatic door.

The longitudinal gradient of the road is steep.
Maximum gradient i = 12.0%

The longitudinal gradient of the road is steep.
Maximum gradient i = 13.5%

The entrance/exit for pedestrians at the Ishibashi Gate is narrow (W = 1.0 m).

Machikaneyama Museum
(The Museum of Osaka University)

The road serves as the approach from Ishibashi Station of the Hankyu Line to the Ishibashi Gate. There is no other route.
The longitudinal gradient of the road is steep.
Maximum gradient i = 11.0%.

Ishibashi Entrance

Osaka University Hall

Center for Education in Liberal Arts and Sciences

Student Service & Union

Gradient of the ramp for the building i = 6.8%

The ramp does not have tactile pavings or handrails.
There is no fence at the landing. This is dangerous.

There is a ramp, but there are no tactile pavings or handrails.
There are no handrails or tactile pavings at the level difference before the entrance hall.

Student Union

Welfare Center
(Cafeteria and Shops)

There are many abandoned bicycles, making it very difficult to pass through the area.

The longitudinal gradient of the road is steep.
Maximum gradient i = 9.3%

The area is used as an on-street parking lot.
The effective width (W) is 3.8 m.

The interval between parking chocks is narrow.
This prevents free access by wheelchair users.

Toneyama Entrance

The longitudinal gradient of the road is steep.
Maximum gradient i = 6.0%

The interval between parking chocks is narrow.
This prevents free access by wheelchair users.

The longitudinal gradient of the road is steep.
Maximum gradient i = 20.0%

The longitudinal gradient of the road is steep. There is no sidewalk.
Maximum gradient i = 9.5%
The transition gradient at the intersection is unreasonably high.

Ramp to the cafeteria
Longitudinal gradient i = 7.0%

The staircase does not have handrails or tactile pavings.
The ramp is perpendicular to the entrance and is difficult to use.

The longitudinal gradient of the road is steep.
i = 10.0%

The longitudinal gradient of the road is steep.
i = 16.50%

Main Gate

The longitudinal gradient of the road is steep.
Maximum gradient i = 12.5%

The longitudinal gradient of the road is steep.
Maximum gradient i = 9.5%
(access route between buildings)

The ramp connects to the main route, but it is barely wide enough for one wheelchair.
(effective width W = 1.2 m, gradient i = 5.8%).

The longitudinal gradient of the road is steep.
Maximum gradient i = 7.5%

Approach to the Main Library
Maximum gradient i = 7.8%

Gymnasiumes

Main Library

Main Bldg.
(Let., Law, Econ.)

Graduate School of Engineering Science

Cafeteria
(La Foret)

Graduate School of Science

East Entrance

Osaka University International House

Shibahara Entrance

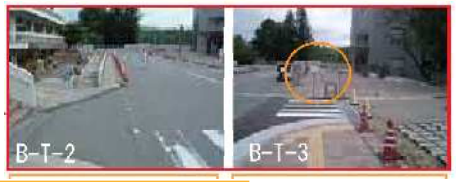
The longitudinal gradient of the road is steep.
i = 8.3%

The approach route from Shibahara Station is very steep (maximum gradient i = 18.4%).

The interval between parking chocks is narrow, preventing access by wheelchair users.

Many vehicles are illegally parked.

Many bicycles are abandoned, and many vehicles are illegally parked or stopped.



・The effective width of the sidewalk is narrow (W = 1.1 m).
・The gradient of the approach road to the Co-op store is steep (i = 12.8%)
⇒ Ensure sufficient width and improve the ramp.

・The directional tactile pavings terminate.
⇒ Install directional tactile pavings up to the Cybermedia Center and the library.
⇒ Install a crosswalk.

・The effective width of the sidewalk is narrow (W = 0.9-1.3 m).
(due partly to the planting strips)

・The directional tactile pavings from outside the Main Gate terminate. ⇒ Install directional tactile pavings.
・The sidewalk is discontinuous. ⇒ Raise the sidewalk surface to ensure continuity.

SPEID-02* in 2003

Blue : remarks
● : location where the transition gradient and level difference are particularly large
▬ : section with a steep gradient
▪ ▪ ▪ ▪ : location where the sidewalk width is inadequate and the transverse gradient is improper
▪ ▪ ▪ ▪ : area where many bicycles are abandoned and many vehicles are illegally parked

Information added at the time of formulation in AY2007 (black)
: current outdoor passage that should be improved
: area that should be improved for persons with disabilities

Proposals at the time of formulation in AY2007
▪ ▪ ▪ ▪ : Directional tactile paving for persons with visual disabilities
▭ : Top priority

* SPEID-2 is an abbreviation for Study Project for Environment Improvement Design-02 formulated in 2003.

Ⅰ-3-2. Suita Campus - Results of a barrier-free survey on the outdoor spaces and improvement plan

•The level difference from the courtyard to ground level (GL) is transitioned simply using concrete.
•Install a ramp from the Co-op area to the library.
⇒ Install a ramp or elevator.

The longitudinal gradient of the road is steep i=7.5%
The longitudinal gradient of the road is steep i=13.0%
The effective width of the sidewalk is narrow (W = 1.4 m). Wide-spaced mesh gratings are installed continuously, which may trap walking sticks, etc.
The gradient of the main approach to the building complex is steep i = 8.0%.
Basically, there is no sidewalk.
The longitudinal gradient of the road is steep i=11.0%
Access route from the Co-op store to the Bldg. E complex
Direct movement on the 1F level is impossible.
Ramp under Bldg. U2: one of the few access routes to the courtyard

The interval between parking chocks is narrow, preventing access by wheelchair users.

Onoharaguchi Entrance
The transverse gradient of the sidewalk is steep (i = 5.6%).
The longitudinal gradient of the road is steep (i = 5% or more).
Research Institute for Microbial Diseases
The interval between parking chocks is narrow, preventing access by wheelchair users. Effective width of the sidewalk: W = 1.2 m (east side)
Graduate School of Engineering
The Institute of Scientific and Industrial Researchs
Research Center for Nuclear Physics
This area is about 3 to 5 m higher than GL in the vicinity. A staircase or elevator in the building must be used to move.
The gradient of the main approach to the building complex is steep (i = 9.5%).
The gradient of the main approach to the building complex is steep (i = 11.0%).
The gradient of the entrance/exit ramp of the building is steep (i = 11.0%).
The longitudinal gradient of the road is steep (i = 6.0%).
The sidewalk pavement is old and very rough in this section.
The gradient of the main approach to the building complex is steep (i = 12.0%).
The surface is very rough due to the construction work to reduce the height of the sidewalk.
There is only a staircase to overcome the difference with GL.
The gradient of the approach to the building is steep (i = 10.0%).
The gradient of the approach to the building is steep (i = 7.0%).
There are barriers (e.g., level difference of the passage).
The sidewalk width is 1.75. The effective width (W) has been reduced to 80 cm due to the street trees.
The gradient of the approach to the building is steep (i = 10.0%).

•The longitudinal gradient is steep (i = 6.5%).

•The level difference is still large, preventing access by wheelchair users.
⇒ Reduce the level difference.

•The longitudinal gradient of the road is steep (i = more than 9.0%).

Senri-mon Gate
Direct movement on the 1F level is impossible.
The gradient of the ramp to the building is steep (i = 9.5%).
There is only a narrow staircase to cope with the level difference from the courtyard to GL.
The interval between parking chocks is narrow, preventing access by wheelchair users.
The longitudinal gradient of the road is steep (i = 6.0%).
The longitudinal gradient of the road is steep (i = 10%).
The gutter is not covered.
The gradient of the pedestrian route is steep (i = 13.0%).
The greening on the slope interrupts the continuity of the sidewalk.
The only approach from the parking lot is a staircase.
The bus stop does not have a bench.
The sidewalk does not require such a longitudinal gradient (6-8%).
The longitudinal gradient of the road is steep (i = more than 10%).
The effective width is narrow due to the plants.
No ramp or handrail is provided for the level difference. The directional tactile pavings are gray. There is no color brightness difference.
The longitudinal gradient of the road is steep (i = 6.0%).
There are handrails and a ramp for the level difference. There are no directional tactile pavings or handrails.
The wall for hiding the ramp looks strange.
The staircase for Bldg. 2 is not equipped with handrails. There is a ramp. The directional tactile pavings are gray. There is no color brightness difference.
The effective width has decreased due to the street trees (W = 1.0 m).
The ramp is long and steep.
West Gate
There is no sidewalk.
The approach to the building is steep (i = 8.0%). It is narrow at the end.
The road is one-way with a sidewalk on one side. Many vehicles are parked (parallel parking).
The effective width of the sidewalk has been reduced to 2.0 m or less due to the street trees.
The longitudinal gradient of the road is steep (i = 7.0%).

•Pedestrians walk in areas without a pedestrian crossing.

East Gate
The longitudinal gradient of the road is steep (i = 6.0%).

•The pedestrian crossing transition is steep in the pedestrian route from the station building to the University Hospital (i = 7.0-13.0%).
⇒ Improve the sidewalk.

Graduate School of Dentistry
Graduate School of Medicine
Osaka University Administration Bureau
Osaka University Hospital
Convention Center
Graduate School of Human Sciences
Graduate School of Pharmaceutical Sciences
Main Gate
Banpaku Entrance

•The gradient of the ramp to the Administration Bureau is steep (i = 9.0%).
⇒ Improve the ramp.

•Install an entrance for the elevator hall on B1 of the Administration Bureau Bldg.
⇒ Construct a path for guiding users.

The longitudinal gradient of the road is steep (i = 7.5%).
There is a ramp, but there are no handrails.
There are no handrails. The directional tactile pavings are gray. There is no color brightness difference.
The longitudinal gradient of the road is steep (i = 6.0%).
The ramp before the main entrance hall is unstable. There is a ramp before the entrance hall. There are no directional tactile pavings.
The longitudinal gradient of the road is steep (i = 7.5%).
The height of the sidewalk has not been reduced. The pedestrian route is discontinuous (level difference: 15 cm).
Illegally parked vehicles obstruct the pedestrian route.
The effective width has decreased due to the street trees (W = 1.0 m).
The longitudinal gradient of the road is steep (i = 8.0%).
The approach to the Administration Bureau is steep (i = 11.0%).

Bus terminal (traffic node)
•The overall gradient is about 3.0%.
•There are no directional tactile pavings for persons with visual disabilities.
⇒ Improve the gradient and install directional tactile pavings.

SPEID-02* in 2003

Blue : remarks
● : location where the transition gradient and level difference are particularly large
▬ : section with a steep gradient
▪ ▪ ▪ ▪ : location where the sidewalk width is inadequate and the transverse gradient is improper
▪ ▪ ▪ ▪ : area where many bicycles are abandoned and many vehicles are illegally parked

Information added at the time of formulation in AY2007 (black)
: current outdoor passage that should be improved
: area that should be improved for persons with disabilities

Proposals at the time of formulation in AY2007
▪ ▪ ▪ ▪ : Directional tactile paving for persons with visual disabilities
▭ : Top priority

* SPEID-2 is an abbreviation for Study Project for Environment Improvement Design-02 formulated in 2003.

I-3-3. Minoh Campus - Results of a barrier-free survey on the outdoor spaces and improvement plan

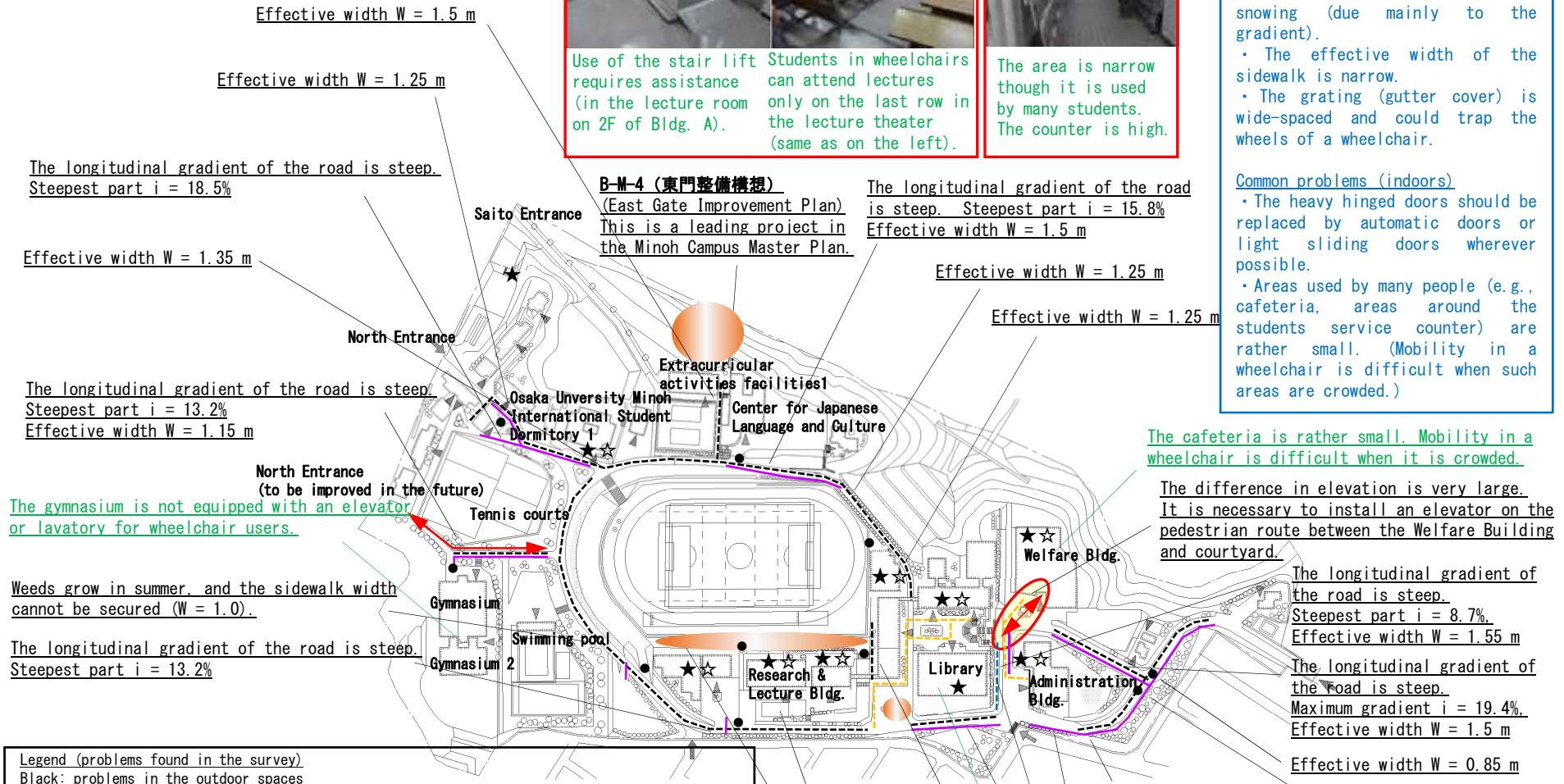
Use of the stair lift requires assistance (in the lecture room on 2F of Bldg. A).

Students in wheelchairs can attend lectures only on the last row in the lecture theater (same as on the left).

The area is narrow though it is used by many students. The counter is high.

Common problems (outdoors)
- The area is very dark at night because there are few street lamps.
- It is very difficult to move around when it is raining or snowing (due mainly to the gradient).
- The effective width of the sidewalk is narrow.
- The grating (gutter cover) is wide-spaced and could trap the wheels of a wheelchair.

Common problems (indoors)
- The heavy hinged doors should be replaced by automatic doors or light sliding doors wherever possible.
- Areas used by many people (e.g., cafeteria, areas around the students service counter) are rather small. (Mobility in a wheelchair is difficult when such areas are crowded.)



Legend (problems found in the survey)
Black: problems in the outdoor spaces
Green: problems in the indoor spaces (including the entrance hall door)
● : location where the transition gradient and level difference are particularly large
— : section with a steep gradient
– – : location where the sidewalk width is inadequate and the transverse gradient is improper
– – : area where many bicycles are abandoned and many vehicles are illegally parked
⬭ : other outdoor area that should be improved
★ : elevator for wheelchair users
☆ : lavatory for wheelchair users

Legend (latest proposals)
– – : Directional tactile paving for persons with visual disabilities
◯ : Top priority

I-3-4. Improvement proposals for the Toyonaka Campus

B-T-1 Before the Main Gate–before/near the School of Engineering Science

Current situation


The directional tactile pavings from outside the Main Gate terminate.

Improvement plan (draft)

Install directional tactile pavings.

B-T-2 Before the Co-op store and Main Library

Current situation


The effective width of the sidewalk is narrow.

There is a problem in continuity between the ramp and sidewalk.

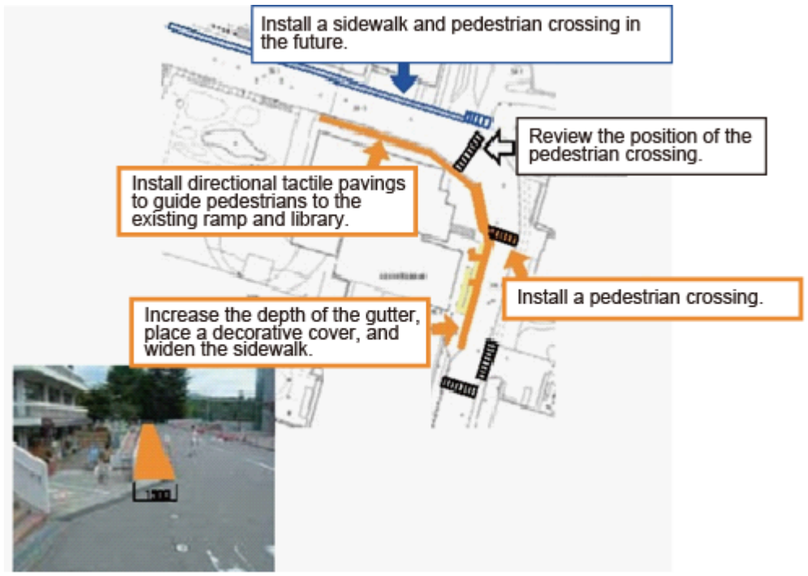
Existing pedestrian crossing (before the Main Library)

Improvement plan (draft)

Increase the depth of the gutter, place a decorative cover, and widen the sidewalk.

Review the position of the pedestrian crossing and install a new one.

Install directional tactile pavings and clarify the pedestrian route to the existing ramp and library entrance.



B-T-3 Before the Cybermedia Center

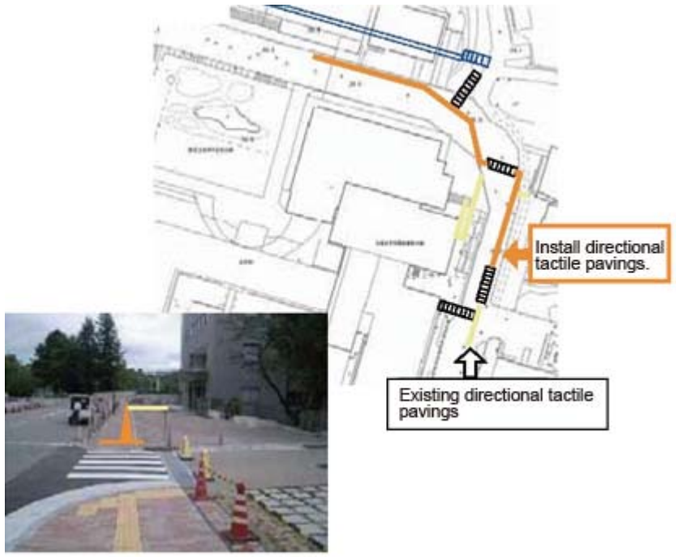
Current situation

The directional tactile pavings terminate.

Improvement plan (draft)

Install directional tactile pavings to the Cybermedia Center and library.

Install a pedestrian crossing, and use the route across the road for access to the library.



B-T-4 Near the ground

Current situation

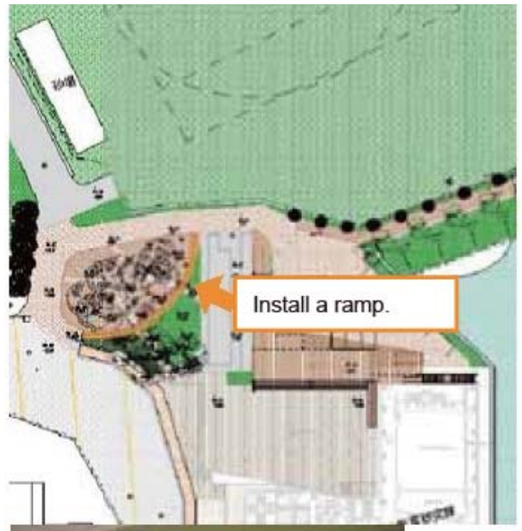
The transverse gradient of the road is steep.

Improvement plan (draft)

(Basic Plan for Improving the East Entrance (draft))

Install a ramp through the woodland.

Install a bench to encourage communication.



I-3-5. Improvement proposals for the Suita Campus

B-S-1 Near Senri-mon Gate

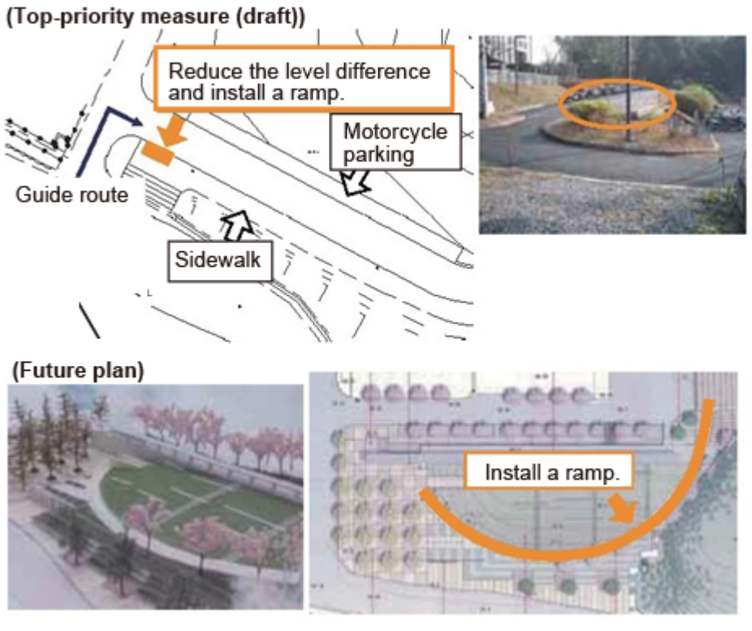
Current situation

The level difference is still large, preventing access by wheelchair users.

Improvement plan (draft)

◎ Top-priority measure (draft): Reduce the level difference of the sidewalk to enable wheelchair users to use the sidewalk.

○ Future plan: Install a ramp (plan for improving the area around the Senri-mon Gate (draft)).



B-S-2 School of Engineering and Co-op store area to courtyard

Current situation

The level difference from the courtyard to ground level (GL) is transitioned simply using concrete.

The courtyard and library area is about 3 to 5 m higher than GL. A staircase or elevator in the building must be used to move.

Improvement plan (draft)

Install a ramp or elevator.

If an elevator is installed, install a roof that connects to the corridor.

B-S-3 Entrance/exit of Handai-byoin-mae Station of Osaka Monorail

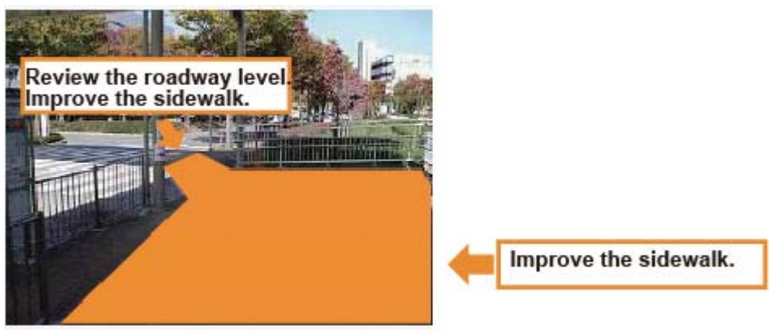
Current situation

In the pedestrian route from the station building to the University Hospital, the transition of the pedestrian crossing is steep.

Improvement plan (draft)

Improve the sidewalk.

Review the roadway level.



B-S-4 Bus terminal

Current situation


The overall gradient is about 3.0%.

There are no directional tactile pavings.

Improvement plan (draft)

Improve the gradient of the sidewalk and install directional tactile pavings.


B-S-5 B1 of the Administration Bureau Common Building

Current situation


Improvement plan (draft)

Install an entrance for the elevator hall.

Improve the guide route in line with the installation of the entrance.

B-S-6 Ramp on the west side of the Administration Bureau Common Building

Current situation

The gradient of the ramp to the Administration Bureau is steep.

Improvement plan (draft)

(Plan for improving the promenade of the Administration Bureau Common Building (draft))

Change the ramp position and adjust the gradient.


I-3-6. Improvement proposals for the Minoh Campus

B-M-1 Welfare Building to courtyard

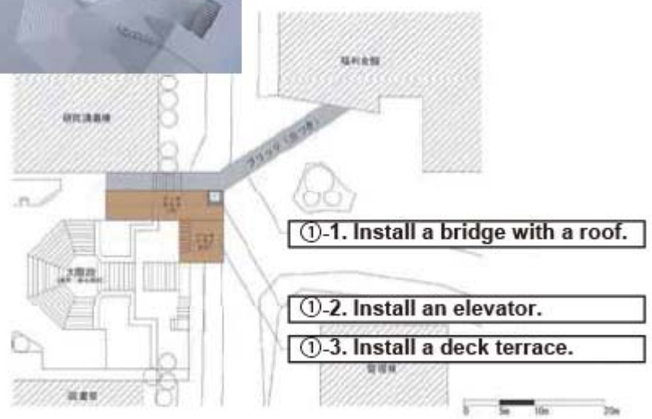
Current situation

The difference in elevation is as high as 6 m.

Improvement plan (draft)

This is a leading project in the Minoh Campus Master Plan.

1. Install a bridge with a roof.
2. Install an elevator.
3. Install a deck terrace.



* A plan will be formulated that fully considers not obstructing the view from the open space.

B-M-2 Research & Lecture Building (Buildings B to E)

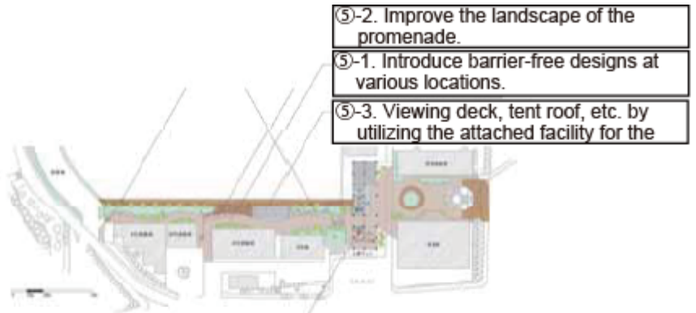
Current situation

There are level differences of 2 to 3 m at various locations.

Improvement plan (draft)

This is a leading project in the Minoh Campus Master Plan.

1. Introduce barrier-free designs at various locations.
2. Improve the landscape of the promenade.
3. Construct a viewing deck.
4. Improve 1F of Building B as an open space.



B-M-3 Around the gymnasium

Current situation

- Pedestrians are separated from vehicles on only part of the route. Even in the sections where there is a sidewalk, the sidewalk is narrow and the gradient is steep. There are also transverse gradients and sections with changing gradients.
- The overall road width is inadequate. When improving the new North Gate, it is necessary to expand the overall width.

Improvement plan (draft)

This is a leading project (improvement of the new North Gate) in the Minoh Campus Master Plan.

- The sidewalk will be improved and widened in line with the improvement of the new North Gate (a leading project of the masterplan).

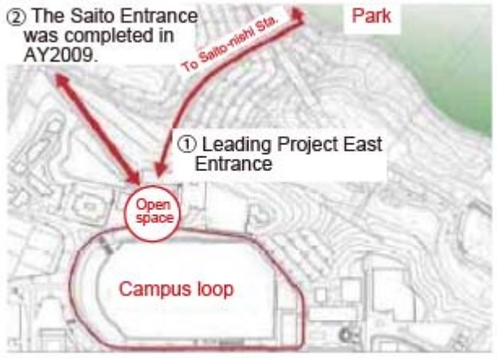
B-M-4 Establishment of the new East Gate

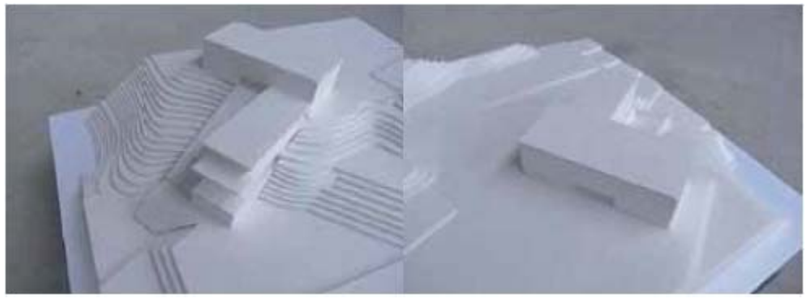
Current situation

- The Saito-nishi Station area could not be approached via the ramp. The Saito Entrance was completed in AY2009 (②).
- The route to the Saito West Central Park (① East Entrance of the campus) should also be improved.

Improvement plan (draft)

This is a leading project in the Minoh Campus Master Plan.





Looking down on the new East Gate side from the open space before the gate

Looking down from the reserved site

Part II　Framework plan for the sign system

II-1. Concept of the sign system in the framework plan

Signs refer to guide signs that indicate positions on campus, show directions to buildings and indicate the names of buildings for visitors. The objective is to achieve a distinctive, well-organized, and aesthetic sign system for the vast campus with its many divisions.

1. Clarification of hierarchy

The vast campus of Osaka University may be likened to a city. Installing signs that show directions to all the divisions using arrows is almost synonymous with installing guide signs to all the buildings in the city. If there were too many arrows showing directions, it would actually be difficult for visitors to find their destinations such as buildings and divisions. It is important to establish a clear hierarchy in the sign planning on campus.

These guidelines mainly cover the signs improved for pedestrians. Consideration will also be given to vehicle users such as access to and from the University Hospital, destination signs to guide visitors to specific nodes, and indications of areas when driving out of the campus.

2. Consideration for diverse individuals

Signs will be planned so that they are easily understandable for various visitors to the campus and improve access to their destinations such as buildings. For this reason, it is necessary to consider the installation position, direction, height, and indication in two languages (Japanese and English). It is also required to consider a height that is appropriate for wheelchair users, colors that are easy to see for persons with weak sight and slight color blindness, and other languages such as Korean and Chinese as necessary, among other factors.

3. Information center

It is important to set up an overall campus map at various locations including the campus entrance/exit. At the main gate with a guard booth, the guard booth (or the main counter of respective divisions) should serve as the information center.

II-2. Guidelines for designing signs

II-2-1. Sign hierarchy and layout concept (The layout map of each campus is shown on pages 19 to 21.)

The sign planning at Osaka University focuses mainly on the overall and partial map signs (which are based on the campus maps) instead of guide signs that indicate directions to respective buildings using arrows. The guide signs should be indicated only for those buildings that have a high public nature.

♦ Overall map signs (which show the entire campus):

The signs are based on the overall campus maps.

- Items indicated: Common facilities, all the divisions, main streets, public transport facilities, geographical information, etc.
- Installation areas: Main entrances/exits (gates) of the campus, other areas where visitors acquire information about the campus for the first time (e.g., bus stop, monorail station), main nodes (e.g., main intersections/turns of passages on campus)

♦ Partial map signs (which show subareas):

The signs are mainly designed to provide information in subareas, which represent a building complex (multiple divisions or a single division depending on the situation).

- Items indicated: Names and codes of all the main buildings in a subarea
- Installation areas: The signs will be arranged at locations that lead to subareas or nodes in respective areas.

* For large divisions such as the Graduate School of Engineering, it is permissible to establish a proprietary sign system within respective divisions as a subsystem of these guidelines (equivalent to the partial map signs).

Overall map signs　Partial map signs　Guide signs　Facility signs
Photo: Various signs (current situation)

♦ Guide signs: These indicate the directions to specific facilities using arrows.

- Items indicated: Limited to common facilities and public transport facilities that have a very high level of public nature
- Installation areas: Main intersections within about 200 m from the target buildings
  A guide sign must be installed at locations where a target building or the following facility signs can be recognized relatively soon after seeing the sign.

* The existing guide signs have been determined to be ineffective due to the following reasons; they will be replaced by partial map signs.

- The current guide signs contain too much text, making it difficult to find the target facility name.
- The current guide signs do not indicate small divisions or facilities, which is confusing for visitors to these facilities.

♦ Guide signs for vehicles

- Guide signs for vehicles must be visible to drivers from a distance. Basically, they must be installed at elevated locations.
- Information will be given about main divisions and buildings that have many visitors, instead of providing information about all the divisions and buildings.
- The installation locations and information indicated are shown in the figures on pages 24, 29, and 31.
- Specific information will be given by security guards at the guard booths.
- The installation of area information signs and road surface signs for drivers when they drive out of the campus will be reviewed as necessary.
- The “P” marks will be indicated as guide signs for vehicles to show the directions only to those parking lots that are for common usage. Large and highly recognizable “P” marks and wheelchair marks will be indicated at the parking lots.

♦ Street name signs

- The signs indicate the street names specified in III-2. The signs that are currently installed on the Suita Campus will be used as models, but the designs will be modified to be more clearly visible and to enable the information to be updated easily.
- The designs will be improved so that the street names become well-accepted.

♦ Signs that serve as the symbols of respective divisions

- The signs should signify the uniqueness and main entrance hall of the divisions and serve as a monument rather than simply providing information.
- Installation of the signs will be reviewed, taking into account the background including the history and image color of respective divisions and the image of the overall campus.
- The signs should be installed at the same time on respective campus. Installation of signs should also be reviewed when improving buildings and outside structures around the buildings.
- A review will be conducted to enhance the uniqueness of blocks and divisions and to improve the design codes in the future while considering harmony with the current building designs.

Photo: Example of a sign that serves as a symbol of a division (Graduate School of Engineering Science)

♦ Facility signs: These indicate information about buildings in the vicinity of respective buildings.

- The facility signs will be installed at the entrances of facilities (on an external wall, or installed independently in some cases). If the entrance is far from the main street, installation of an independent sign will be reviewed to attract attention on the main street.
- Installation of facility signs in the middle or upper part of buildings should be avoided whenever possible.

♦ Other special signs

Special signs refer to those which have a symbolic meaning such as the Osaka University plaque on the Handai Slope and the pillar stone at the Ishibashi Gate. When a new special sign is installed, a review will be made taking into consideration harmony with the surrounding environment at the installation position and design context on the respective campus. At present, special signs that convey tradition such as stones and rusty paint are preferred on the Toyonaka Campus, while designs that represent advancement such as metal panels are preferred on the Suita Campus. Harmony with such special signs will also be taken into consideration. At junctions between the campus and community (e.g., at the foot of the Handai Slope, at the Senri-mon Gate), an overall map of local information or information about resources in the fields of humanities and social sciences may be incorporated.

Off campus, installation of special signs that are considered important to show directions to the campus (e.g., installation of an information map at the intersection on the Ibaraki-Katsuoji Route outside the Minoh Campus, see page 21) should be reviewed through negotiations with the road administrator as appropriate.

II-2-2. Design guidelines for respective signs

♦ Installation positions

- Areas that are highly visible to pedestrians and do not obstruct pedestrian traffic
- Take into consideration the possible growth of plants.
- Areas that are unlikely to be affected by vehicles and bicycles parked inconsiderately
- Areas where users of the signs do not obstruct the traffic of other pedestrians

♦ Height and direction of the indication surface

- Also consider how the signs look to the elderly persons and wheelchair users.
- Standardize the height wherever possible (consider continuity in visual recognition).
- Consider visual attraction from the pedestrian route.

♦ Forms, colors, etc.

- The same (or very similar) format and color will be used for the overall map sign (entire campus) and partial map sign (subarea) (to help ensure easy identification and visual recognition).
- The facility signs may be coordinated with the designs of the buildings. (No standardized format or color will be designated.)

Design image of an overall map sign
Design image of a partial map sign
Design image of a guide sign
Design examples of street name signs
Design examples of caution and warning signs
Bad examples of temporary signs

* The details of designs and indicated information will be determined based on coordination with the relevant division before placing orders.

The material and color of the signs should be standardized wherever possible (except for special signs). The color tone and

design of the signs must be coordinated with the existing signs. (It is not necessary to use identical standards if the objective is to improve the designs.) Consideration should be given so that the signs are visible at night if possible. Regarding signs that are independently installed by divisions, design codes will be established for each division before improvement. It is also possible to designate an image color for each division (e.g., orange for CSCD, blue for the School of Engineering) and reflect it in indications such as map signs and guide signs.

♦ Indications

- The overall map signs will indicate all the divisions and common facilities.
- The partial map signs will indicate the names of specific buildings in the relevant areas. They will also indicate the directions to main divisions.
- The same names and codes as those used on the website and university pamphlets will be used.
  (If the indications on the website are inappropriate, the website must be improved.)
- Indications will be given in two languages (in Japanese and English). Multilingual indications such as Korean and Chinese and Braille indications will be reviewed as necessary. The contrast will be designed to ensure readability for persons with weak sight and color blindness.

♦ Signs that also serve as monuments

- Regarding the installation position, format, material, color, etc., the concept of using such signs as monuments will be considered.
- The Toyonaka Campus often uses designs that represent antiquity such as stone materials and rusty paint, whereas the Suita Campus often uses designs that represent advancement by using metals. Such context should also be fully considered.

♦ Vehicle guide signs

- Vehicle guide signs will be installed above streets so that they are visible from a distance.
- Existing signs will be utilized and supplemented. The information indicated will be organized and integrated as appropriate.
- In areas where there is traffic congestion such as the East Gate of the Suita Campus (front area of the hospital), signs will be installed to help ensure a smooth traffic flow.
- Regarding the area information signs for drivers who drive out of the campus, the designs will be based on the signs in urban areas installed by the road administrator wherever possible.

II-2-3. Information center

♦ The first step is to turn the guard booths into information centers.

In developed countries in Northern Europe, emphasis is placed on personal support rather than infrastructure improvement. In Japan, it is also effective to offer services based on our experience. As the first step, the guard booths will start providing information services. It is necessary to incorporate the improvement of information centers in the master plan and leading project.

♦ Arrangements to turn the administration offices of respective divisions into semi-public spaces

In each division and area, consideration will be given to arrange (part of) the administration division (i) at the entrance of respective areas or at important positions on the pedestrian route and (ii) facing outdoors or near the entrance hall of buildings wherever possible. If the administration division members can offer information, they can offer services and provide information to visitors who are unfamiliar with the signs.

II-2-4. Consideration and action for maintenance and information update

- An annual inspection will be conducted to (i) check for problems such as aged deterioration, signs hidden by plants, and failure to change the names in a timely manner, and (ii) maintain and update the signs (including partial corrections).
- Partial map signs should be storable in holders so that they can be readily replaced when the names of divisions are changed. For signs that cannot be stored in holders, it is necessary to select signs whose surface marking can be easily updated.
  (The same applies when recycling the current guide signs as partial map signs.)
- Large indication surfaces should be divided by grid lines or the like so that they can be partially updated.

II-2-5. Application of the design guidelines

♦ Removal or update of unnecessary or unsightly signs and information boards

- Many signs and information boards on campus contain outdated information. They are also repetitive and confusing, or are set up for temporary purposes and are unsightly. (This often applies to caution and warning signs; refer to the previous page.) They will be removed and updated in stages based on these guidelines. The Department of Facilities will comment on these problems during an inspection of respective divisions.

♦ Supervision by the Campus Design Laboratory

- The information boards, signs, and bulletin boards to be newly installed must be supervised by the Campus Design Laboratory before placing orders.

♦ Roles of respective divisions and Administration Bureau

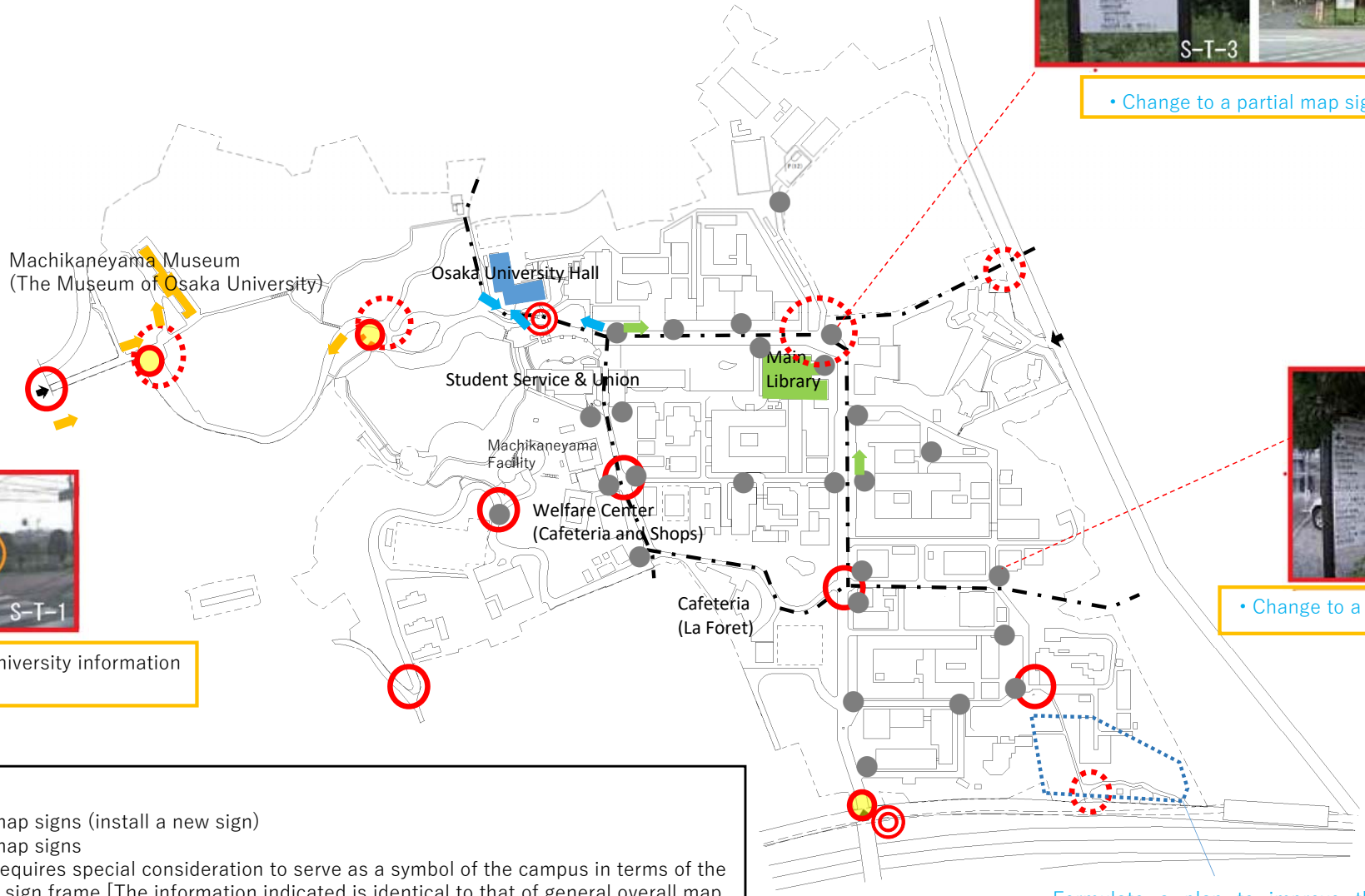
- In principle, the overall map signs, partial map signs, guide signs, vehicle guide signs, street name signs, and other special signs of a high public nature will be improved (installed, inspected, maintained, and updated) by the Administration Bureau.
- In principle, facility signs and other signs that are considered to be necessary within divisions will be improved (installed, inspected, maintained, and updated) by respective divisions.

II -3-1. Sign Action Plan – Improvement Plan for the Toyonaka Campus

• Change to a partial map sign.

Improve the university information board.

• Change to a partial map sign.



Formulate a plan to improve the Shibahara Entrance.

S-S-2
Install an information mark at the guard booth (three locations).

Legend
- ○ Overall map signs (install a new sign)
- ◎ Overall map signs
  (A sign that requires special consideration to serve as a symbol of the campus in terms of the design of the sign frame [The information indicated is identical to that of general overall map signs.])
- Overall map signs (utilize the existing sign)
- ● Partial map signs (install a new sign)
- Guide signs (Machikaneyama Museum (The Museum of Osaka University))
- Guide signs (Osaka University Hall)
- Guide signs (Main Library)
- Information mark (simple information and a campus map to be provided by security guards)
- Priority item

II -3-2. Sign Action Plan – Improvement Plan for the Suita Campus

Legend
- Overall map signs (install a new sign)
- Overall map signs
(A sign that requires special consideration to serve as a symbol of the campus in terms of the design of the sign frame [The information indicated is identical to that of general overall map signs.])
- Overall map signs
(utilize the existing sign)
- Partial map signs (install a new sign)
- Partial map signs (utilize the existing sign)
- Guide signs (Life Sciences Library)
- Guide (Science and Engineering Library)
- Guide signs (Osaka University Hospital)
- Guide signs
(Osaka University Administration Bureau bus stop)
- Guide (Administration Bureau)
- Guide signs (Convention Center)
- Guide signs (Gymnasium)
- Guide signs(Osaka University Dental Hospital)
- Information mark
(simple information and a campus map to be provided by security guards)
- Priority item

Set up a bulletin board near the pump fence to the north of the bus traffic circle.

Install an overall map sign.

Improve the information indicated.
Install an area information board.

Install another sign on the sidewalk side.

Regarding the vehicle guide signs in this area, refer to page 29.

Install a roof for the Osaka University Faculty of Medicine bus stop.

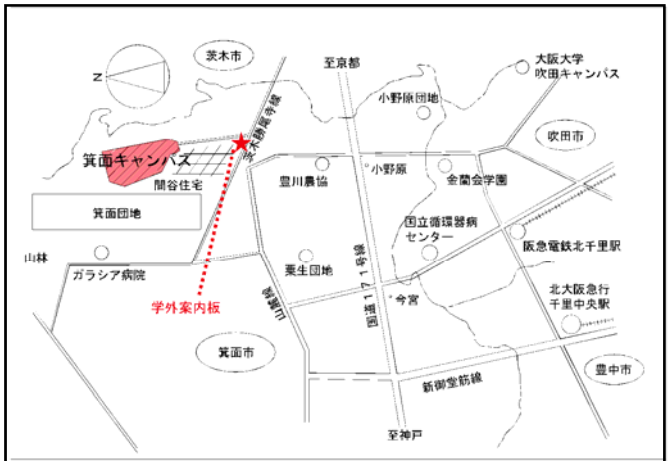
Increase the number of sidewalk lighting poles on the East-West Street.

S-S-1
Install an information mark at the guard booth (four locations).

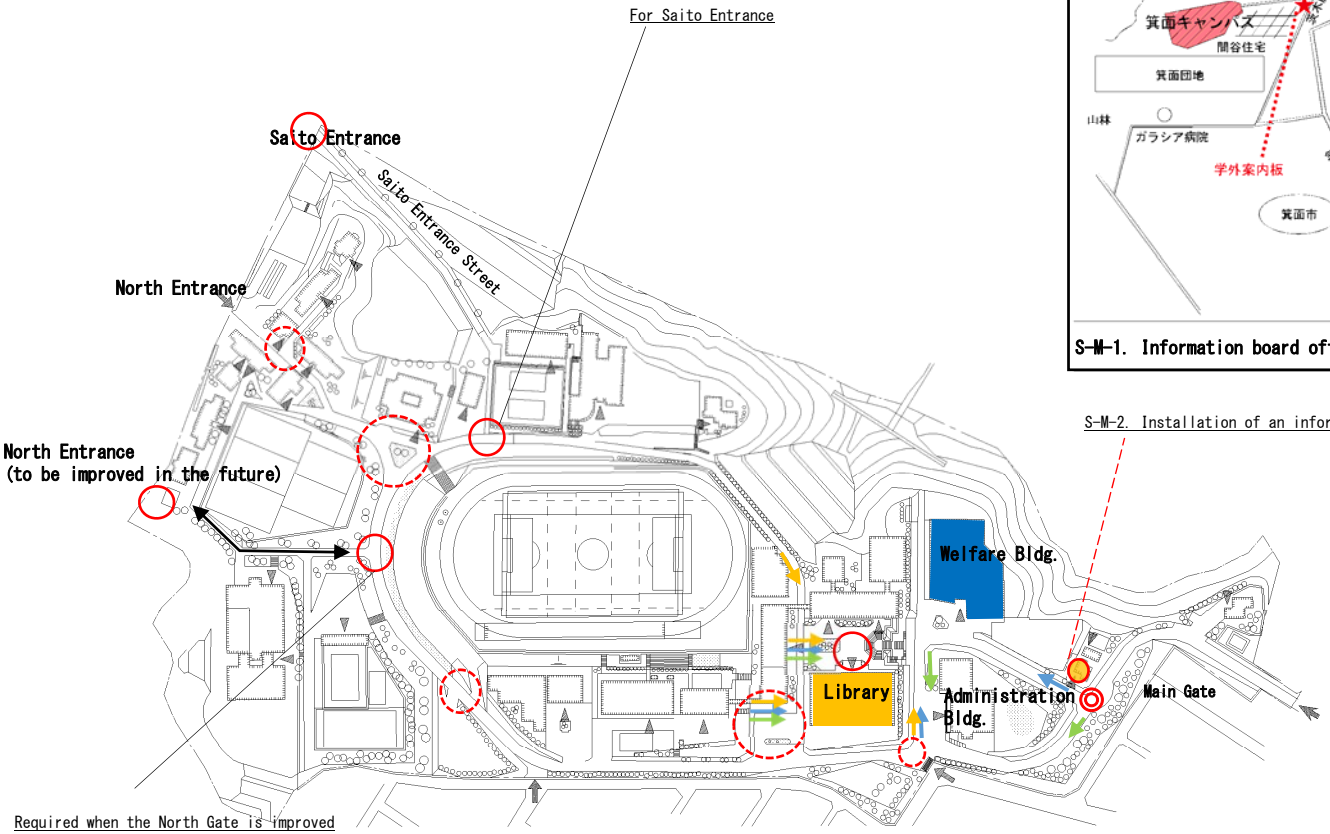
Install another sign on the sidewalk side.

Relocate the map sign on the retaining wall to the sidewalk level.

Change to a partial map sign and guide sign.



S-M-1. Information board off campus at Aomatani Higashi intersection



S-M-2. Installation of an information mark

Legend
- Overall map signs (install a new sign)
- Overall map signs
(A sign that requires special consideration to serve as a symbol of the campus in terms of the design of the sign frame [The information indicated is identical to that of general overall map signs.])
- Overall map signs (utilize the existing sign)
- Guide signs (Administration Building)
- Guide signs (International Studies Library)
- Guide signs (Minoh Welfare Building)
- Information mark (simple information and a campus map to be provided by security guards)

II-3-4. Sign Action Plan – Improvement proposals for the Toyonaka Campus

S-T-1 Intersection at the foot of the Handai Slope

Current situation


The information board is difficult to recognize, making it difficult to turn.

The existing temporary sign has become old.

Improvement plan (draft)

Remove the existing temporary sign and install an area map under the existing sign.

Change the pavement color and finishing from the boundary line of the site to the park entrance corner.

* Select an appropriate pavement color and finishing in the implementation and design phase.

S-T-2 Installation of an information mark

Current situation

There is no information zone for visitors.

Improvement plan (draft)

Install an information mark at the guard booth.

→ Security guards will provide simple information and a campus map.


(Installation example)

S-T-3 Near the ground entrance

Current situation


It is difficult to identify the destination based on the existing guide sign.

Improvement plan (draft)

Replace the surface sheet and recycle it as an overall map sign/partial map sign.

Design example of the overall map sign

Design example of the partial map sign

S-T-4　South side of Engineering Science Building I

Current situation

It is difficult to identify the destination based on the existing guide sign.

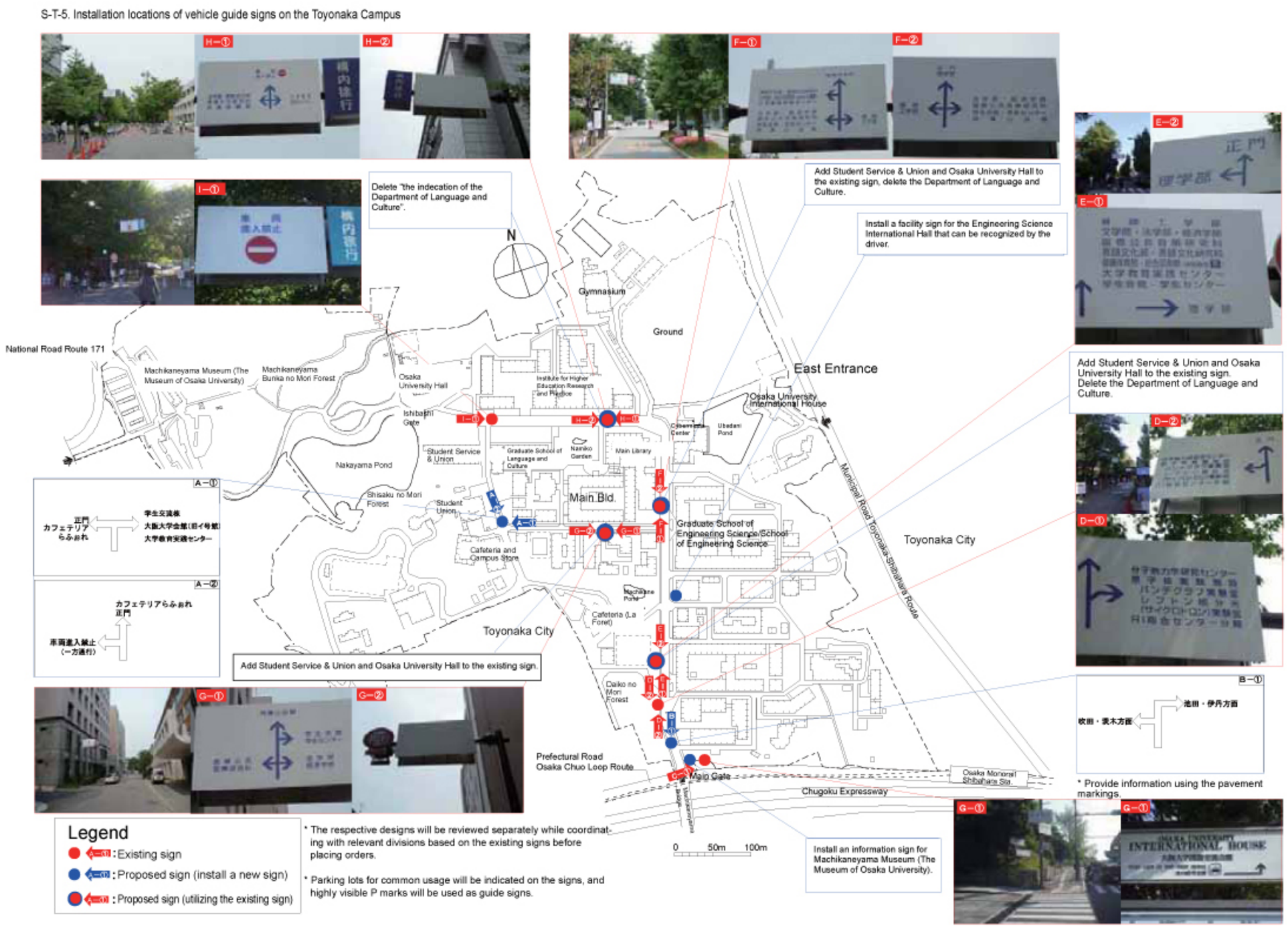
Improvement plan (draft)

Replace the surface sheet and recycle it as an overall map sign/partial map sign.

Design example of the overall map sign

Design example of the partial map sign

S-T-5. Installation locations of vehicle guide signs on the Toyonaka Campus



II-3-5. Sign Action Plan – Improvement proposals for the Suita Campus

S-S-1 Installation of an information mark

Current situation

There is no information zone for visitors.

Improvement plan (draft)

Install an information mark at the guard booth

→ Security guards will provide simple information and a campus map.

(Installation example)

S-S-2 Near the pump fence to the north of the bus traffic circle

Current situation

There has long been a temporary bulletin board.

Improvement plan (draft)

Remove the temporary bulletin board and install a new one.

(Installation example)

S-S-3 Before Cybermedia Center, Main Hall

Current situation

There is no information board.

Improvement plan (draft)

Install a general information board.

S-S-4 Handai-byoin-mae Station of Osaka Monorail to the East Entrance intersection

Current situation

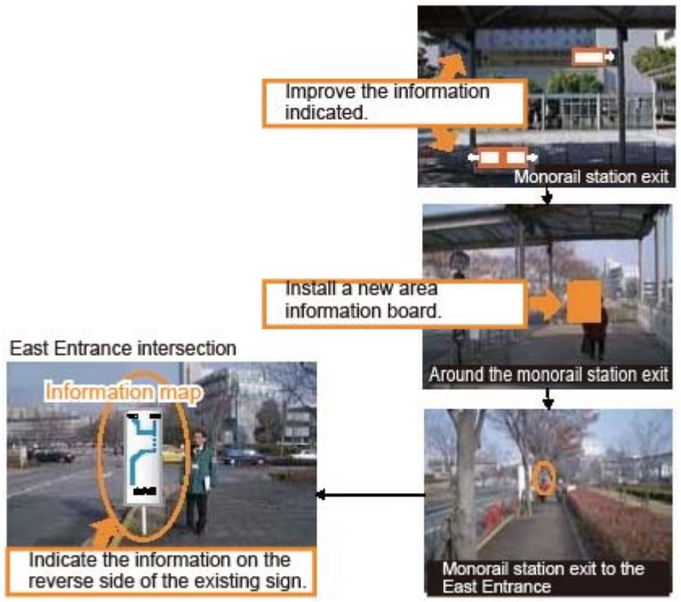
Monorail station exit
It is difficult to identify the destination based on the existing sign.

East Entrance intersection
There is a no-parking sign.

Improvement plan (draft)

Area around the monorail station exit: Improve the information indicated on the sign and install a new area information board.

Sign at the East Entrance intersection: Install an information board on the reverse side of the existing sign and indicate the information to the target division.



S-S-5 Before the Nanobiology Building of the Graduate School of Frontier Biosciences

Current situation

The existing sign provides information only on the roadway side.

Improvement plan (draft)

Install another sign on the sidewalk side.

S-S-6 MainStreet

Current situation

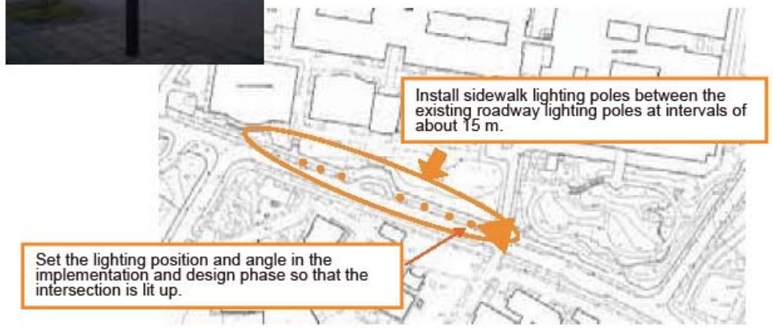
There are few sidewalk lighting poles.

The sidewalk before the Faculty of Medicine is dark at night.

Improvement plan (draft)

Increase the sidewalk lighting poles.

(Installation example)



S-S-7 Near the Welfare Building

Current situation

The existing sign provides information only on the roadway side.

Improvement plan (draft)

Install another sign on the sidewalk side.

S-S-8 Near the ramp on the west side of the Administration Bureau Common Building

Current situation

It is difficult to identify the destination based on the existing sign.

The area information board is installed on the retaining wall.

Improvement plan (draft)

- Relocate the sign to a position that is easy to see from the sidewalk level (sign at a normal position).
- Install a guide sign (Convention Center) at a position that is easy to see from the sidewalk.

II-3-5. Sign Action Plan – Improvement proposals for the Suita Campus

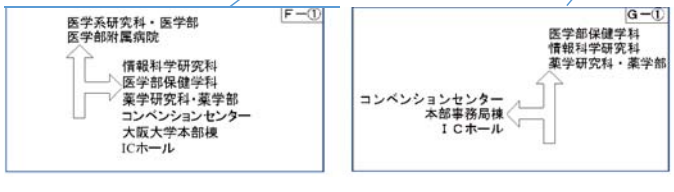
S-S-9. Installation locations of the guide signs for drivers on the Suita Campus

* The respective designs will be reviewed separately while coordinating with relevant divisions based on the existing signs before placing orders.
* Parking lots for common usage will be indicated on the signs, and highly visible P marks will be used as guide signs.





* Coordinate the design with the signs on general public roads.



Legend
● : Existing sign
➡● : Proposed sign

II-3-6. Sign Action Plan – Improvement proposals for the Minoh Campus

S-M-1　Information board off campus at Aomatani Higashi intersection

Current situation

Visitors to the Minoh Campus by car from the Ibaraki-Katsuoji Route cannot reach the campus if they fail to make a turn at this T intersection.

Before the development of Saito, a sign "← Osaka University of Foreign Studies" was installed as shown in the background of the photo thanks to the kindness of the owner of the land.

Improvement plan (draft)

Due to the development of Saito, the land where the sign was installed came up for sale. Review the possibility of installing a sign in the green zone that faces the intersection (see the photo).

It will be necessary to negotiate with the manager of the green zone (road administrator).

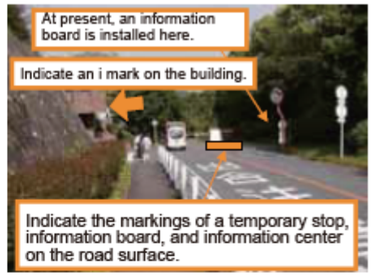
S-M-2　Installation of an information mark

Current situation

The information center is not clearly indicated.

Improvement plan (draft)

Install an information mark on the surface indicated by the arrow (external wall of the guard booth).

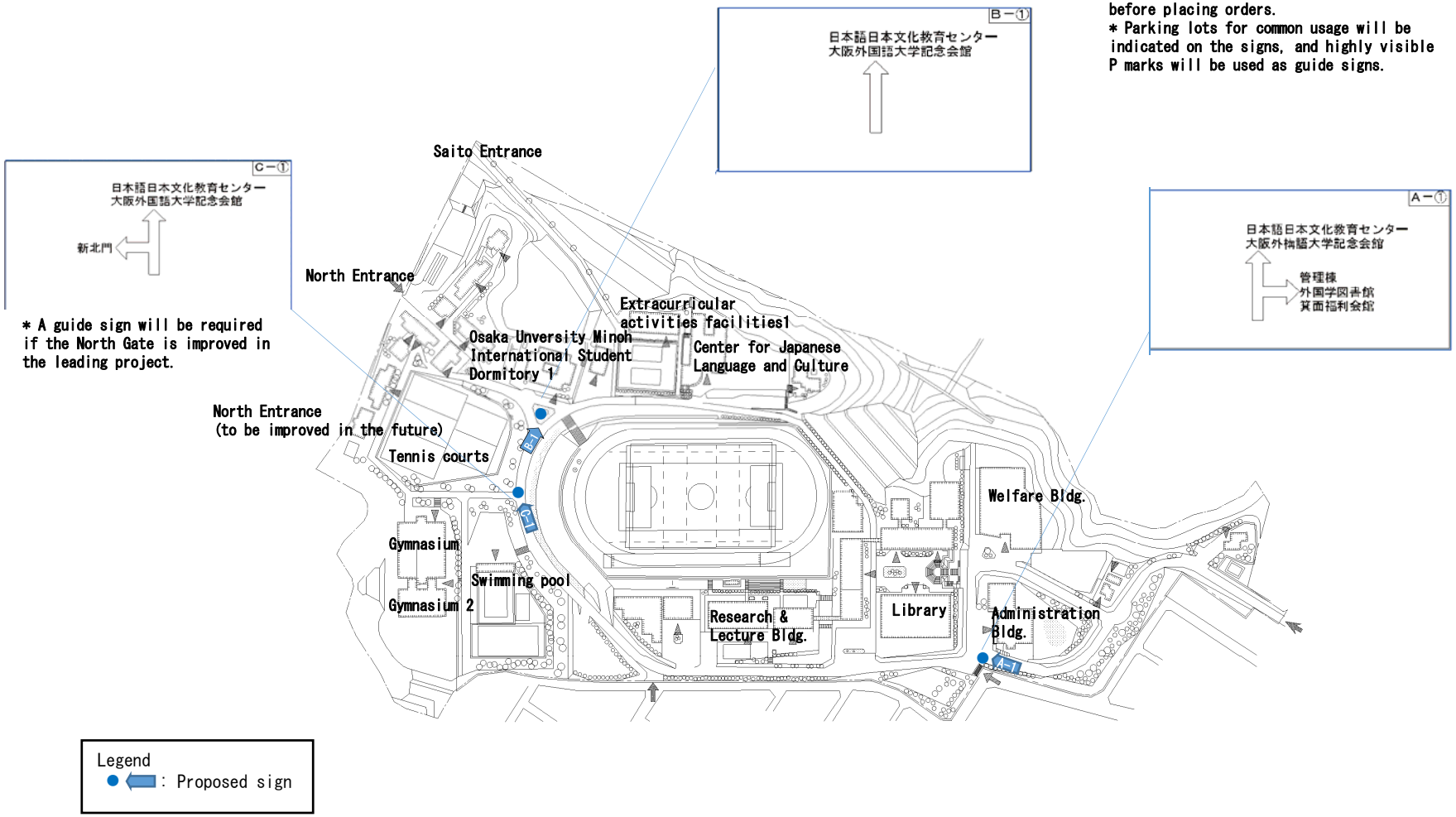


Reference example of installation

II-3-6. Sign Action Plan - Improvement proposals for the Minoh Campus

S-M-3. Installation locations of vehicle guide signs on the Minoh Campus

* This page shows a proposal (tentative version) assuming that establishment of the utilization policy for the Minoh Campus is deferred.
* The respective designs will be reviewed separately while coordinating with relevant divisions based on the existing signs before placing orders.
* Parking lots for common usage will be indicated on the signs, and highly visible P marks will be used as guide signs.



Part III　Guidelines for indicating the names of buildings and main streets

III-1. Guidelines for indicating the names of buildings

III-1-1. Purpose of formulating these guidelines

These guidelines define the method for naming buildings on campus to ensure that the names are distinctive and well-accepted by users. Regarding the existing buildings, the current names will continue to be used for the time being except for some which are confusing due to similar names. Regarding the guide signs on campus and indications on pamphlets and campus maps on the website, the names will follow these guidelines.

III-1-2. Buildings and streets covered by the guidelines

The guidelines apply to the lecture buildings, research buildings, laboratories, administration buildings, welfare buildings, etc.

The guidelines do not apply to small warehouses, depositories, gas cylinder warehouses, waste yards, etc. of less than about 100 m^2 or other similar structures and areas.

III-1-3. Naming method (names of buildings)

(1) Basic policy

- One of the four naming methods in Table 1 applies to the names of buildings. In principle, names similar to existing names of buildings should be avoided.

Table 1 Types of names of buildings and naming examples

Type of building name		Example of building name
Organization emphasis type	Organization abbreviation + Code	Engineering Science Bldg. H, Engineering Bldg. R1
	Organization abbreviation + Usage	Institute of Laser Engineering Pellet Bldg.
	Organization name	Health Care Center, Low Temperature Center
Usage emphasis type	Usage name	Electronic Processing Laboratory, Restaurant/Lodging Facilities
	Usage name + Code	Nurses Housings Bldg. 1
Symbol type	Unique name	West Front, GSE Front, Machikaneyama Museum
	Commonly used name, historic name	Student Union, Student Service & Union
General type		Common Hall for Humanities & Social Sciences General Research Bldg.

- Basically, the organization emphasis type applies. Organization abbreviation + Code or Organization abbreviation + Usage may also apply. However, if an organization will continue having only one building and will not add more in the future, the name of the organization (e.g., ○○ Center) may be used as the building name.
- The usage emphasis type applies to facilities for joint use across the university and facilities for special usage.
- The symbol type may be used only for buildings of a high public nature. Currently, many names of welfare buildings are similar. Given that these buildings are of a high public nature, they should be renamed to the symbol type.
- The general type should not be used wherever possible. (It should be used for no more than one building on each campus.)

(2) Abbreviation of organizations

- Abbreviations such as "*Kiso Kogaku* (Engineering Science)," "*Jissen Center* (Institute for Higher Education Research and Practice)," and "*Biken* (Research Institute for Microbial Diseases)" will be used.
  Extremely short abbreviations such as "*Ki* (ES)," "*Jissen Ce* (Institute for Practice)," and "*Bi* (Microbial)" are difficult to use and may become unintelligible, and therefore their use as names should be avoided.

(3) Codes

- For multiple buildings of respective organizations, the organization name is followed by a code.
- Uppercase alphabetical letters should be used as codes. Numbers, indications such as "Osaka University Hall" and "Annex" or katakana may be used depending on the circumstance of the organization.

(4) Names of Dormitory for Foreign Students and Dormitory

- Main types include "Osaka University International House," "○○ Dormitory," "○○ Dormitory for Foreign Students," and "International Student Dormitory." It is necessary to review the possibility of reorganizing and standardizing these names, such as a combination of "Campus name (Toyonaka, Suita, Minoh)" + "○○ Dormitory (Dormitory for Students, International Student Dormitory)" + "Code (A, B...)."
  Widely-used names such as "○○ Dormitory" may continue to be used. However, the names Dormitory for Foreign Students and Dormitory on the Minoh Campus are confusing in particular. The possibility of reorganizing the names should be reviewed.

(5) How to cope with expansion of buildings in organizations

- If a second or subsequent building is expected to be built in the future, "Organization abbreviation + Bldg. A" should be used in advance. In this case, the second building is "Organization abbreviation + Bldg. B."

(6) Precautions for indications in English

- "Organization abbreviation" for indications in English must be defined by respective administration divisions in line with the policy below. However, abbreviations may lead to misunderstanding; the use of abbreviations may not be required. The indications of names of divisions in English must be based on the Terminology for Indication in English (June 2010) prepared by the International Affairs Committee.
- The following are examples of indications of "Organization abbreviation" in English.

(Example 1: first few letters type) School/Graduate School of Engineering
(Examples of abbreviations in English) Eng. or Engi. or Engineering
(Example of indication of building name) Engineering Bldg. S1

(Example 2: acronym type) The Center for Advanced Medical Engineering and Informatics

(Official division name in English: The Center for Advanced Medical Engineering and Informatics)

(Example of abbreviation in English) MEI Center

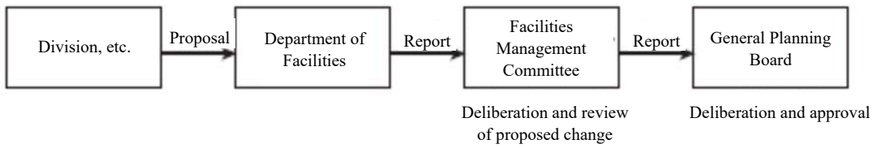
This method may apply if a name is relatively widely used. In general, overuse of abbreviations is likely to be confusing. If a name is not widely used, it is necessary to change the expression to the Medical EI Center, for example.

- Widely-used abbreviations in English-speaking countries (e.g., “international” indicated as “int’l”) should be used.
- Consistency with the Japanese names should be considered wherever possible.

III-1-4. Process of determining the names of newly constructed buildings

• A name proposed by a division is reported by the Department of Facilities to the Facilities Management Committee.

• The name is checked by the Facilities Management Committee and reported to the General Planning Board.



III-1-5. Reorganization of names of buildings

The Facilities Management Committee took the initiative to conduct a review and ensure coordination as follows. It was decided to reorganize the indications of names of buildings as shown in the table.

April 2009	The General Planning Board requested the Facilities Management Committee to organize information about the indications of names of buildings. The committee started to conduct a review.
January 2010	A questionnaire survey was conducted on KOAN about the proposed names of welfare-related facilities (and main streets).
May 2010	The Facilities Management Committee compiled a draft.
June 2010	Respective divisions were requested to review the draft compiled by the Facilities Management Committee (and the abridged version of Part II of this framework plan).
July 2010	The feedback from respective divisions was organized and coordinated.
September 2010	The Facilities Management Committee deliberated the feedback from respective divisions and the results of coordination.

III-2. Names of main streets

The names of the main streets are specified based on the following policy, as shown in the figure.

(1) The names must be intuitive and easy to use wherever possible.

The term “street” does not necessarily mean for vehicle traffic. Thus, a pedestrian road must also be named a “street.”

(2) Streets should not be subdivided into short sections.

(3) Consideration must be given to the relationship with the division names along the street.

The name of a common facility or geographical condition should be used as the representative name instead of a certain division wherever possible.

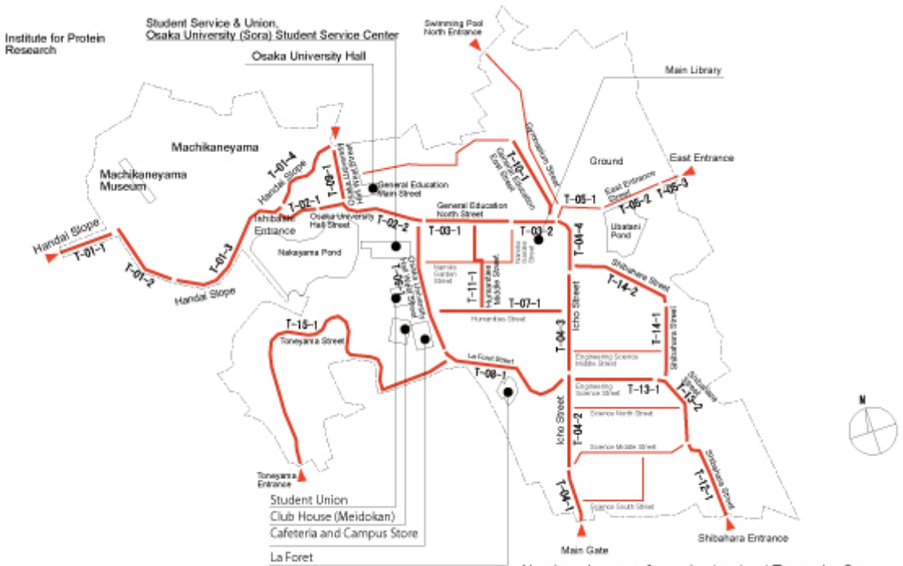
The use of the name of a Co-op store should also be avoided unless it is considered to be widely used.

Example: Sora, Takumi

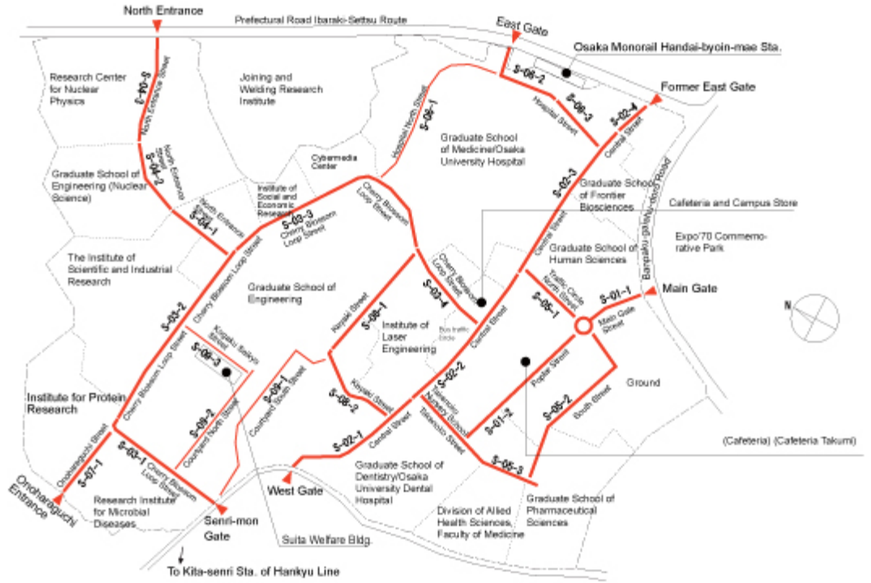
The main streets on campus within the scope of these guidelines were selected based on the following criteria:

(1)　Main streets that are mostly located at the boundary of administration divisions and where traffic volume is high

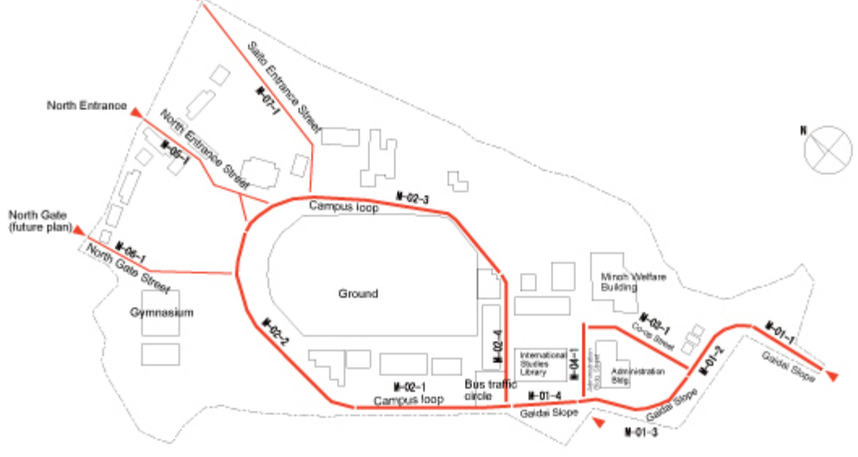
(2) Streets within the boundary of an administration division that are sufficiently frequented by many individuals from other divisions and are widely used



Naming plan map for main streets at Toyonaka Campus



Naming plan map for main streets at Suita Campus



Naming plan map for main streets at Minoh Campus