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DRAFT

Accessibility Self-Evaluation and Transition Plan Overview

SAN FRANCISCO MARITIME

NATIONAL HISTORICAL PARK | CA

SEPTEMBER 2015

Executive Summary

The park's Accessibility Self-Evaluation and Transition Plan (SETP) includes major findings from the self-evaluation process, as well as a plan for improving accessibility parkwide. The SETP resulted from the work of an NPS interdisciplinary design team, including planning, design, and construction professionals; and interpretive, resource, visitor safety, maintenance, and accessibility specialists. Site plans, photographs, and specific actions for accomplishing work in priority park areas were developed, and associated time frames and implementation strategies were established to assist NPS staff in scheduling and performing required actions and to document work as it is completed. Park policies, practices, communication, and training needs were also addressed. The goal of an SETP is to design an effective plan to improve the park's accessibility by upgrading services, activities and programs at park areas and to instill a culture around universal access by employing means to convey information to the widest population possible and by prioritizing ongoing staff training.

Following are the key park experiences and associated priority park areas addressed in the transition plan:

- Maritime history that focuses on oceanic, Pacific coast, San Francisco Bay, and inland river topics – “Alma” Historic Vessel, Hyde Street Pier and Structures, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, “C. A. Thayer” Historic Vessel, “Hercules” Historic Vessel, “Lewis Ark” Historic Vessel, Visitor Center, Maritime Museum, Building E Fort Mason Center, Warehouse / Collections Facility, and Argonaut.
- Historic San Francisco waterfront setting that includes the historic vessels, the Maritime Museum with its Federal Arts Project connection, and other assets – “Alma” Historic Vessel, Hyde Street Pier and Structures, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, “C. A. Thayer” Historic Vessel, “Hercules” Historic Vessel, “Lewis Ark” Historic Vessel, Visitor Center, Maritime Museum, Building E Fort Mason Center, Warehouse / Collections Facility, and Aquatic Park.

- Research and higher learning related to Pacific coast maritime history through collections, library, exhibits, and archives – “Alma” Historic Vessel, Hyde Street Pier and Structures, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, “C. A. Thayer” Historic Vessel, “Hercules” Historic Vessel, Sea Scouts Building and Maritime Heritage Learning Center, “Lewis Ark” Historic Vessel, Visitor Center, Maritime Museum, Building E Fort Mason Center, Municipal Pier, and Argonaut.
- Urban waterfront recreation, including strolling the promenade and Aquatic Park, swimming, boating, sunbathing, enjoying scenic views, fishing, and picnicking – “Alma” Historic Vessel, Hyde Street Pier and Structures, Victorian Park, Sea Scouts Building and Maritime Heritage Learning Center, Aquatic Park Historic Landmark District, and Municipal Pier.
- Park connections and relevancy through community events, volunteerism, youth engagement, and educational programs – “Alma” Historic Vessel, Hyde Street Pier and Structures, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, Sea Scouts Building and Maritime Heritage Learning Center, and Aquatic Park Historic Landmark District.
- Active maritime culture through music, arts, and trades such as knot tying, rigging, boat building – “Alma” Historic Vessel, Hyde Street Pier and Structures, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, “C. A. Thayer” Historic Vessel, “Hercules” Historic Vessel, Sea Scouts Building and Maritime Heritage Learning Center, and Aquatic Park Historic Landmark District.
- Being on board a vessel on the water – “Alma” Historic Vessel, “Balclutha” Historic Vessel, “Eureka” Historic Vessel, “C. A. Thayer” Historic Vessel, and “Hercules” Historic Vessel.

Overall, the same types of services, programs, and activities were found throughout park areas and assessment findings for these generally repeated from area to area, for both physical accessibility and program accessibility. More detailed accessibility improvements are recommended for each finding by area location.



Physical Accessibility

Recurring findings were generally for car parking areas, accessible paths of travel along sidewalks, gangways, and on ships. Some restroom features did not meet required measurements, and sidewalks, gangways, and ships exceeded maximum allowable slopes. Periscope heights were greater than the optimum viewing range, and visitor information desks had protruding objects or were too high.

Other physical access issues where improvements are recommended include providing beach access accommodations in Aquatic Park Historic Landmark District and upgrading access and operation of interpretive exhibits within the visitor center. In addition, services that are provided along Hyde Street Pier and structures and Municipal Pier require repair or rehabilitation to make more accessible. These services include car parking, accessible route and walking surfaces, transaction counters, benches, a fee booth, and periscopes or viewing areas. Lodging accommodations on the “Balclutha” for the Sail of Age program is provided in an alternate space on board, as necessary.



Program Accessibility

Recurring findings related to program accessibility included individual elements of interpretive waysides, including font and contrast issues that require modifications to meet minimum size and readability standards. In general, interpretive panels, waysides, publications, videos, and guided and self-guided tours did not have alternate formats available, such as materials in braille, large print, audio, or electronic formats. Assistive listening devices were not available for people with hearing loss for guided tours or special events. Audio description for ranger-led interpretive tours and self-guided tours that describe visual elements to persons with low or no vision were also not available. Tactile exhibits were limited along Hyde Street Pier and within the visitor center.

Though necessary at a larger scale, as noted above, specific program areas that would better serve visitors with increased accessible formats include upgrades in educational programs on the historic vessels where guided tours are provided; updates to the cell phone audio tours along Hyde Street Pier; and an increase of tactile models throughout. Upgrading exhibits and panels at the visitor center, along Hyde Street Pier, on the Historic Vessels, and in the Maritime Museum is also recommended.



Parkwide Accessibility

During the self-evaluation and assessment process, some of the more noteworthy parkwide accessibility challenges that were discussed by the planning team included postings and publications, staff training and park protocols, audio and visual programs, visitor information and communication, tours, programs, specials events, partnerships, and concessions.

It is suggested that the park employ trained consultants to assist them in determining how to best address program accessibility improvements parkwide and to ensure that design and implementation of alternate format programs best meets the intended audiences. When alternate formats are provided, place signage at appropriate locations and communicate in park materials to inform visitors of availability.

Staff training is of primary importance, as creating parkwide accessibility requires staff awareness and understanding, as well as appropriate action to make or support accessible conditions. General training for all staff and regular, specific training for maintenance and interpretive staffs to upkeep physical and programmatic access are strongly advised. Conducting the assessment process with the park team was a step forward, as it brought higher awareness and field training to staff and served to generate commitment toward embracing this ethic as a core value.

While improving accessibility across the board is important, park staff will need to consider which improvements in which park areas expand accessibility to the greatest numbers of park visitors with disabilities. In addition, suggested time frames for implementation and relative cost need to be factored in to decisions related to accessibility investments.

San Francisco Maritime National Historical Park is striving to be inclusive and welcoming. The self-evaluation process identified a number of strengths. There is an increased general awareness of park staff, and the park had already conducted a National Center on Accessibility assessment in 2009. The park already communicates to the public via the park website of what is accessible through a universal access guide at San Francisco Maritime National Historical Park, virtual reality tours on the park website, and at the computer kiosk within the visitor center for all the historic vessels within the park. The commitment to accessibility is evident within the park in how facilities are retrofitted and how the construction and maintenance program continues to upgrade services and amenities. Nearly every gangway along Hyde Street Pier has been redesigned to meet accessibility best practices as best as possible and is awaiting funding for construction. In addition, ramps were already planned for entering the Maritime Museum. The interpretive branch is making strides in programmatic accessibility through the rest of the park (e.g., updates to interpretive panels and exhibits, the newly renovated visitor center, audio description projects in process, and open captioning of all videos within the park). The willingness of park staff to assist visitors with disabilities in all settings and facilities is apparent, especially when boarding and maneuvering historic vessels and participating in educational programs and guided tours. Some interpretive panels found throughout the park are provided in a PDF format on the webpage in a screen reader friendly format.

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Introduction

Since 1916, the National Park Service (NPS) has preserved, unimpaired, the natural and cultural resources and values of the national park system, while also providing for the enjoyment, education, and inspiration of this and future generations.

Many of our national parks were founded because of their stunning views, extreme and unique geography, challenging and sensitive natural environments, and historic, fragile structures. The many reasons this park, San Francisco Maritime National Historical Park, and other parks exist are due to their history and resources. The NPS mission balances protection of resources (both natural and cultural) along with visitation. To accommodate our visitors, facilities, services, activities, and programs were designed and built within parks to help them better understand each park purpose and significance.

Most facility installation preceded the passing of laws and policies that reflect the commitment of the National Park Service to provide access to the widest cross section of the public and to ensure compliance with the Architectural Barriers Act of 1968, the Rehabilitation Act of 1973, the Equal Employment Opportunity Act of 1972, and the Americans with Disabilities Act of 1990 (42 USC 12207). The accessibility of commercial services within national parks is also governed by all applicable federal laws. Within its nearly 100 years of operation, the National Park Service has continued to work toward a more inclusive environment. Paralleling these efforts, laws and regulations have provided additional guidelines. The more than 400 park units that comprise the national park system today include not only the large western parks, for which the agency is well known, but also nationally significant urban parks, historic sites, monuments, parkways, battlefields, and a diversity of other park types across the country.

For nearly a century, the park service has been a leader in connecting people to both our natural and cultural heritage. Today's generation of visitors has different needs and expectations, and the agency must adapt to meet these changing demands. Modern science and visitor trend analysis have provided new insight into the opportunities and challenges related to accessibility in the national park system. There are approximately 60 million people with disabilities in the United States today, with the number expected to rise to 71 million in upcoming years as the number of baby boomers (people 65 and older) rises. This information can help the service understand changing visitation patterns, the nexus between resource stewardship and accessibility, and the impacts of managing visitors, resources, and infrastructure with the threats of decreasing funding. Adequate planning can identify unique solutions to challenges and provide the service with a trajectory that is full of opportunity—for visitors now and for future generations. The National Park Service is committed to making all practicable efforts to make NPS facilities, programs, services, and employment opportunities accessible to and usable by all people, including those with disabilities.

San Francisco Maritime National Historical Park Description

The park was originally founded as the San Francisco Maritime Museum Association in 1950. In 1951, the association opened the San Francisco Maritime Museum at Aquatic Park in the 1939 bathhouse structure. Also in the 1950s, the State of California began to assemble the vessels that make up the historic fleet at Hyde Street Pier, and in 1963, the pier opened to the public as the San Francisco State Maritime Historic Park. In 1977–78, the two organizations mentioned above were merged into the Golden Gate National Recreation Area. Finally, on June 27, 1988, Public Law 100-348 established the San Francisco Maritime National Historical Park as a separate administrative unit of the National Park Service.

The park encompasses about 35 acres on San Francisco's northern waterfront of what was once an industrial and food-packing section of the city. Today, it lies at the western edge of Fisherman's Wharf. Significant resources include the fleet of historic vessels; a collection of approximately 100 small watercraft; a museum artifact collection of approximately 48,500 items, including historic documents, photographs, and manuscripts; a maritime library estimated at over 70,000 titles and 50,000 pieces of ephemera; and historic structures, which include the Aquatic Park Bathhouse, Aquatic Park Historic District towers and bleachers and other structures, the Lewis Ark, the Tubbs Cordage Company office building, and the Haslett Warehouse, the historic cannery warehouse (now the Argonaut Hotel), historic landmark Building E, Hyde Street Pier, and the Municipal Pier.

San Francisco Maritime National Historical Park Purpose and Significance Statements

San Francisco Maritime National Historical Park will complete a foundation document by 2016. Foundation documents provide basic guidance for planning and management decisions by identifying the park purpose, significance, and fundamental resources and values. The San Francisco Maritime National Historical Park foundation plan identifies special mandates and administrative commitments and provides an assessment and prioritization of park planning and data needs. The park purpose and significance below will be updated during the foundation document process. Understanding these elements helps set the stage for appropriately integrating accessibility into the overall park priorities and plans.

Park Purpose

San Francisco Maritime National Historical Park's purpose is derived from the legislation governing the National Park Service and the legislation establishing the park, which is to "preserve and interpret the history and achievements of seafaring Americans and of the Nation's maritime heritage, especially on the Pacific Coast."

As the major center for Pacific coast maritime heritage, San Francisco Maritime National Historical Park is managed as a museum, dedicated to the preservation and dispersion of maritime history through its collections, programs, and presentations on the maritime history, technology, arts, humanities, and maritime activities of San Francisco Bay, and its interaction with Pacific coast and worldwide maritime activity.

The museum serves three purposes. It collects, including structures (notably large vessels), artifacts, art, small watercraft, books, and documents. It preserves traditional skills and technologies, with documentation, cataloging, conservation, and maintenance of the collection. It interprets, through exhibits, public programs, education, publications, and encouragement of public and scholarly access to park resources in its library and historic document and artifact storage facilities.

Park Significance

- San Francisco Maritime National Historical Park's significance derives from its collections: large vessels, small watercraft, artifacts, art, historic documents, books, and museum objects.

- The fleet of historic vessels represents the most historically significant periods of commercial maritime activity on the Pacific coast: the scow schooner “Alma” (1891), square-rigged ship “Balclutha” (1886), schooner “C. A. Thayer” (1895), paddlewheel ferryboat “Eureka” (1890), and steam-powered ocean tug “Hercules” (1907). The river tug “Eppleton Hall” (1914), a historic English craft, is also in the park’s fleet.
- The collection of approximately 100 small watercraft represents West Coast utility craft working boats and recreational boats from the late 1800s to mid-1900s: lifeboats from historic ships, pilot tenders, fishing boats, duck hunting craft, and yachts.
- The artifact collection (approximately 35,000 items dating from the 1850s) includes vessel fittings, communications equipment, aids to navigation, lighthouse equipment, personal effects, fine and decorative arts, tools and hardware of the maritime industry, engine-related machinery, ship models, furniture and furnishings, land transportation equipment, weapons, small craft fittings, and a collection of sails.
- The historic document (archival) materials (which document the activities of industry and community lifeways) include photographs (300,000), motion picture film and video (15,000 feet), manuscripts, business records, log books and sea journals (3,000 linear feet), vessel and shipyard plans (100,000), and nautical maps and charts (3,000).
- The J. Porter Shaw Library of the Maritime Research Center contains an estimated 34,000 book and periodical titles, comprised of more than 70,000 items, 50,000 pieces of ephemera, and 600 recorded oral histories and audio recordings.
- The cultural significance of the park also is derived from structures and settings associated with the history of the Bay Area and Black Point, such as the Aquatic Park Historic District (1939), which includes the Aquatic Park Bathhouse and associated public artwork, bleachers and basement spaces, concession stand and restroom buildings, east/west speaker towers, Municipal Pier, seawall and promenade, World War II army landing pier (now the Sea Scout base), integrated landscape portions of Aquatic Park, the Aquatic Park lagoon and beach, and the Tubbs Cordage Company office building, historic cannery warehouse (now the Argonaut Hotel), and historic landmark Building E.

Accessibility Self-Evaluation and Transition Plan

The creation of a transition plan is mandated by regulations under the Rehabilitation Act of 1973, as they apply to the US Department of the Interior, which states that “No otherwise qualified handicapped individual in the United States . . . shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.” It specifically requires parks to document architectural barriers, solutions, and time frames for making improvements to increase accessibility.

This Accessibility Self-Evaluation and Transition Plan (SETP) has been prepared to provide San Francisco Maritime National Historical Park a tool for addressing overall needs associated with making the park accessible when viewed in its entirety. The plan is based in an understanding of key park experiences and establishes a methodical process that identifies, prioritizes, and outlines improvements to park accessibility. The plan proposes strategies for implementation over time and in a manner consistent with park requirements and protocols.

All key park experiences and all park areas were identified to ensure that the plan would consider all park programs. Park areas were then evaluated against measurable criteria to determine which would be considered priority park areas. Each priority park area was assessed to determine where barriers existed to participating in park programs, and the best manner in which access could be improved. In some situations it is not reasonably practicable to create physical or universal design solutions.

The general public, including people with disabilities and organizations representing people with disabilities, will be invited to provide comments on this draft Self-Evaluation and Transition Plan process and findings.

Implementation of the Plan

One of the goals of the plan is to increase accessibility awareness and understanding among staff and volunteers of San Francisco Maritime National Historical Park. The park superintendent is responsible for implementing and integrating the plan, and the park-designated accessibility coordinator ensures adequate communication to park employees and works with the superintendent to follow up on the implementation and relevancy of the plan by documenting improvements and keeping the plan updated.



Accessibility Self-Evaluation and Transition Plan Process

Self-Evaluation

The following graphic illustrates the primary steps in the self-evaluation process. Each step is further described below.

SELF-EVALUATION



Step 1: Identify Key Park Experiences

Key park experiences are those park experiences that are iconic and important for visitors to understand the purpose and significance of the park unit. They are “musts” for park visitors. Key park experiences are grounded in park legislation and can be identified through a consideration of park purpose, significance, interpretive themes, and those programs or activities highlighted in park communications. Based on input from NPS staff, the following key park experiences were identified at San Francisco Maritime National Historical Park to ensure that planned improvements were prioritized to best increase overall access to the experiences available at San Francisco Maritime National Historical Park.

- Maritime history that focuses on oceanic, Pacific coast, San Francisco Bay, and inland river topics
- Historic San Francisco waterfront setting that includes the historic vessels, the Maritime Museum with its Federal Arts Project connection, and other assets
- Research and higher learning related to Pacific coast maritime history through collections, library, exhibits, and archives
- Urban waterfront recreation, including strolling the promenade and Aquatic Park, swimming, boating, sunbathing, enjoying scenic views, fishing, and picnicking
- Park connections and relevancy through community events, volunteerism, youth engagement, and educational programs
- Active maritime culture through music, arts, and trades such as knot tying, rigging, boat building
- Being on board a vessel on the water

Step 2: Identify All Park Areas Where Key Park Experiences Occur

After key park experiences were identified, the park areas where those experiences occur were determined. A park area is a location within a park regularly used by visitors and/or staff. The list of park areas within San Francisco Maritime National Historical Park was considered and then areas were prioritized per criteria in step 3.

Step 3: Prioritize Park Areas

The criteria below were used to prioritize park areas for scheduling and completing assessments at this time:

- Level of visitation
- Diversity of services, activities, and programs offered in area
- Geographic favorability (as a whole, the park areas selected reflected a broad distribution throughout the park)
- Other unique characteristics of the site

The areas selected for assessment provide the best and greatest opportunities for the visiting public to access the key park experiences. Each key park experience is represented within the identified priority areas so that all key park experiences will be accessible in some way. At the conclusion of this step, the list of priority park areas outlines which locations were assessed in steps 4 and 5. Other areas not assessed at this time will be improved as part of future facility alterations or as a component of a future planned construction project.

Step 4: Identify Services, Activities, and Programs in Each Park Area

Step 4 is the identification of all services, activities, and programs within each priority park area. This process ensured that during step 5 all visitor amenities within a priority area would be assessed. Assessments include both physical and programmatic elements. The lists of services, activities, and programs were the basis for conducting the 15 assessments and documenting all elements as they pertain to providing improved accessibility.

Step 5: Conduct Accessibility Assessment

During step 5, an interdisciplinary assessment team assessed physical and programmatic barriers within each priority area. Levels of access were identified to understand how usable the existing park program is for people with cognitive, mobility, vision, and hearing disabilities. The three general levels of access were defined by the team:

Level 1: a physical or programmatic barrier where program participation is usable by most participants with disabilities

Level 2: a physical or programmatic barrier where program participation is possible with assistance or modification

Level 3: a physical or programmatic barrier that prohibits participation in a program

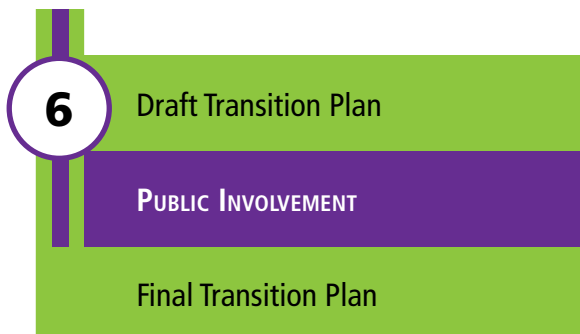
Existing conditions and barriers to services, activities, and programs were discussed on-site by the assessment team to determine the current level of access. The assessment team then developed a reasonable range of recommended actions for consideration, while universal access solutions were of primary concern. Barrier-specific solutions, as well as alternative ways to improve access overall, were addressed and included both physical changes and/or the addition of alternate format methods. In some cases, programmatic alternatives needed to be examined, as it was not always possible to eliminate all physical barriers due to limitations such as historic designations, environmental concerns, topography, or sensitive cultural and natural resources. Therefore, a full range of programmatic alternatives to provide access to the key experience for as many visitors as possible was considered.

All collected data, including findings, preliminary options, and conceptual plans, are organized by park area for the park and planning team to use in implementing the recommendations for the transition plan.

Transition Plan

The following graphic illustrates the primary steps taken in developing the San Francisco Maritime National Historical Park transition plan. Public involvement will occur at the draft stage of the transition plan. Once the draft plan is developed, it will be released to solicit input from the general public, including people with disabilities and organizations that represent people with disabilities, to provide comments and thoughts on whether the document represents a reasonable review of the park's barriers and a feasible and appropriate strategy for overcoming the barriers. Upon gathering all comments from the public, the park will analyze the comments to determine if any changes to the plan are necessary. Those changes will be made before the implementation strategy is finalized. Once finalized, a notification will be sent to the public to announce the plan's availability.

TRANSITION PLAN



Step 6: Draft and Finalize Transition Plan

The final step of the process was drafting and finalizing the transition plan and the park implementation strategy. Developing an implementation strategy can be complex, because making accessibility improvements may present a large range of coordination efforts for scheduling work. It is necessary to schedule improvements strategically and consider the activities and requirements associated with park operations. The final plan makes specific recommendations to improve accessibility, identifies time frames for completion of each improvement, and notes the parties responsible for each project.

Time frames for implementation of recommended solutions are primarily based on the level of access of the barrier and the ability of the park to complete the work within normal scheduling of park operations and planned improvement projects. Time frames for making improvements are categorized as follows:

Short-term (0–3 years): If the improvement does not require supplemental NPS project funding, park staff will initiate the elimination of the barrier internally; or, if a project is currently scheduled for funding, the improvement will be incorporated into the project and the barrier eliminated.

short-term

Mid-term (3–7 years): The park will develop a proposal and submit it for those projects requiring supplemental NPS project funding in the next servicewide budget call (servicewide budget calls happen annually). For those projects requiring supplemental NPS project funding, the park will submit a request in the next budget call. Improvements will be scheduled dependent upon the year of receipt of funding. If the improvement does not require supplemental NPS project funding, park staff will continue the elimination of the barrier internally.

mid-term

Long-term (>7 years): The park will eliminate the barrier when other work is taking place as part of facility alterations or as a component of a future planned construction project.

long-term

Implementation Strategy for San Francisco Maritime National Historical Park

Priority Park Areas

Each key park experience at San Francisco Maritime National Historical Park is represented within the priority park areas when viewing the park as a whole. Park areas not included in the priority park area list will be upgraded to current code requirements when facility alteration and/or new construction is planned. The priority park areas identified earlier and listed below are those that were assessed and included in the transition plan implementation strategy (featured in alphabetical order). The priority park area locations can be found through the number key and associated map below:

- 1** "Alma" Historic Vessel
- 2** Aquatic Park Historic Landmark District
- 3** Argonaut
- 4** "Balclutha" Historic Vessel
- 5** Building E Fort Mason Center
- 6** "C. A. Thayer" Historic Vessel
- 7** "Eureka" Historic Vessel
- 8** "Hercules" Historic Vessel
- 9** Hyde Street Pier and Structures
- 10** "Lewis Ark" Historic Vessel
- 11** Maritime Museum
- 12** Municipal Pier
- 13** Sea Scouts Building and Maritime Heritage Learning Center
- 14** Visitor Center
- 15** Warehouse/Collections Facility (off map)



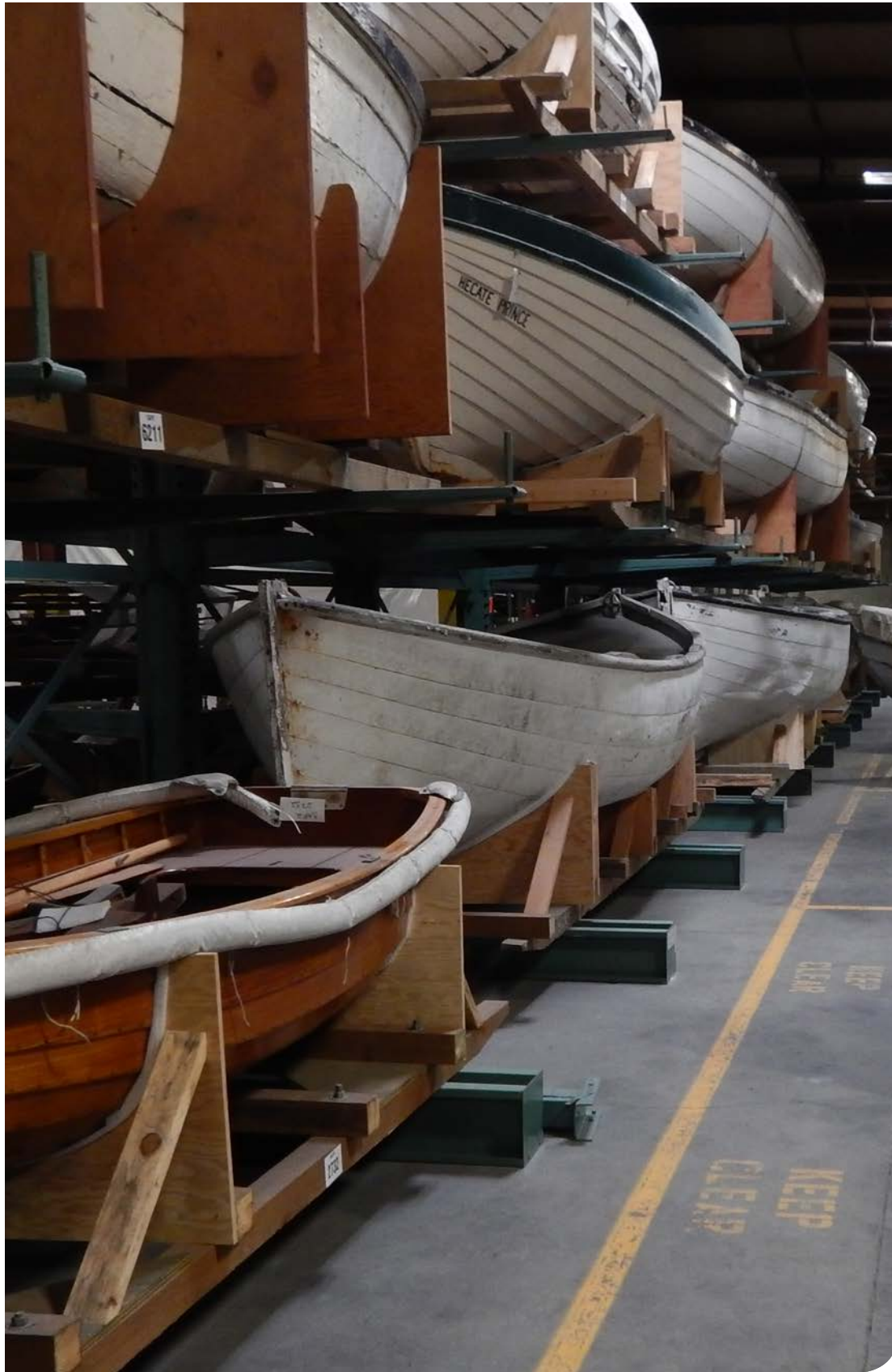
Implementation Strategy for Priority Park Areas

The Architectural Barrier Act (ABA) of 1968 requires that any building or facility designed, constructed, altered, or leased with federal funds be accessible and usable by any individuals with disabilities. In 1984, the Uniform Federal Accessibility Standards (UFAS) were adopted for federal facilities. In 2006, the Architectural Barriers Act Accessibility Standards (ABAAS) were adopted for federal facilities. Subsequently in 2011, standards for recreational facilities were added to ABAAS as chapter 10.

Dependent upon the date of a building's construction or alteration, different design standards would apply (i.e., pre-1984, post-1984, post-2006, or post-2011). In conducting the transition plan facility assessments, the 2011 ABAAS standards were used for ease of using only one standard for on-site assessments. Although a barrier may be identified by the current assessment for improvement, facilities constructed pre-1984, or between 1984 and 2011, are only required to be in compliance with the standard in place at the time of construction and/or alteration, and may not be in violation of ABAAS. However, any renovation or upgrade of that building will be required to meet the most current standard at the time of work.

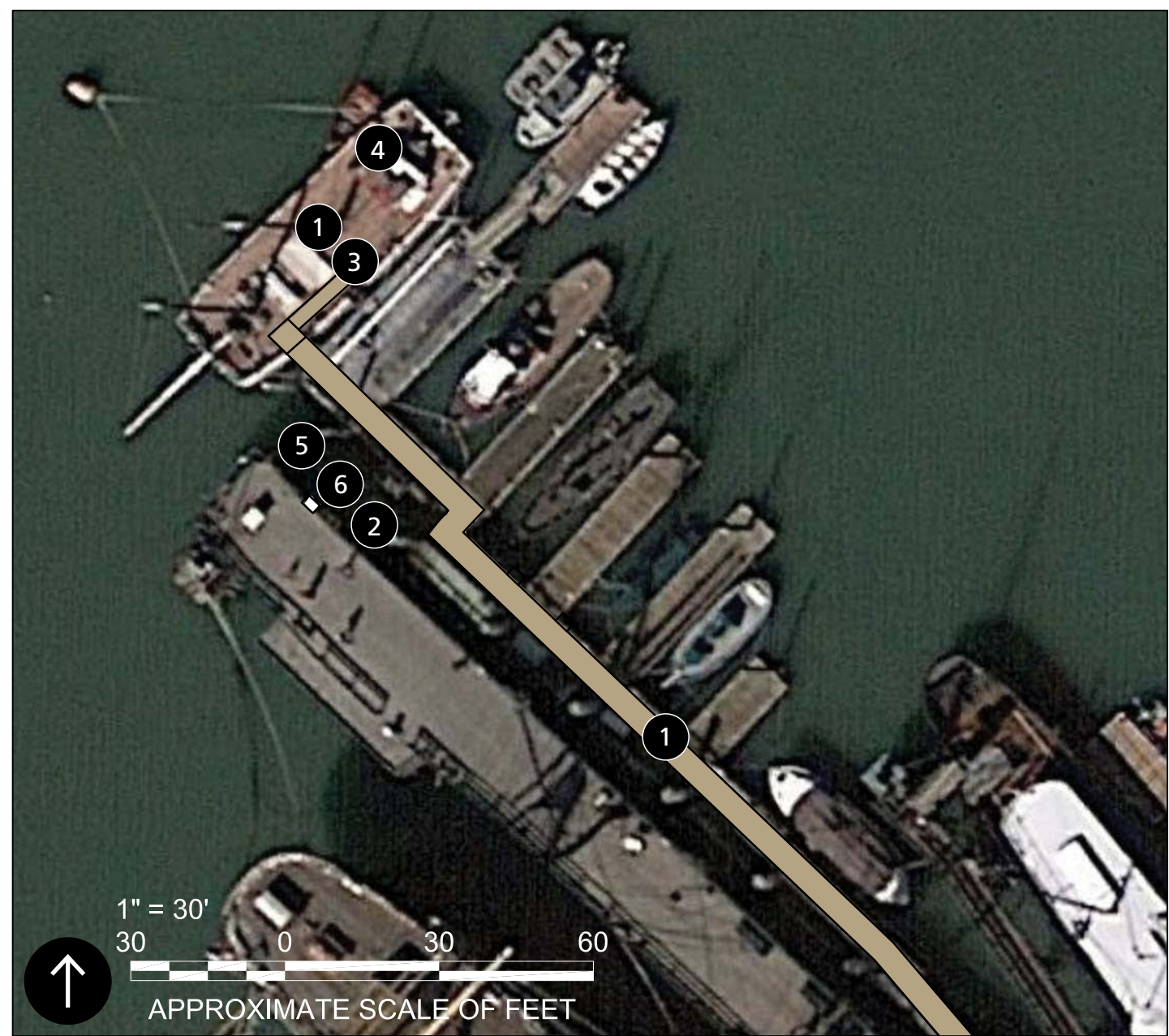
Recommended improvements for park policies, practices, communication, and training are included. Employee areas are addressed as needed. In the event an employee with a disability is hired by San Francisco Maritime National Historical Park, the supervisor and employee will discuss accommodations that are needed by the employee. The supervisor will then determine what accommodations are reasonable within the given work environment.

Site plans illustrate existing conditions and recommended improvements for each priority park area in a conceptual format. During the implementation phase, reassessment of the project site conditions and consultation with the Architectural Barriers Act Accessibility Standard is strongly recommended to ensure that specific design and programmatic solutions are addressed correctly. Assistance is available at the Denver Service Center and through the Pacific West Region Accessibility Coordinator.



“Alma” Historical Vessel

Site Map



"Alma" Historical Vessel

Implementation Strategy

The six key park experiences provided at "Alma" Historic Vessel are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; experience being on board a vessel in the water; participate in urban waterfront recreation; and explore park connections through engagement and educational programs. The activities and programs provided at this ship for visitors include sailing and a virtual tour. The existing services that support those activities and programs include floating docks and stairs, interpretive waysides, exhibits, a tactile model, and a bench. The following improvements to accessibility at this park area are planned:

- 1 Accessible Route and Walking Surfaces.** 1) Provide 4" edge protection on accessible route. 2) Provide a tidal chart that describes typical cross and running slopes found throughout the day / month / year. Provide tidal charts in large-print, accessible electronic document, and braille handouts at visitor center, fee ticket booth, and on website. Address fluctuating route conditions for increased information. 3) Provide verbal and informational signage about typical slopes and boarding process at fee ticket booth before purchase of tickets. 4) Place signage at the entrance to the "Alma," describing length, running, and cross slopes with fluctuating conditions. 5) Create a standard operating procedure for advising visitors of tour closures in times of extreme tidal conditions (i.e., closure signs at pier, posted to website, etc.).

  long-term (1.1)

 mid-term (1.2–1.5)

- 2 Interpretive Wayside/Exhibit.** 1) Replace interpretive waysides with 24 point fonts that are a minimum of 70% contrast between text and background images or colors. Remove any italics and script fonts. Simplify content where possible.

 mid-term

- 3 Boarding of Ship.** 1) Provide new boarding apparatus and standard operating procedure for providing access to the ship. 2) Post the standard operating procedure for boarding the "Alma" historic vessel to the park website.

 mid-term

- 4 Bench.** 1) Provide a bench for seating on ship that is between 17"–19".

 mid-term

- 5 **Tactile Model.** 1) Provide a tactile model of the “Alma” along rail of Hyde Street Pier at location where the ship can be viewed.

 long-term

- 6 **Cell Phone Tour.** 1) Provide audio description on cell phone tour and large-print transcript that describes the “Alma”.

 mid-term

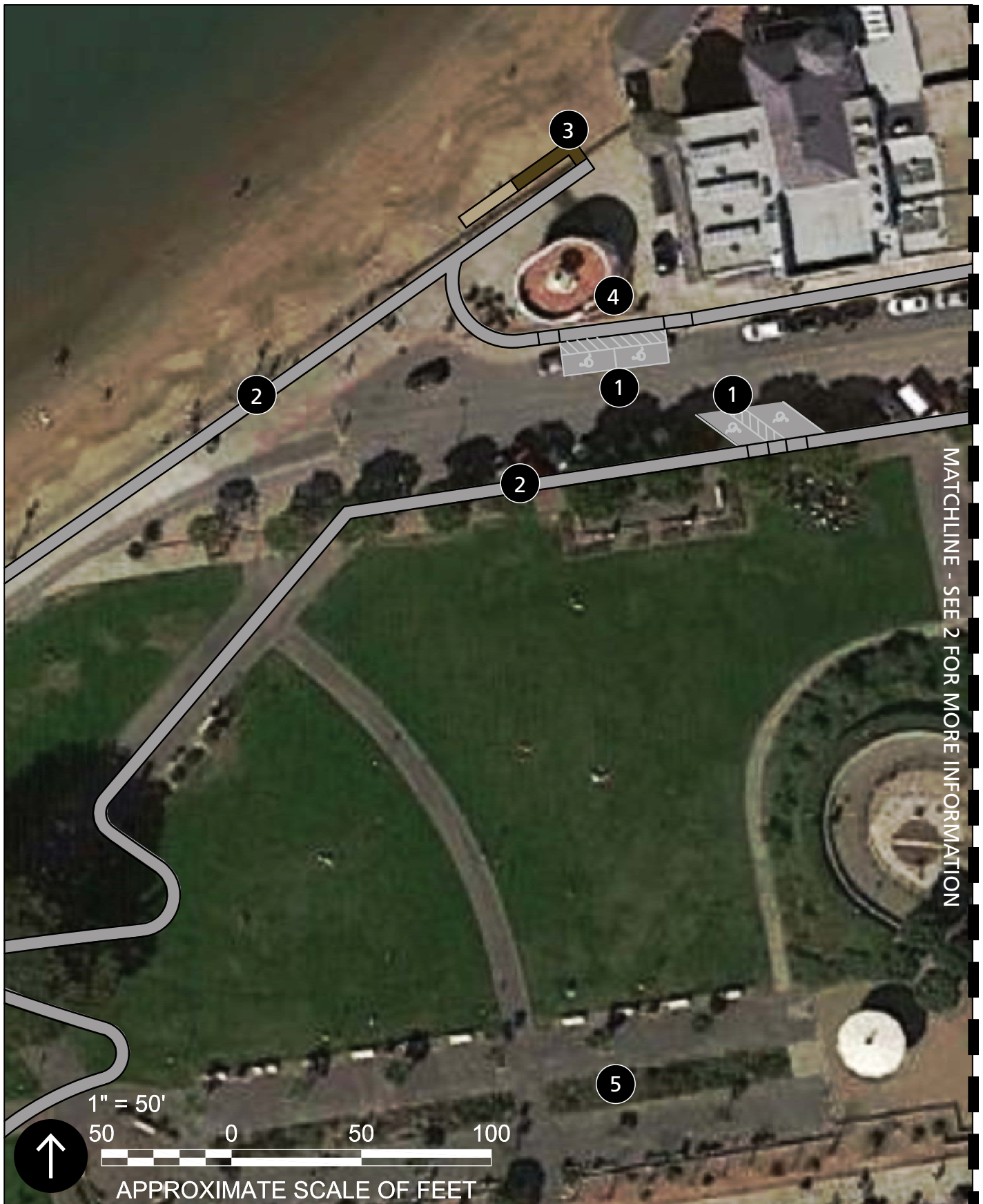
Three-dimensional Model (Visitor Center). 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the ship. Note: not seen on site plan.

 long-term

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Aquatic Park Historic Landmark District

Site Map 1



Aquatic Park Historic Landmark District

Implementation Strategy 1

The three key park experiences provided at Aquatic Park Historic Landmark District are the opportunities to experience and understand the historic San Francisco waterfront setting; participate in urban waterfront recreation; and explore park connections through engagement and educational programs. The activities and programs provided at this area for visitors include self-guided tours, educational programs, special events, walking along the promenade, swimming, boating, sunbathing, enjoying scenic views, fishing, picnicking, and strolling. The existing services that support those activities and programs include car parking, accessible routes, wayfinding and orientation signage, trash and recycling receptacles, an amphitheater, beach access routes, and benches. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with the City of San Francisco to implement the following solutions. 1) There are currently between 301 and 400 parking stalls parkwide. A minimum of eight stalls are required to be made accessible with two being designated as accessible van parking stalls. The eight stalls are distributed throughout the park. On Jefferson Street, provide one signed and marked “van accessible” parking stall and three signed and marked accessible vehicle parking stall. Stalls to be maximum 2% running and cross slope, 5' marked access aisle and 11' wide van accessible stall, and 8' wide for vehicle stall. Provide access aisle on the passenger side of the van and driver side of the vehicle for adjoining stall. See site plan for relocated parking stalls (two parallel stalls and two angled stalls). 2) Provide signage at “van accessible” stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require “van accessible” designation on signs. Notes: 1) Connect to accessible route of Aquatic Park Historic Landmark District, Argonaut, and Hyde Street Pier. 2) The accessible on-street parallel parking is conceptual and diagrammatic. The requirement for access aisles depends on upon the width of the adjacent sidewalk.

mid-term

- 2 Accessible Route and Walking Surfaces.** 1) Establish a standard operating procedure to provide personal services to escort people with disabilities through the Maritime Museum elevator down to the beach. Place information on website and at visitor center. 2) As a future rehabilitation project, investigate rerouting section of walk from amphitheater down to beach. See site plan for concept of reroute. 3) Ensure all ABAAS requirements are met per the rail line removal project and regrading of the accessible route from Van Ness Street to the beach.

mid-term

- 3 **Beach Access Route.** 1) Provide a temporary ramp with a minimum clear width of 5' and strive to meet required running slopes between 5% and 8.33% and cross slope at 2% maximum as close as possible. Design ramp to run parallel with beach and accessible route. Include handrails between 34"–38" and a grip-able surface with 12" extensions into top and bottom landing. 2) Provide a temporary roll-out mat from landing of ramp along segment of beach for beach experience. Per ABAAS section 1018 Exception 3, removable beach access routes do not need to comply with the maximum 2% allowable cross slope. However, ensure the location of the temporary roll-out mat is as close to 2% cross slope as possible.

long-term

- 4 **Trash and Recycling.** 1) Regrade landing or relocate trash and recycling receptacles to be along accessible routes and to have a maximum 2% running and cross slopes landing. Ensure reach range to operable part is 48" maximum.

short-term

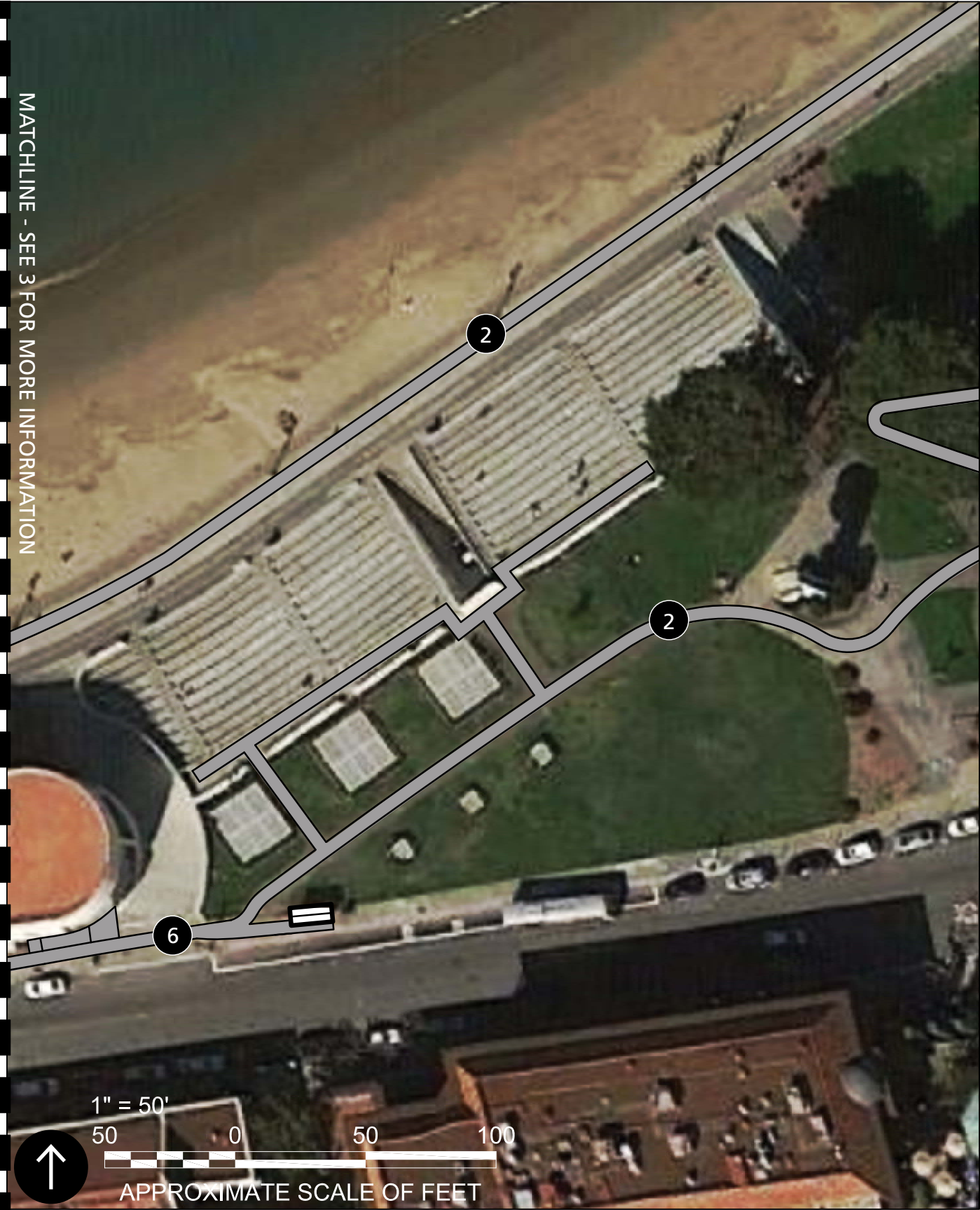
- 5 **Benches.** 1) At least 20% (approximately eight) of all benches provided in Aquatic Park Historic Landmark District to provide a companion seating space, a 30" by 48" clear space on a firm and stable surface at 2% running and cross slopes. Within Victorian Park, the cobble surface under benches will need to be rehabilitated to have a smooth surface. Disperse accessible companion seating with benches to have different views, including the ocean, city, park, and green space.

mid-term

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Aquatic Park Historic Landmark District

Site Map 2



Aquatic Park Historic Landmark District

Implementation Strategy 2

- 6 Wayfinding and Orientation Signage.** Coordinate with the City of San Francisco to implement the following solutions. 1) Ensure information is provided in a clear and simple font. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts.

short-term

Aquatic Park Historic Landmark District

Site Map 3



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The Argonaut

Site Map 1



The Argonaut

Implementation Strategy 1

The key park experiences provided at the Argonaut are the opportunities to experience and understand the historic San Francisco waterfront, while also better understanding maritime history. The activities and programs provided at this area for visitors include lodging accommodations, cafes and restaurants, wine tasting, bicycle rentals, and learning about San Francisco Maritime National Historic Site in the lobby. The existing services that support those activities and programs include bedrooms, restrooms, fitness center, valet parking, introduction video, meeting rooms, ballrooms, meal services, and concierge and registration desk. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with the City of San Francisco to implement the following solutions. 1) There are currently between 301 and 400 parking stalls parkwide. A minimum of eight stalls are required to be made accessible with two being designated as accessible van parking stalls. The eight stalls are distributed throughout the park. On Jefferson Street, provide one signed and marked “van accessible” parking stall and three signed and marked accessible vehicle parking stall. Stalls should be maximum 2% running and cross slope, 5' marked access aisle and 11' wide van accessible stall, and 8' wide for vehicle stall. Provide access aisle on the passenger side of the van and driver side of the vehicle for adjoining stall. See site plan for relocated parking stalls (two parallel stalls and two angled stalls). 2) Provide signage at “van accessible” stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require “van accessible” designation on signs. Note: Connect to accessible route of Aquatic Park Historic Landmark District, Argonaut, and Hyde Street Pier.

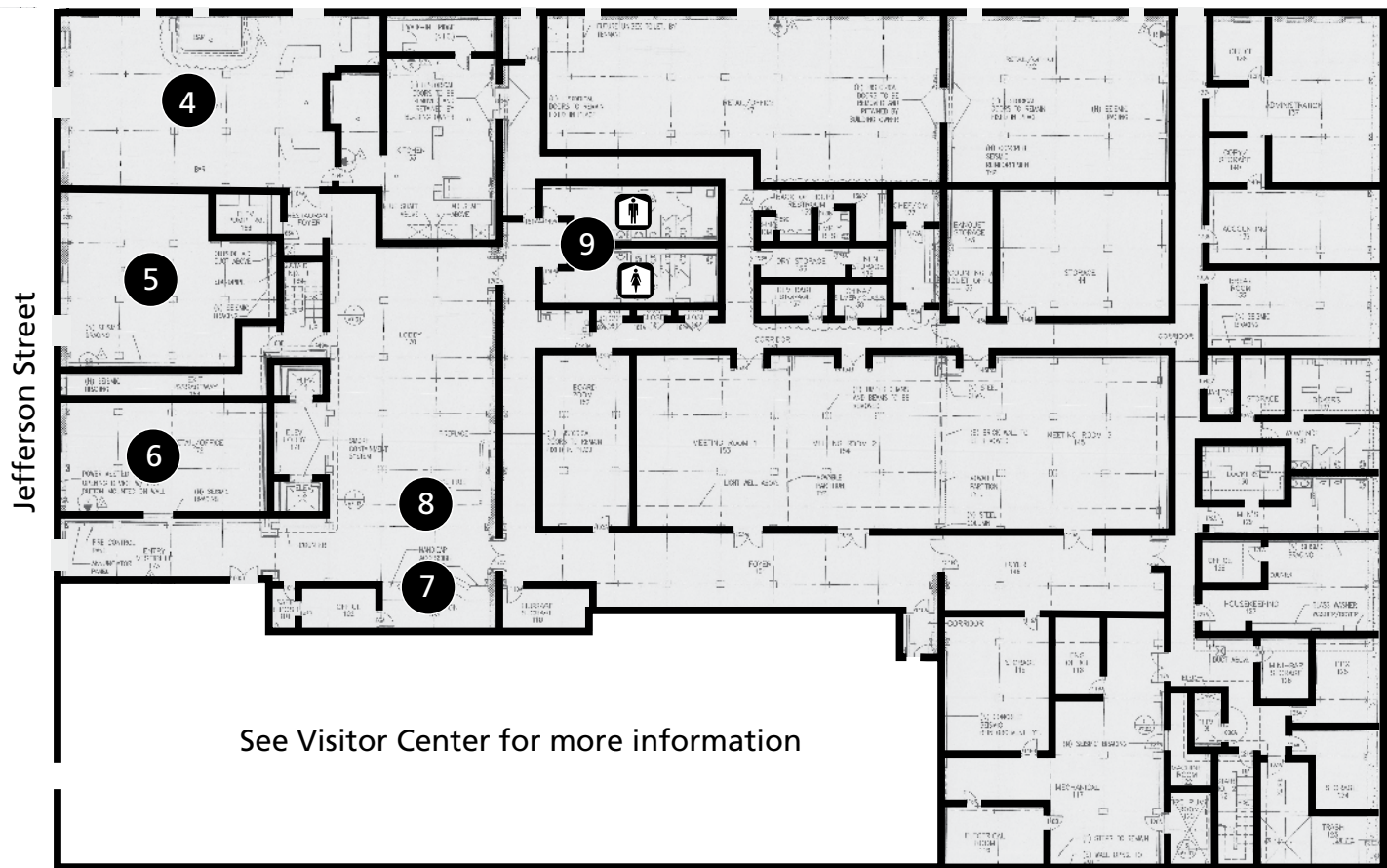
mid-term



- 2 Bus and Oversize Vehicle Drop-off and Parking.** Coordinate with Argonaut to implement the following solution. 1) Develop a standard operating procedure for bus and oversize vehicle parking and drop-off and post the standard operating procedure for bus and oversize vehicle drop-off to the park’s website.

short-term

The Argonaut





Site Features 2



- 3 **Accessible Route and Walking Surfaces.** Coordinate with the City of San Francisco to implement the following solutions. 1) Provide an accessible route with maximum 2% cross slopes on Beach Street. 2) Develop a standard operating procedure that states how people can access the building via an accessible route and that Beach Street does not currently meet ABAAS standards. 3) Post the standard operating procedure of access to the Argonaut via Beach Street to the park website, as well as a wayfinding sign indicating the accessible route to the Argonaut. Note: Reference the City of San Francisco ADA Transition Plan for Curb Ramps and Sidewalks found at: <http://www.sfgov2.org/modules/showdocument.aspx?documentid=2050>
-  mid-term (3.1)  short-term (3.2)

The Argonaut

Implementation Strategy 2

- 4 **Blue Mermaid Chowder House.** Coordinate with Blue Mermaid Chowder House to implement the following solutions. 1) Relocate a lower accessible bar top to create an equal experience. 2) Ensure a 36" clear space is provided around all elements in outdoor patio.
-  mid-term
- 5 **Starbucks Empty Store.** Coordinate with new tenant to implement the following solution. 1) Lower the mirror so that the reflective surface is at 40" maximum above the finished floor.
-  mid-term
- 6 **Winery Collective.** Coordinate with Winery Collective to implement the following solution. 1) Provide some tables with surface at 36" maximum height, integrated seating, and 36" clear space around all elements.
-  mid-term
- 7 **Reception Desk.** Coordinate with Argonaut to implement the following solution. 1) Develop a standard operating procedure to keep counter clear of publications and other materials so that it is an equal experience.
-  mid-term

- 8 **Concierge Desk.** Coordinate with Argonaut to implement the following solution. 1) Provide a 36" minimum width by 36" maximum height with 27" knee clearance to provide concierge services to guests. ABAAS 904.4 Exception provision can be applied in alterations and a parallel approach is also acceptable.

long-term

- 9 **Lobby Restroom.** Coordinate with Argonaut to implement the following solutions. 1) Mounting heights of all useable components are installed at 54" per UFAS at time of construction. When appropriate, lower all useable components (e.g. hand dryers, towel and soap dispensers, and outlets) to 48" maximum to meet current ABAAS requirements. 2) Due to placement of mirrors and backsplash of counter, mirrors cannot be moved to be at 40" maximum to reflective edge. Instead, place a wedge at the top of mirrors, so that the mirrors are tilted and can be viewed from a seated position.

mid-term

(9.1)

long-term

(9.2)

Upper Floors (Not seen on site plan)

- 10 **Bedroom Restrooms.** Coordinate with Argonaut to implement the following solutions. 1) Provide 13 accessible bedrooms (note: hotel already has 13) in rooms #220, #236, #265, #281, #320, #336, #365, #381, #401, #420, #436, #465, and #481. Mounting heights of all useable components are installed at 54" per UFAS at time of construction. When appropriate, lower all useable components (e.g. hand dryers, towel and soap dispensers, and outlets) to 48" maximum to meet current ABAAS requirements. Note: The hotel has a total number of 252 existing rooms. Given this total, in order to meet ABAAS requirements at least 10 rooms should be accessible. The hotel went above and beyond the requirement. 2) Due to placement of mirrors and backsplash of counter, mirrors cannot be moved to be at 40" maximum to reflective edge. Instead, place a wedge at the top of mirrors, so that the mirrors are tilted and can be viewed from a seated position. 3) Develop a standard operating procedure with housekeeping that provides a room plan and states the wastebasket must stay out of the clear space under counters.

mid-term

(10.1–10.2)

long-term

(10.3)

Fitness Center. Coordinate with Argonaut to implement the following solutions. 1) Develop a standard operating procedure for housekeeping to provide a variety of towels and yoga mats with 15"–48" reach range. 2) Provide an additional or replacement water fountain that can be operated with a closed fist and five pounds of pressure or less.

  mid-term (1)

   long-term (2)

Park Video. Coordinate with Argonaut to implement the following solution. 1) Replace video and provide open captioning on all park oriented films shown in lobby and bedrooms on the NPS channel.

 short-term

“Balclutha” Historic Vessel

Site Map 1



"Balclutha" Historic Vessel

Implementation Strategy 1

The five key park experiences provided at "Balclutha" Historic Vessel are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; experience being on board a vessel in the water; and explore park connections through engagement and educational programs. The activities and programs provided at this ship for visitors include rigging, guided tours, self-guided tours, lodging for school groups, a virtual tour, living history and other educational programs. The existing services that support those activities and programs include a gangway and stairs, interpretive waysides, exhibits, videos, museum objects, a tactile model, and benches. The following improvements to accessibility at this park area are planned:

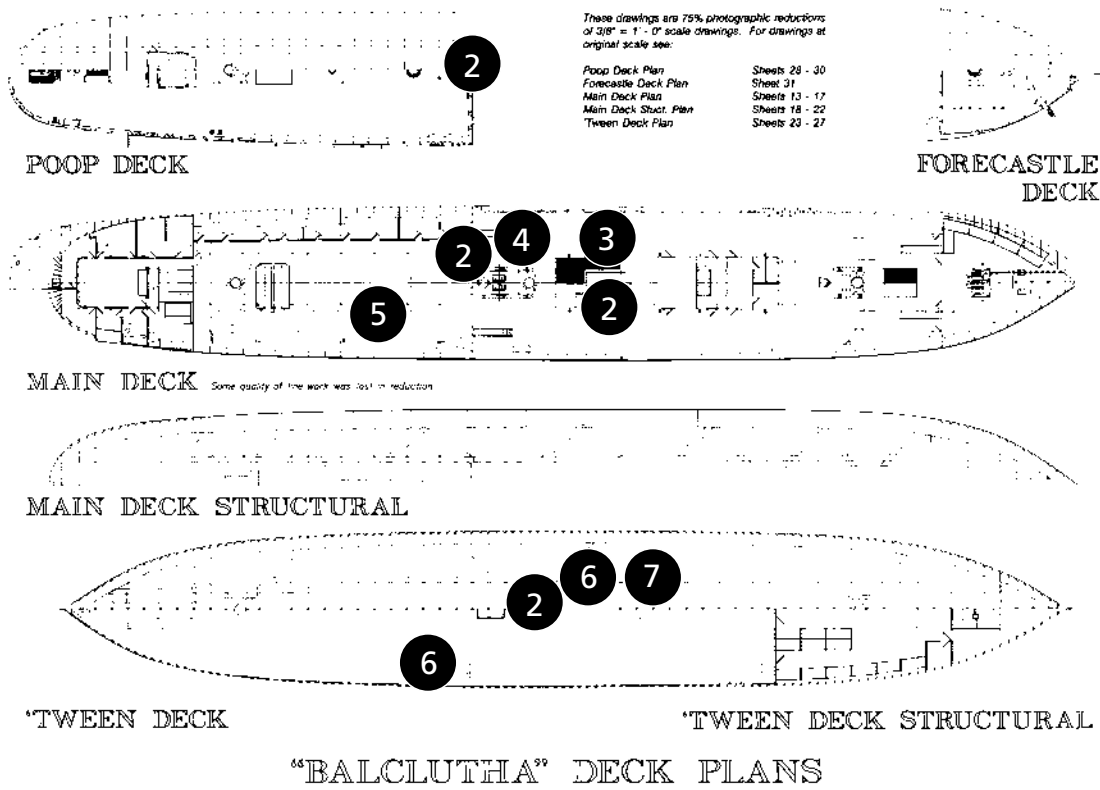
- 1 Gangway Accessible Route and Walking Surfaces.** 1) Rehabilitate or replace gangway to be as close to 8.33% running slope and 2% cross slope during typical tidal levels. Refer to exceptions in ABAAS 1003. Provide 4" edge protection on ramp. 2) Provide a tidal chart that describes typical cross and running slopes found throughout the day / month / year. Provide tidal charts in large-print, accessible electronic document and braille handouts at visitor center, fee ticket booth, and on website. Address fluctuating gangway conditions for increased information. 3) Provide verbal and informational signage about typical slopes at fee ticket booth before purchase of tickets. 4) Place signage at the entrance to the "Balclutha," describing length, running, and cross slopes. 5) Create a standard operating procedure for advising visitors of tour closures in times of extreme tidal conditions (i.e., closure signs at pier, website postings, etc.) and post the standard operating procedure for ship access to the park's website.

short-term

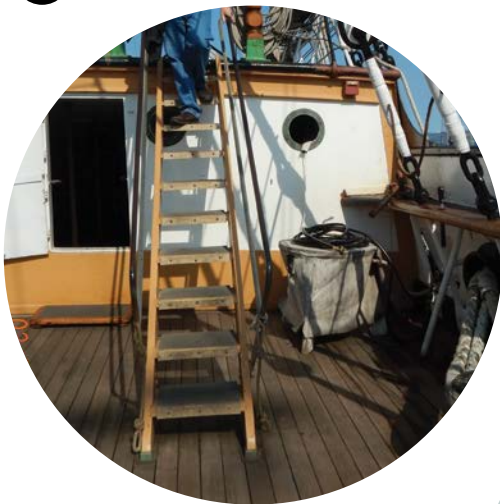
- 2 Ship Accessible Route and Walking Surfaces.** 1) Place a spline between boards that are parallel to the path of travel, so there are no gaps. Ensure gaps that are perpendicular to the path travel are 1/2" maximum. 2) Provide a wheelchair lift from the main deck to the poop deck and from the main deck to the 'tween deck. Redesign nonhistoric stairs to accommodate wheelchair lift. Ensure regular maintenance and cleaning of lift. Cover lift when the ship is closed to the public to ensure a longer lifespan. 3) Provide large-print, accessible electronic document and braille handouts at visitor center, fee ticket booth, and on website about protruding objects. In addition, investigate ways to provide tactile warning devices to assist people with visual impairments. 4) Provide verbal information and informational signage about protruding objects at fee ticket booth before purchase of tickets. In addition, investigate ways to provide tactile warning devices to assist people with visual impairments. 5) Provide an audio

“Balclutha” Historic Vessel

Site Features 2



2 Main deck to poop deck



2 Main deck to tween deck



description tour around ship that explains conditions and settings within and around the ship. 6) Forecastle and small rooms throughout the ship can be made accessible through a live video feed with simultaneous audio tour and tactile map to be a part of guided tours that are not accessible.

short-term (2.1, 2.3–2.4)

mid-term (2.2, 2.5–2.6)

“Balclutha” Historic Vessel

Implementation Strategy 2

- 3 Interpretive Waysides.** 1) Ensure information is provided in a clear and simple topic hierarchy and fonts. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts; the name of the ship may remain in italics. Ensure all images or graphics are clear and easily discernable against background color.

long-term

- 4 Hose for Potable Water.** 1) Replace hose with a lever that can be operated with a closed fist. Ensure hose operable part is within a clear space and along accessible route for easy access.

short-term

- 5 Lodging for Student Programs.** 1) Develop a standard operating procedure for people with mobility impairments to get equivalent group sleeping experience in quarters and/or shelter deck.

short-term

- 6 Audiovisual Programs and Videos.** 1) Provide audio description for all videos on ship. 2) Provide a caption indicating video is a silent film with music playing in the background. 3) Ensure graphics are clear.

mid-term

- 7 Video Viewing Indoor Seating and Benches.** 1) Ensure some benches are between 17"–19" in height. One bench per area can be left at shorter height for children seating if other benches conform to above description.

short-term

- 8 **Interpretive Wayside and Exhibit (Hyde Street Pier).** 1) Provide a tactile model of the "Balclutha" along rail of Hyde Street Pier at location where the ship can be viewed.



- 9 **Cell Phone Tour (Hyde Street Pier).** 1) Provide audio description on cell phone tour and large-print transcript that describes the "Balclutha."



Three-Dimensional Model (Visitor Center). 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the levels (main deck, poop deck, 'tween deck, forecastle, and lower level). Note: not seen on site plan.



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Building E Fort Mason Center

Site Map 1



Building E Fort Mason Center

Implementation Strategy 1

The key park experiences provided at Building E are the opportunities to experience and understand maritime history, the historic San Francisco waterfront setting, and pursuing research and higher learning related to Pacific Coast maritime history. The activities and programs provided at this building for visitors include a library, museum collections, book sales, and park headquarters. The existing services that support those activities and programs include car parking, accessible route, information desk, restrooms, benches, and water fountain. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with Golden Gate National Recreation Area and Fort Mason Center to implement the following solutions. 1) Repave for one signed and marked van accessible parking stall. Stall to be maximum 2% running and cross slopes, 5' marked access aisle, and 11' wide van accessible stall. Provide access aisle on the passenger side of the van. 2) Provide signage at van accessible stall with the bottom of sign at 60" minimum above the finish floor. Van accessible stalls require "van accessible" designation on signs. 3) Revise remaining accessible stall layout to meet car parking stall scoping requirements and to meet maximum 2% running and cross slopes.

mid-term

- 2 Accessible Route and Walking Surfaces (Exterior).** Coordinate with Golden Gate National Recreation Area and Fort Mason Center to implement the following solutions. 1) Ensure front entry loading dock meets a maximum of 2% cross slope. 2) Provide barricades along the loading dock for fall protection. 3) Provide handrails on both sides of loading dock ramp at 34"–38" with 12" extensions on the top and bottom of the ramp.

long-term

Interior Services, Activities, and Programs

Elevator. 1) Lower intercom button to be a 48" maximum reach range. 2) Provide tactile character of the "up" arrow button with elevator.

short-term

Accessible Route and Walking Surfaces (Interior First Floor). 1) Lower protruding objects to 27" maximum or place an element underneath protruding objects so that it is cane detectable. 2) Place accessible signage on the latch side of the door between 48" and 60" with tactile characters. Also, note on sign that service animals are allowed. 3) Place a magnet on door which connects the door closure magnet to the Fire Protection System for automatic door closure during fire event, thus removing the protruding object of the electrical box and providing a logical route to the elevator. 4) Replace door handle with a lever that is operable with a closed fist.

short-term

Wayfinding and Orientation. 1) Provide a wayfinding and orientation large-print, tactile map at entrance.

short-term

Donation Box (Third Floor). 1) Provide drop box slot between 15" and 48" in height.

short-term

Information Desk (Curatorial Facility). 1) Provide a 36" minimum width by 36" maximum height with 27" knee clearance to provide information desk services to guests. Reference ABAAS 904.4 and 904.4.1 to verify if a parallel approach is also acceptable in lieu of providing knee clearance.

mid-term

Accessible Route and Walking Surfaces (Third Floor). 1) Place the fire extinguisher below the standpipe, so that the extinguisher is cane detectable at 27" maximum height. This removes both barriers.

short-term

Information Desk (Research Center Third Floor). 1) Provide section that is a 36" minimum width by 36" maximum height with 27" knee clearance to provide information desk services to guests. Reference ABAAS 904.4 and 904.4.1 to verify if a parallel approach is also acceptable in lieu of providing knee clearance.

mid-term

Restroom (Third Floor). 1) Place toilet so that centerline is at 16"–18" from side wall and flush control on side opposite of wall. 2) Provide toilet paper dispenser on side wall, once toilet is relocated, to be 7"–9" in front of centerline of toilet and located 1/2" below the grab bar at a minimum of 15" above the finish floor. 3) Lower paper towel dispenser to 48" maximum height and sink at 34" maximum with 27" knee clearance and insulated pipes. 4) Place tactile signage on latch side of door at 48"–60" above finish floor.

mid-term

Lockers (Third Floor). 1) Provide new lockers where shelf is at 48" maximum height for reach range. 2) Develop a standard operating procedure where locks with a key are not used, so that the lockers are independently operable with a closed fist.

mid-term

Public Book Sales Section. Coordinate with Friends of the San Francisco Maritime Museum Library to implement the following solutions. 1) Provide 36" clear space through book shelf aisles. 2) Provide all book options within a 48" maximum reach range or add a sign stating that anyone can ask for assistance to find or get a book.

mid-term

Library (Third Floor). Coordinate with library to implement the following solutions. 1) Provide 36" clear space through library aisles. 2) Add a sign stating that anyone can ask for assistance to find or get a book. 3) Remove sign from lift that visitors may use it. The lift is for administration only to the loft that is for staff only.

mid-term

(1–2)

short-term

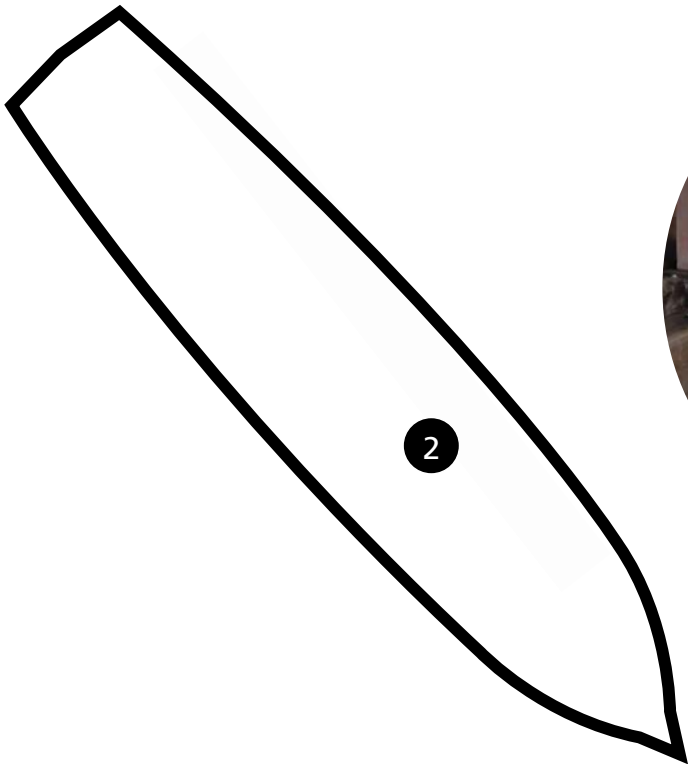
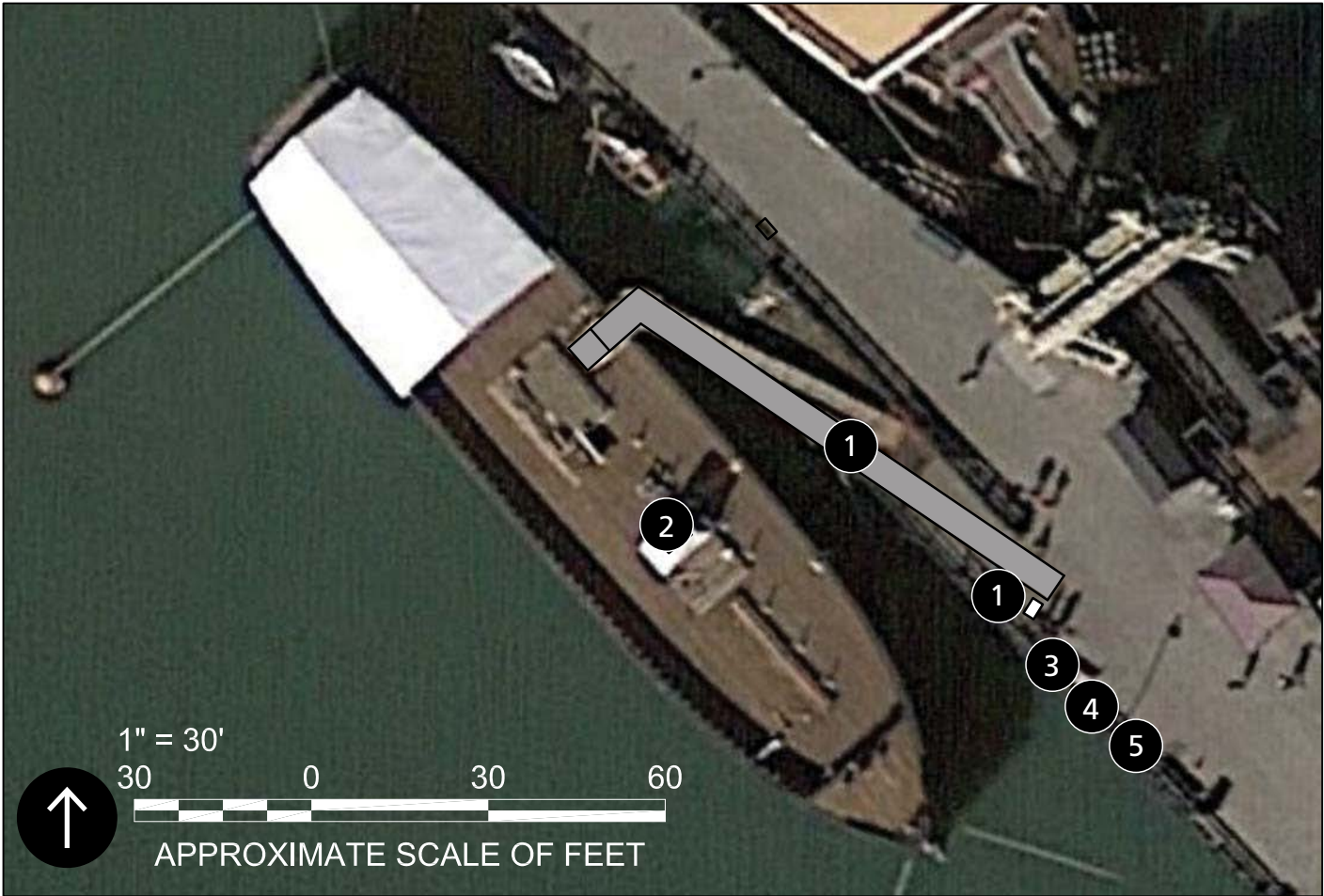
(3)

Tactile Model (Engine). 1) Lower tactile model of engine to be placed on a stable surface at 36" maximum height with 27" knee clearance underneath and cane detectable. This requirement applies to the temporary tactile engine model exhibit (which has since been removed) and future temporary exhibits.

mid-term

"C.A. Thayer" Historic Vessel

Site Map



Below Deck

"C.A. Thayer" Historical Vessel

Implementation Strategy

The four key park experiences provided at "C. A. Thayer" Historic Vessel are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; and experience being on board a vessel in the water. The activities and programs provided at this ship for visitors include guided and self-guided tours, special events, a virtual tour, an interpretive preservation program, and other educational programs. The existing services that support those activities and programs include a gangway and stairs, a tactile model, and interpretive waysides. The following improvements to accessibility at this park area are planned:

- 1 Gangway Accessible Route and Walking Surfaces.** 1) Rehabilitate or replace gangway to be as close to 8.33% running slope and 2% cross slope during typical tidal levels. Refer to exceptions in ABAAS 1003. 2) Provide a lift down to main deck. 3) Extend the handrails 12" into landing on top of gangway and bottom of staircase on main deck. Provide a grip-able surface on handrails between 1 1/4" and 2" diameter. 4) Provide a tidal chart that describes typical cross and running slopes found throughout the day / month / year. Provide tidal charts in large-print, accessible electronic documents and braille handouts at visitor center, fee ticket booth, and on website. Address fluctuating gangway conditions for increased information. 5) Provide verbal and informational signage about typical slopes at fee ticket booth before purchase of tickets. 6) Place signage at the entrance to the "C. A. Thayer" describing length, running, and cross slopes. 7) Create a standard operating procedure for advising visitors of tour closures in times of extreme tidal conditions (i.e., closure signs at pier, website postings, etc.) and post the standard operating procedure for ship access to the park's website.

short-term

- 2 Ship Accessible Route and Walking Surfaces.** 1) Investigate ways to provide physical access below deck for people with mobility impairments. Due to historic structure and steepness of cross slopes below deck and the impact to the historic ship, it may not be feasible to make accessible (ABAAS section 1019 National Preservation Act). Provide a simulated virtual tour as an alternative below deck. 2) Provide large-print, accessible electronic document and braille handouts at visitor center, fee ticket booth, and on website about protruding objects. 3) Provide

verbal information and informational signage about protruding objects at fee ticket booth before purchase of tickets. In addition, investigate ways to provide tactile warning devices to assist people with visual impairments. 4) Provide an audio description tour around ship that explains conditions and settings within and around the ship.

long-term

- 3 **Interpretive Waysides.** 1) Ensure information is provided in a clear and simple topic hierarchy and fonts. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts; the name of the ship may remain in italics. Ensure all images or graphics are clear and easily discernible against background color.

mid-term

- 4 **Tactile Model (Hyde Street Pier).** 1) Provide a tactile model of the "C. A. Thayer" along rail of Hyde Street Pier at location where the ship can be viewed.

long-term

- 5 **Cell Phone Tour (Hyde Street Pier).** 1) Provide audio description on cell phone tour and large-print transcript that describes the "C. A. Thayer."

mid-term

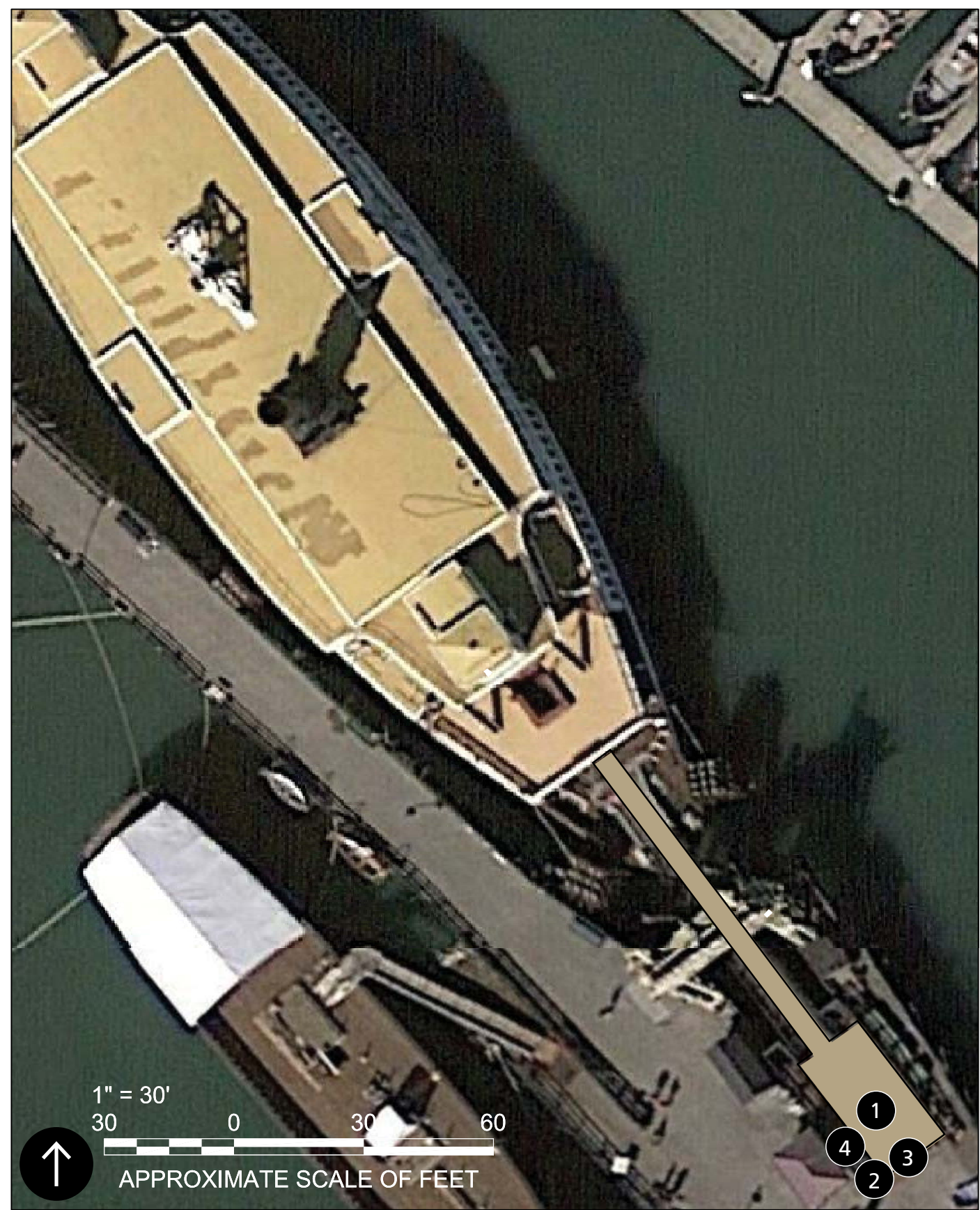
Three-Dimensional Model (Visitor Center). 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the levels (main deck and below deck). Note: not seen on site plan.

long-term

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“Eureka” Historic Vessel

Site Map 1



"Eureka" Historic Vessel

Implementation Strategy 1

The five key park experiences provided at "Eureka" Historic Vessel are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; experience being on board a vessel in the water; and explore park connections through engagement and educational programs. The activities and programs provided at this ship for visitors include guided and self-guided tours, children's programs, ranger demonstrations, special events (e.g., concerts), a virtual tour, interpretive preservation, living history and other educational programs. The existing services that support those activities and programs include a ramp and stairs, a tactile model, interactive exhibits, indoor seating, and interpretive waysides. The following improvements to accessibility at this park area are planned:

- 1 Accessible Route and Walking Surfaces.** 1) Rehabilitate or replace ramp to be as close to 8.33% running slope and 2% cross slope during typical tidal levels. Refer to exceptions in ABAAS 1003. 2) Provide a tidal chart that describes typical cross and running slopes found throughout the day / month / year. Provide tidal charts in large-print, accessible electronic documents and braille handouts at visitor center, fee ticket booth, and on website. 3) Provide verbal and informational signage about typical slopes at fee ticket booth before purchase of tickets. 4) Place signage at the entrance to the "Eureka" describing length, running, and cross slopes. 5) Create a standard operating procedure for advising visitors of tour closures in times of extreme tidal conditions (i.e., closure signs at pier, website postings, etc.) and post the standard operating procedure for ship access to the park's website.

 long-term

- 2 Wayfinding and Orientation Signage.** 1) Ensure that there is a minimum 70% contrast between text and images or background color. Remove red text.

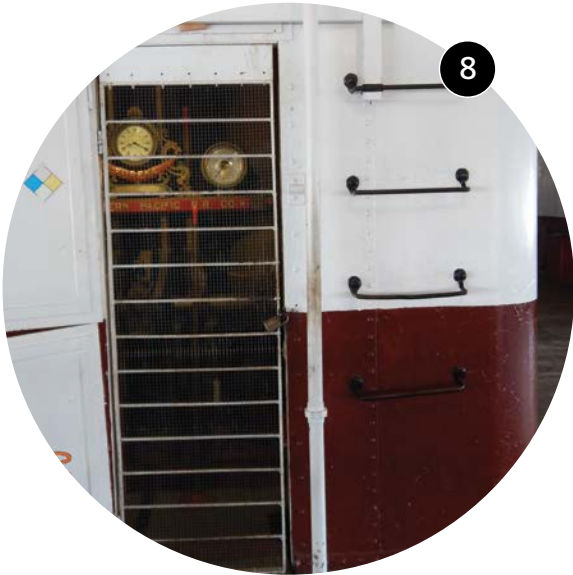
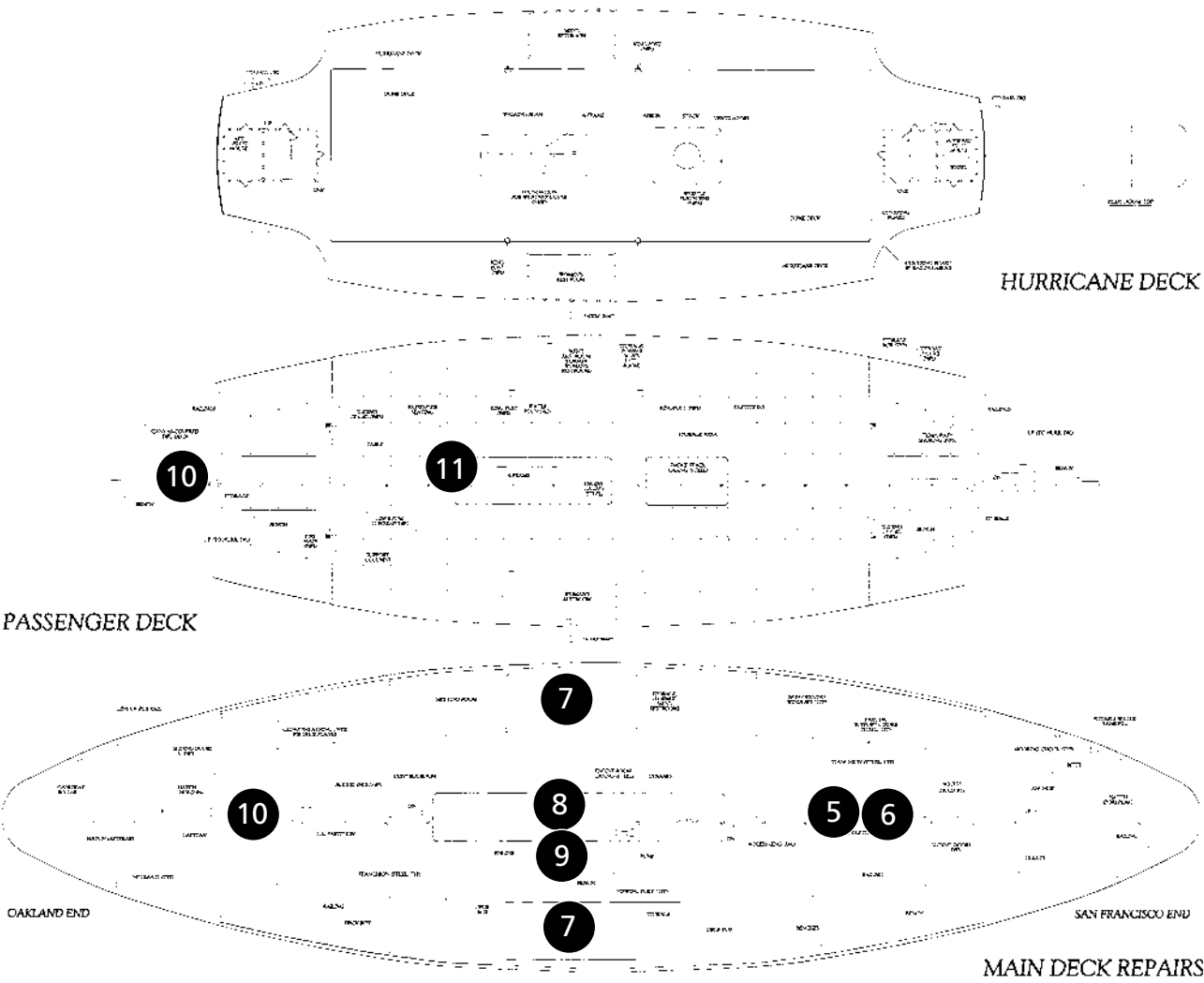
 short-term

- 3 Tactile Model (Hyde Street Pier).** 1) Provide a tactile model of the "Eureka" along rail of Hyde Street Pier at location where the ship can be viewed.

 long-term

“Eureka” Historic Vessel

Site Features 2



4

Cell Phone Tour (Hyde Street Pier). 1) Provide audio description on cell phone tour and large-print transcript that describes the "Eureka."


 mid-term

Three-Dimensional Model (Visitor Center). 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the levels (main deck, passenger deck, and hurricane deck). Note: not seen on site plan.


 long-term

"Eureka" Historic Vessel

Implementation Strategy 2

5

Car Deck Exhibit. 1) Lower handrail around cars to be between 34"–38" maximum. 2) Move the interpretive signs to the railing and change to 24 point font and minimum of 70% contrast.


 long-term (5.1)


 mid-term (5.2)

6

Interpretive Waysides. 1) Ensure all font sizes are 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts; the name of the ship may remain in italics. Ensure all images or graphics are clear and easily discernible against background color.


 mid-term

7

Wheelhouses. 1) Provide lighting inside of port and starboard wheelhouses to see wheel clearly through glass. 2) Replace glass so that wheel is more visible. 3) Provide an audio tour stop at wheelhouse that describes how the ship functions.


 long-term

8

Engine Room. 1) Provide access through a live video feed with simultaneous audio tour and tactile map to be a part of guided tours that are not accessible.


 long-term

- 9 **Interactive Exhibit on Model Engine.** 1) Reduce pressure to operate interactive exhibit button to be five pounds maximum.

short-term

- 10 **Ship Accessible Route and Walking Surfaces.** 1) Investigate ways to provide physical access between the main and passenger deck. Due to impacts to the historic ship, it may not be feasible to make accessible (ABAAS section 1019 National Preservation Act). Two options may be to provide a wheelchair lift on the aft peak stairway or a simulated virtual tour.

long-term

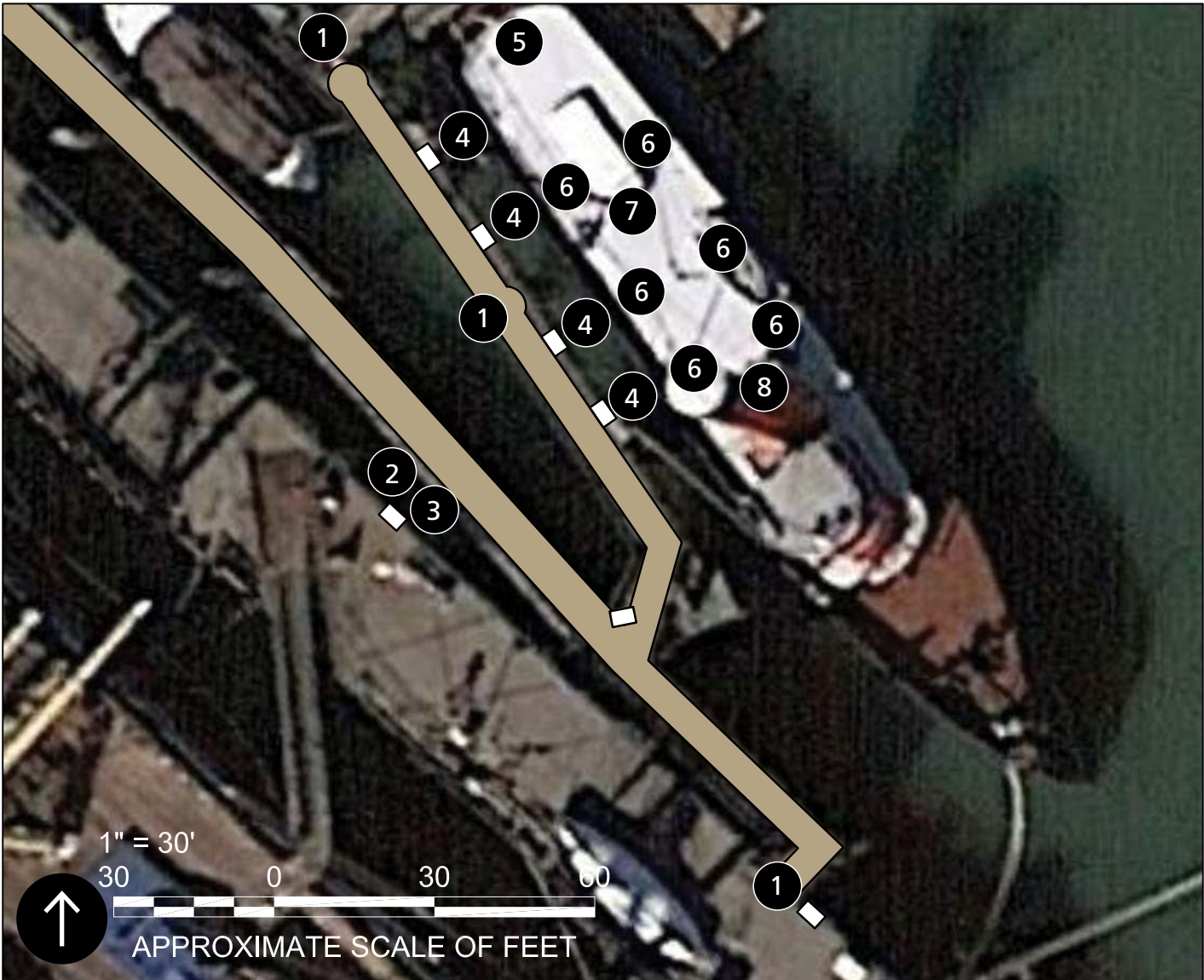
- 11 **Magazine and Newspaper Exhibit.** 1) Switch out glass for no glare surface. 2) Provide an audio tour throughout ship, including this exhibit to describe the magazine and newspaper stand.

long-term

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“Hercules” Historic Vessel

Site Map



"Hercules" Historic Vessel

Implementation Strategy

The key park experiences provided at "Hercules" Historic Vessel are the opportunities to experience and understand maritime history, the historic San Francisco waterfront setting, active maritime culture, and being on board a vessel in the water. The activities and programs provided at this ship for visitors include self-guided tours and other educational programs. The existing services that support those activities and programs include a gangway and stairs, interpretive waysides, video, and a tactile model. The following improvements to accessibility at this park area are planned:

- 1 Accessible Route and Walking Surfaces.** 1) Reduce spacing between boards to be at 1/2" maximum. 2) Install new handrails to have a grip-able surface along the accessible route from Hyde Street Pier to the stairs which access the "Hercules." 3) Extend handrails 12" beyond top and bottom stair into landing space. 4) Provide a 5' by 5' turnaround at opening in boardwalk railing. 5) Provide verbal and informational signage about typical slopes at fee ticket booth before purchase of tickets. 6) Place signage at the entrance to the "Hercules" describing length, running, and cross slopes. 7) Create a standard operating procedure for advising visitors of tour closures in times of extreme tidal conditions (i.e., closure signs at pier, posted to website, etc.) and post the standard operating procedure for ship access to the park's website.

mid-term

- 2 Tactile Model (Hyde Street Pier).** 1) Provide a tactile model of the "Hercules" along rail of Hyde Street Pier at location where the ship can be viewed.

long-term

- 3 Cell Phone Tour (Hyde Street Pier).** 1) Provide audio description on cell phone tour and large-print transcript that describes the "Hercules."

long-term

- 4 Interpretive Waysides (on Accessible Route and Hyde Street Pier).** 1) Ensure information is provided in a clear and simple topic hierarchy and fonts. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts, the name of the ship may remain in italics. Ensure all images or graphics are clear and easily discernible against background color.

long-term

- 5 **Ship Accessible Route and Walking Surfaces.** 1) Due to the historic structure of the ship, cross slopes, and impact to the ship, it may not be feasible to make accessible (ABAAS section 1019 National Preservation Act). Access to the ship will be provided programmatically with interpretive panels located across from views into the ship from the accessible route with an audio description tour. 2) Guided and self-guided tours throughout the ship can be made accessible through a live video feed with simultaneous audio tour and tactile map to be a part of guided tours that are not accessible.

  long-term

- 6 **Interpretive Waysides (on "Hercules").** 1) Move waysides to be at doorways, so they are easier to read.

 short-term

- 7 **Audio of Steam Engine Room.** 1) Turn sign on how to operate audio recording to be easily visible. 2) Provide a control to adjust sound of audio recording decibel levels.

 mid-term

- 8 **Video in Messroom.** 1) Provide open captioning for video. 2) Provide a large-print transcript for video content. 3) Ensure all content has a minimum 70% contrast between images or background color. Ensure all images or graphics are clear and easily discernible.

 short-term (8.2)  mid-term (8.1)

  long-term (8.3)

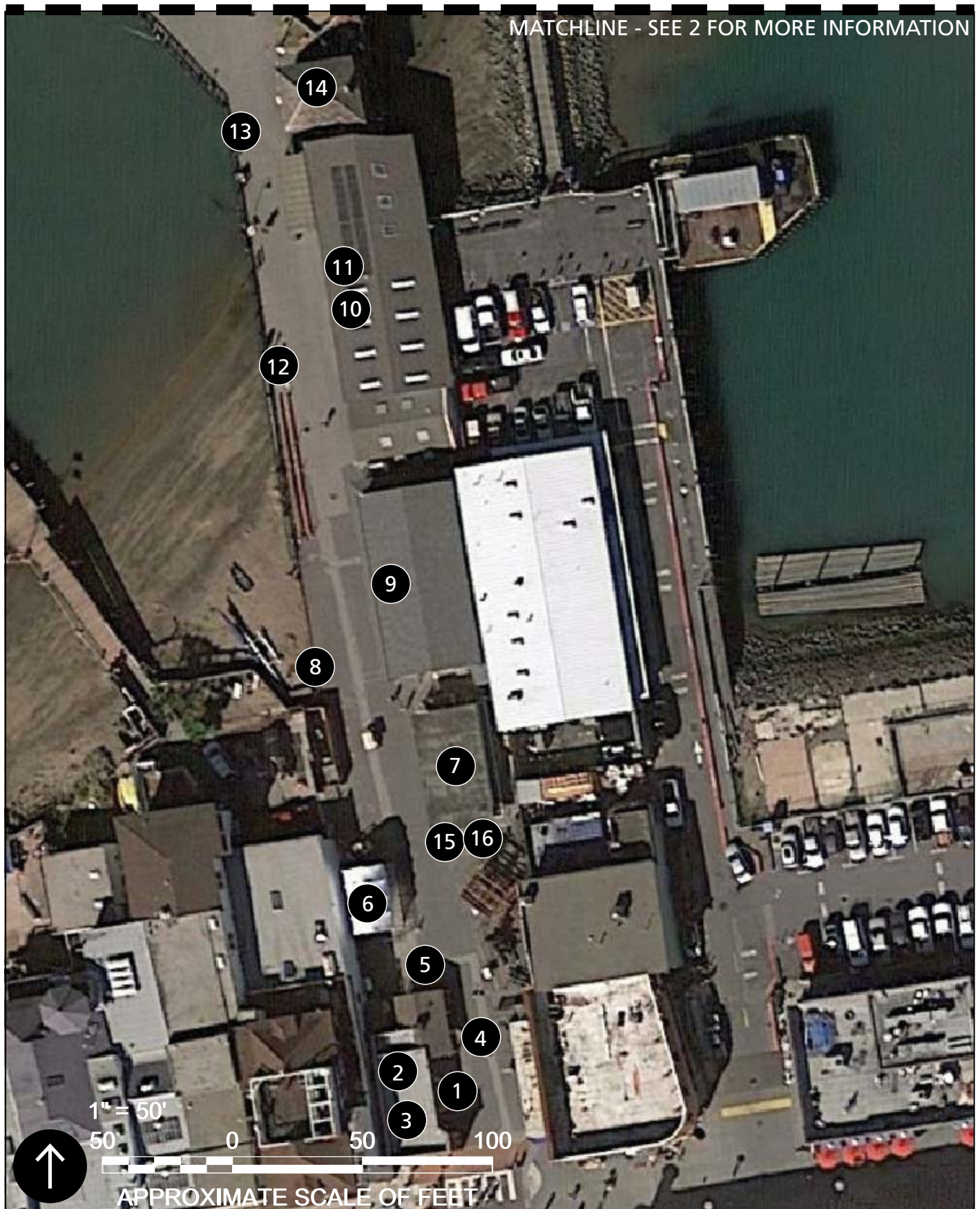
- 9 **Three-Dimensional Model (Visitor Center).** 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the levels (main deck and upper deck). Note: not seen on site plan.

  long-term

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Hyde Street Pier and Structures

Site Map 1



Hyde Street Pier and Structures

Implementation Strategy 1

The six key park experiences provided at Hyde Street Pier and Structures are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; pursue research and higher learning related to Pacific Coast maritime history; participate in urban waterfront recreation; and explore park connections through engagement and educational programs. The activities and programs provided at the pier and structures for visitors include self-guided tours, guided tours, cellphone tours, special events, and other educational programs. The existing services that support those activities and programs include an accessible route, interpretive waysides, videos, interactive exhibits, fee and ticket booths, drinking fountains, directional signage, trash and recycling, a foot washing station, restrooms, a donation box, and the Kingspoke souvenir shop. The following improvements to accessibility at this park area are planned:

Car Parking. “Car Parking” is found off map on Aquatic Park Historic Landmark District and Argoanut. Coordinate with the City of San Francisco to implement the following solutions. 1) There are currently between 301 and 400 parking stalls parkwide. A minimum of eight stalls are required to be made accessible with two being designated as accessible van parking stalls. The eight stalls are distributed throughout the park. On Jefferson Street, provide one signed and marked van accessible parking stall and three signed and marked accessible vehicle parking stall. Stalls to be maximum 2% running and cross slopes, 5' marked access aisle, and 11' wide van accessible stall, and 8' wide for vehicle stall. Provide access aisle on the passenger side of the van and driver side of the vehicle for adjoining stalls. See site plan for relocated parking stalls (two parallel stalls and two angled stalls). 2) Provide signage at van accessible stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require “van accessible” designation on signs. Note: Connect to accessible route of Aquatic Park Historic Landmark District, Argonaut, and Hyde Street Pier.

mid-term

1

Accessible Route and Walking Surfaces (Kingspoke). Coordinate with Kingspoke to implement the following solutions. 1) Provide a 5' by 5' landing at 2% cross and running slopes at main entrance. 2) Reduce threshold height through main door to be a maximum of 1/4".

mid-term

- 2 **Store (Kingspoke).** Coordinate with Kingspoke to implement the following solutions. 1) Provide a variety of purchasing options within a 48" reach range. 2) Provide signage to request assistance if necessary.

short-term

- 3 **Transaction Counter (Kingspoke).** Coordinate with Kingspoke to implement the following solution. 1) Provide an extension on end of transaction counter that allows a forward approach with 27" knee clearance and 9" toe clearance and is cane detectable. Reference ABAAS 904.4 and 904.4.1 to verify if a parallel approach is also acceptable in lieu of providing knee clearance.

short-term

- 4 **Wayfinding and Orientation.** 1) Provide a tactile map on the directional wayfinding sign. 2) Cooperate with the City of San Francisco to ensure information is provided in a clear and simple font. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color. Remove any unnecessary italicized fonts.

short-term

- 5 **Comment Box.** 1) Relocate the comment box to a location where the surface is a maximum of 2% running and cross slopes.

short-term

- 6 **Outdoor Seating at Wapama (Proposed).** 1) Provide companion seating space in outdoor seating arrangement that is not within the primary route of circulation.

mid-term

- 7 **"Lewis Ark" Historic Vessel.** See site plan and implementation strategy for "Lewis Ark" Historic Vessel.

- 8 **Foot Shower.** 1) Repair or replace the foot shower operable part so that it can be operated with a closed fist and five pounds or less of force.
short-term
- 9 **Exhibit (Shipwright Shop).** 1) Install a lower gate which provides a viewing space between 32" and 51" minimum above the ground or open gate, and provide a temporary barrier that is cane detectable for viewing ship building.
short-term
- 10 **Accessible Route and Walking Surfaces (Boat Shop).** 1) Install handrail extensions at the bottom of the stairs at 12" minimum beyond the bottom risers. Ensure surface is grip-able. 2) Provide a video with captioning that shows typical boat building activities seen in the boat shop. 3) Provide angled mirrors so that people can view ship building activities from below the raised platform.
short-term
- 11 **Exhibit (Boat Shop).** 1) Angle the interpretive panels along the raised platform for increased visibility. 2) Provide a cell phone audio tour stop of the exhibit.
short-term (11.1) mid-term (11.2)
- 12 **Exhibit (Block and Tackle).** 1) Relocate bottom stretcher to the back side of frame. Lower top stretcher so that its top side is 30" maximum above the ground.
mid-term
- 13 **Exhibit (Knot Tying Station).** 1) Provide a longer and more flexible rope at the exhibit for knot tying.
short-term
- 14 **Restroom.** 1) Replace signage with a minimum of 70% contrast. 2) Provide coat hooks at 48" maximum height. 3) Lower the baby changing station so that the operable part to pull down the station is 48" maximum. 4) Provide tactile signage between 48" and 60" height on latch side of door. Mounting heights of all useable components are currently installed at 54" per UFAS at time of construction.
short-term

- 15 **Cell Phone Tour.** 1) Provide cell phone audio tour stops about waysides, exhibits, and ships along Hyde Street Pier. Also see site plan for each historic vessel for more information.

mid-term

- 16 **Tactile Models.** 1) Provide a tactile model of each ship along Hyde Street Pier at location where the ship can be viewed. Also see site plan for each historic vessel for more information.

long-term

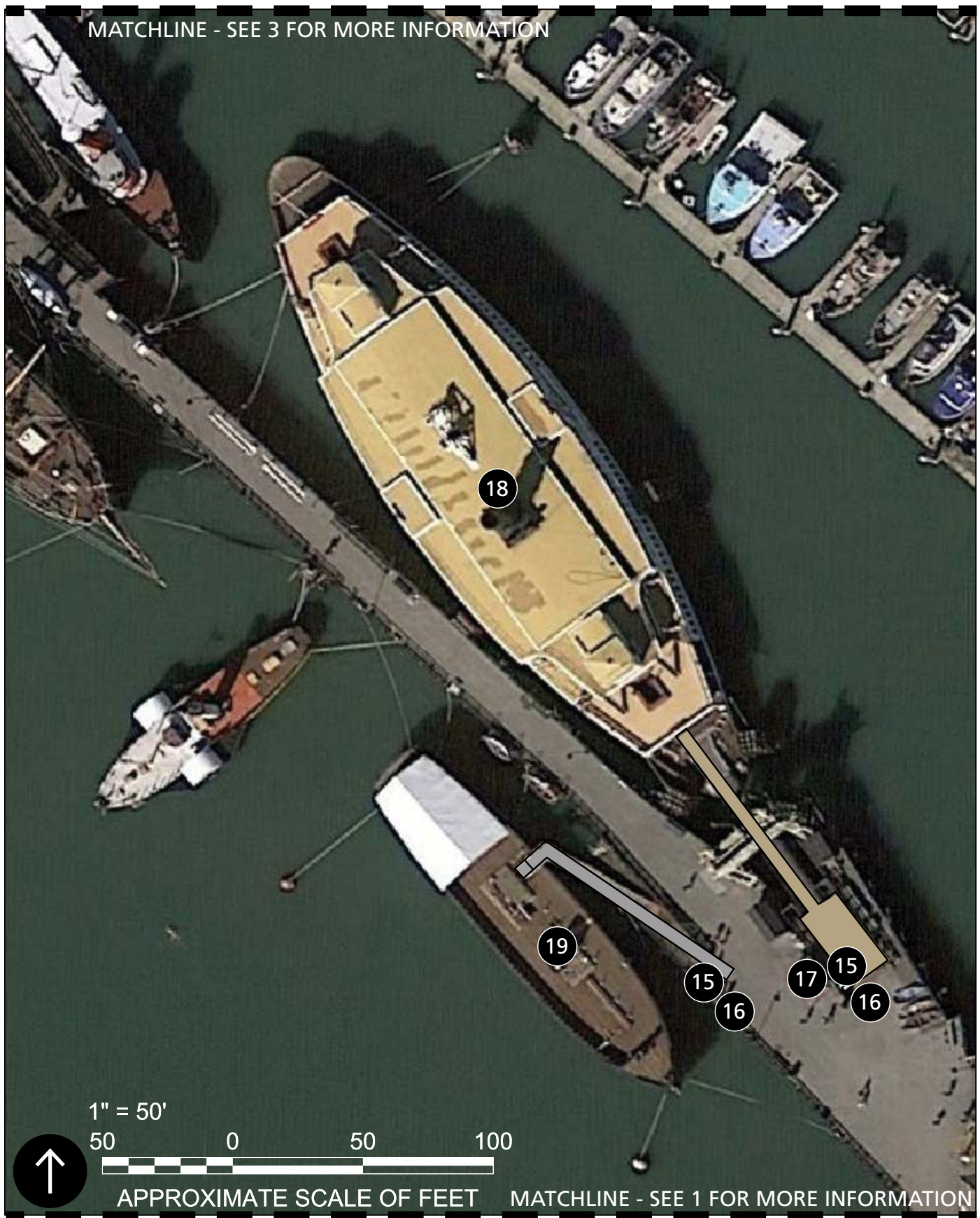
Interpretive Waysides. 1) Replace interpretive waysides with 24 point fonts that are a minimum of 70% contrast between text and background images or colors. Remove any italics and script fonts. Simplify content where possible. Note: found throughout Hyde Street Pier and Structures. Cell Phone Tour. 1) Provide short cell phone audio tour stops about waysides, exhibits, and ships along Hyde Street Pier. See site plan for each historic vessel for more information. Note: This solution applies to all interpretive waysides throughout Hyde Street Pier.

long-term

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Hyde Street Pier and Structures

Site Map 2



Hyde Street Pier and Structures

Implementation Strategy 2

- 17 **Fee Booth.** 1) Place the donation box with slot at 48" maximum between posts to obstruct protruding object.

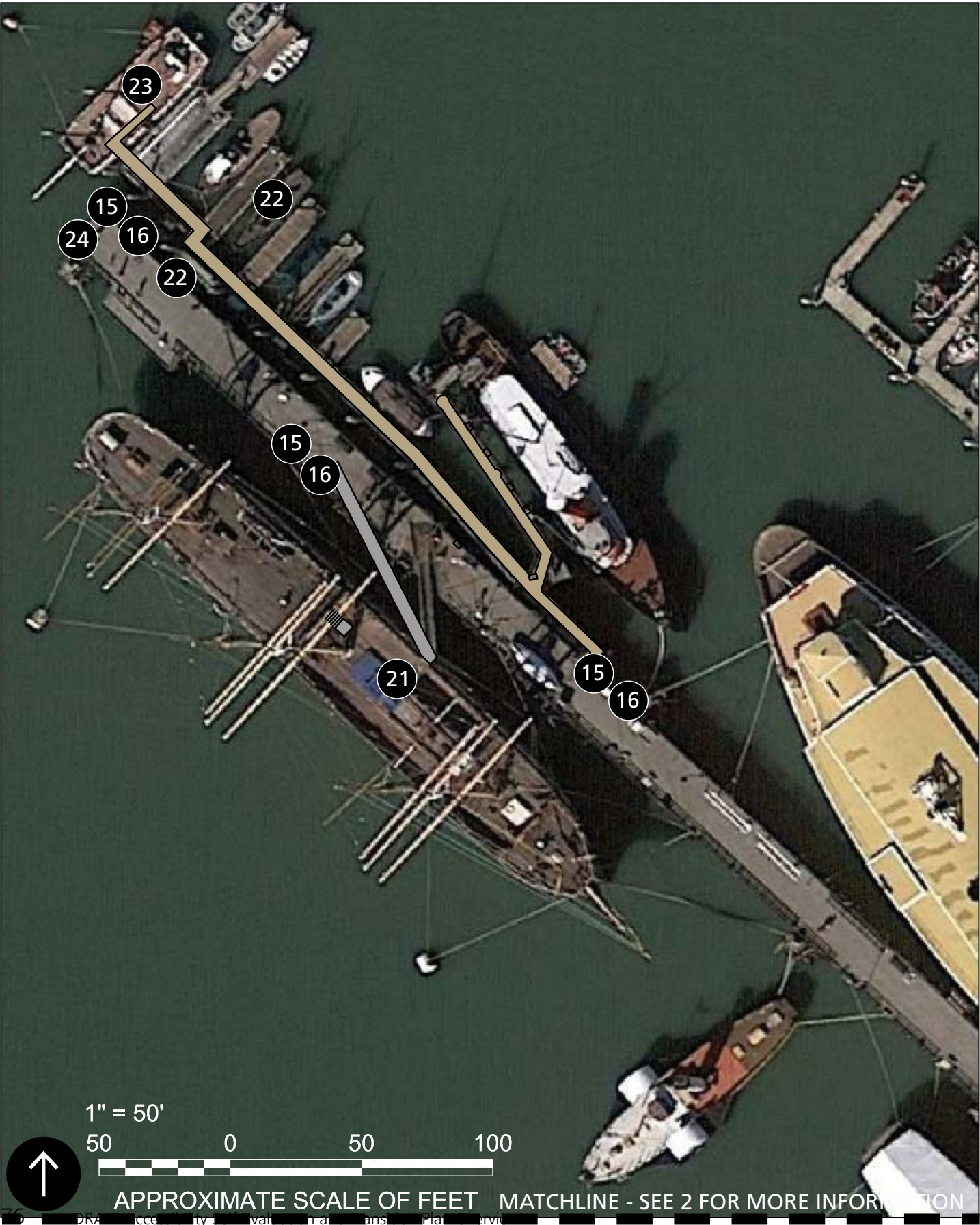
short-term

- 18 **"Eureka" Historic Vessel.** See site plan and implementation strategy for "Eureka" Historic Vessel.

- 19 **"C. A. Thayer" Historic Vessel.** See site plan and implementation strategy for "C. A. Thayer" Historic Vessel.

Hyde Street Pier and Structures

Site Map 3



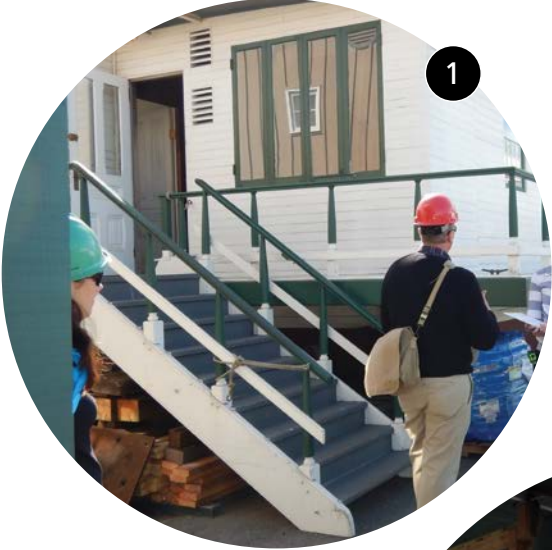
Hyde Street Pier and Structures

Implementation Strategy 3

- 20 **"Hercules" Historic Vessel.** See site plan and implementation strategy for "Hercules" Historic Vessel.
- 21 **"Balclutha" Historic Vessel.** See site plan and implementation strategy for "Balclutha" Historic Vessel.
- 22 **"Grace Quan".** 1) Provide an interpretive wayside to describe the "Grace Quan." 2) Provide a cell phone tour audio stop along Hyde Street Pier about "Grace Quan." 3) Include a virtual tour of the "Grace Quan" on the park website with all of the other park ships and boats. 4) Provide a tactile model of "Grace Quan" on Hyde Street Pier where ship can be viewed.
- mid-term
- 23 **"Alma" Historic Vessel.** See site plan and implementation strategy for "Alma" Historic Vessel.
- mid-term
- 24 **View Scope.** 1) Instead of lowering a section of railing due to safety concerns, provide a 5' wide ramp with a periscope on end to view the bay. If rise of ramp run exceeds 6", provide handrails at 34"–38" above ramp surface. At periscope provide a 5' by 5' landing space at 2% cross and running slopes. 2) Provide a second periscope so that the eyepiece is between 43" and 51" in height from ramp surface and adjustable. Ensure it is operable with a closed fist and within a maximum reach range of 48".
- long-term

“Lewis Ark” Historical Vessel

Site Map



"Lewis Ark" Historical Vessel

Implementation Strategy

The four key park experiences provided at "Lewis Ark" Historic Vessel are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; and experience active maritime culture. The activities and programs provided at this ship for visitors include self-guided tours, guided tours, living history and other educational programs. The existing services that support those activities and programs include stairs, interpretive waysides, museum objects, and benches. The following improvements to accessibility at this park area are planned:

- 1 Accessible Route and Walking Surfaces.** 1) Provide a lift on both ends for people with disabilities to peer into houseboat. Access cannot be provided due to historic fabric of houseboat and alterations needed to be fully accessible (ABAAS 1019 Conditions for Exceptions) (evaluate options general management plan proposes to build an adjacent pier that would lower the houseboat so there is entry from Hyde Street Pier with no slope). 2) Extend handrails on both staircases to be 12" beyond the top and bottom step. 3) Guided and self-guided tours throughout the houseboat can be made accessible through a live video feed with simultaneous audio tour and tactile map to be a part of guided tours that are not accessible.

 long-term

- 2 Tactile Model (Hyde Street Pier).** 1) Provide a tactile model of the "Lewis Ark" along rail of Hyde Street Pier at location where the ship can be viewed.

 long-term

- 3 Cell Phone Tour (Hyde Street Pier).** 1) Provide audio description on cell phone tour and large-print transcript that describes the "Lewis Ark."

 mid-term

- 4 Interpretive Waysides.** 1) Consider alternative forms of communicating content such as tactile displays or audio tours. 2) Ensure information is provided in a clear and simple topic hierarchy and fonts. Make all font sizes 24 point or larger with a minimum 70% contrast between text and images or background color.

 mid-term

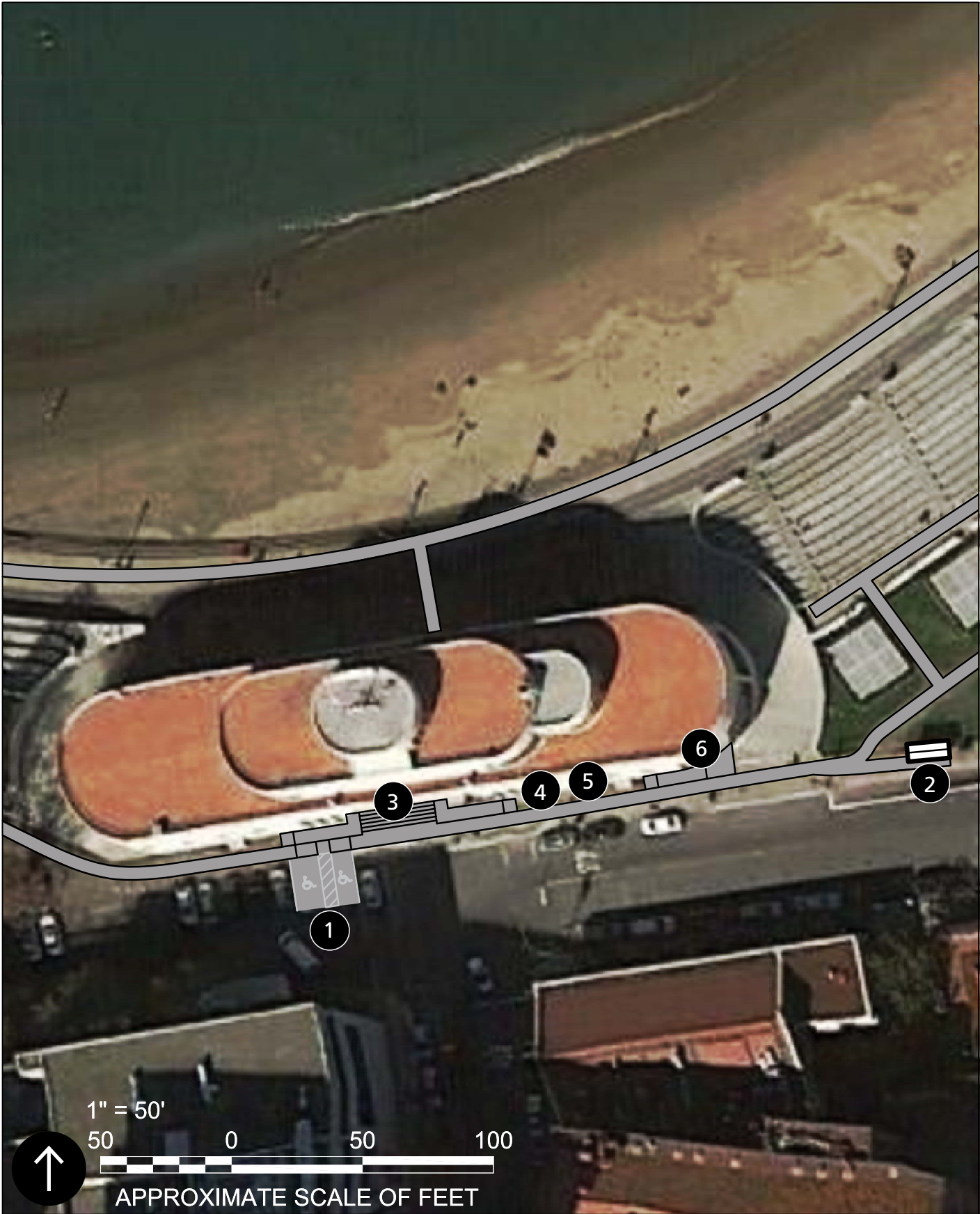
Three-Dimensional Model (Visitor Center). 1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the houseboat. Not visible on the site plan.



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Maritime Museum

Site Plan 1



Maritime Museum

Implementation Strategy 1

The three key park experiences provided at the Maritime Museum are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; and pursue research and higher learning related to Pacific Coast maritime history. The activities and programs provided at this building for visitors include self-guided tours, guided tours, special events, museum and art exhibits, and other educational programs in the Museum and Senior Center. The existing services that support those activities and programs include stairs, a ramp and elevator, interpretive waysides, museum objects, restrooms, an information desk, a donation box, interactive exhibits, viewing areas with periscopes, trash and recycling, and Senior Center fitness center, restrooms, classrooms, snack bar, gallery, and arts and crafts area. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with the City of San Francisco to implement the following solutions. 1) Provide one signed and marked van accessible parking stall and one signed and marked accessible vehicle parking stall. Stalls to be maximum 2% running and cross slopes, 5' marked access aisle, and 11' wide van accessible stall, and 8' wide for vehicle stall. Provide access aisle on the passenger side of the van and driver side of the vehicle for adjoining stall. See site plan for parking stall location. 2) Provide signage at van accessible stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require "van accessible" designation on signs. 3) Construct new curb cut with ramp and level landing at 2% running and cross slopes and with a 5' by 5' turning space to change directions.

mid-term

- 2 Bus Drop-Off Area.** Coordinate with the City of San Francisco and Transit Authority to implement the following solutions. 1) Install detectable warnings at bus stop. 2) Provide bus information signage at drop-off and stop with a readable type face at minimum 24 point font. Alignment to be flush left and rag right with hyphens avoided. Black or white type color to be used, and red or green text avoided. Italicized and underlined text to be avoided. Graphics to have at least 70% contrast. 3) Provide alternative formats (braille, large-print and/or audio tour).

mid-term

- 3 **Accessible Route and Walking Surfaces (Exterior).** 1) Consult with State Historic Preservation Officer about placing handrails back on the staircase. 2) If handrails are reinstalled on the front stairs, place them between 34" and 38" in height with a 12" extension at the top and bottom of the stairs. Three sets are recommended: one on each side of the staircase, and one down the middle. 3) Provide two ramps, one on each side of staircase. Ramp to meet ABAAS section 405 requirements.

mid-term

- 4 **Trash and Recycling (Exterior).** 1) Regrade landing or relocate trash and recycling receptacles to be along accessible routes to have a maximum 2% running and cross slopes landing. Ensure reach range to operable part is 48" maximum.

short-term

- 5 **Benches (Exterior).** 1) Regrade companion seating space or relocate bench to be along accessible routes to have a maximum 2% running and cross slope landing for companion seating.

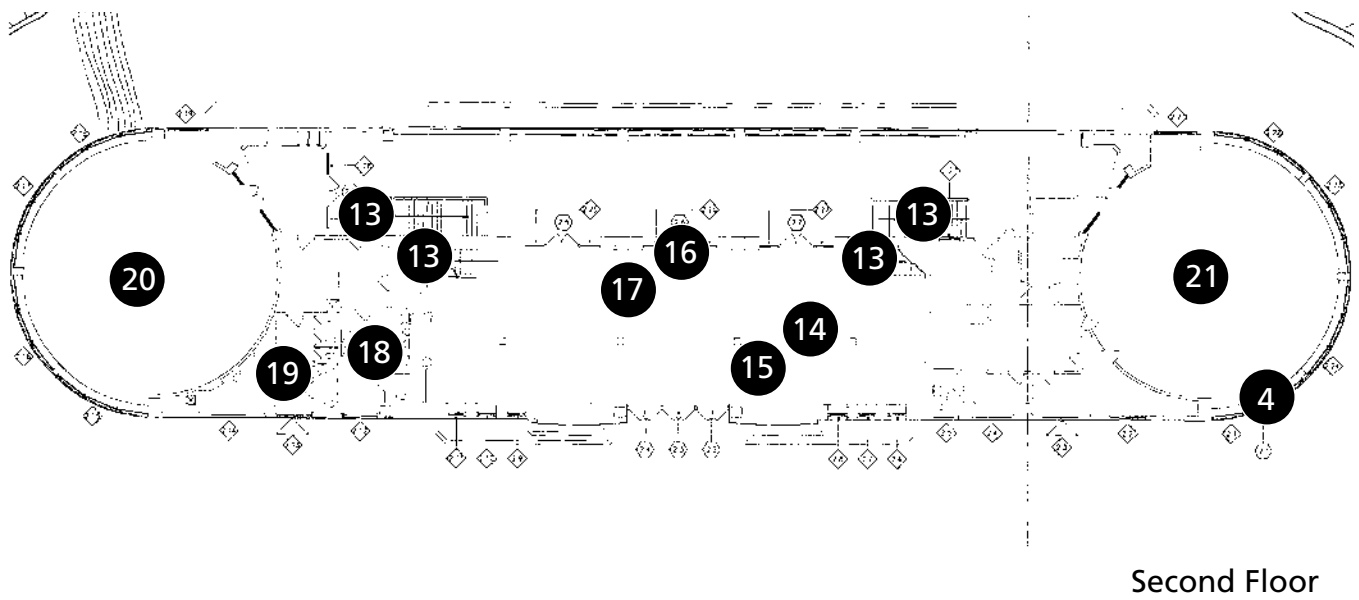
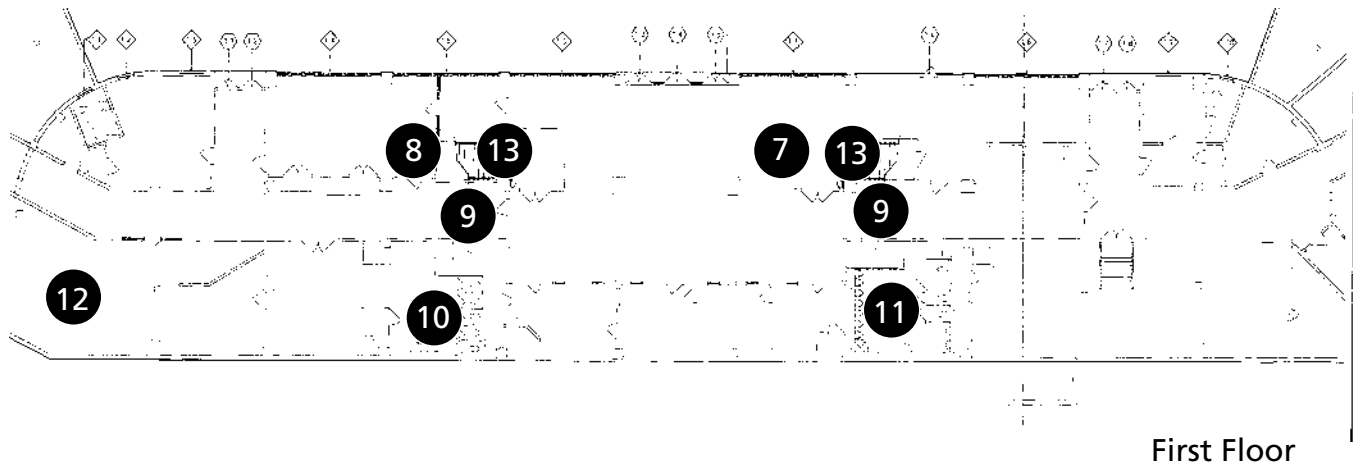
short-term

- 6 **Building Entrance to Blue Room.** 1) Redesign building entrance to have a 5' by 5' landing space at 2% running and cross slopes at entrance. 2) Provide a ramp with curbing and handrails. Handrails to have 12" extensions at the bottom of the ramp and located between 34" and 38" above ramp surface. Ramp running slopes may be between 5% and 8.33% with cross slopes at a maximum of 2%.

short-term

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Site Plan 2



Implementation Strategy 2

- 7 **Senior Center (Fitness Center).** Coordinate with senior center staff to implement the following solution. 1) Provide a 36" by 48" clear space next to each different type of fitness equipment.

short-term

- 8 **Senior Center (Doors).** Coordinate with senior center staff to implement the following solutions. 1) Provide levers on all doors that seniors use to access rooms independently. 2) Reduce door pressure to rooms to be a maximum of five pounds of pressure to operate.

short-term

- 9 **Senior Center (Tactile Signage).** Coordinate with senior center staff to implement the following solution. 1) Provide tactile signage between 48" and 60" height on latch side of door to permanent rooms (restrooms, fitness center, arts and crafts room, meditation room, etc.)

short-term

- 10 **Senior Center (Women's Restroom).** Coordinate with senior center staff to implement the following solutions. 1) Move raised toilet seat to another stall and provide the accessible stall toilet seat between 17" and 19". 2) Provide door pulls on both sides of stall door. 3) Move toilet paper dispenser to be 7"–9" in front of centerline of toilet. 4) Remove shelf from accessible stall. 5) Lower coat hook to be at a maximum of 48" reach range.

short-term

- 11 **Senior Center (Men's Restroom).** Coordinate with senior center staff to implement the following solutions. 1) Move raised toilet seat to another stall and provide the accessible stall toilet seat between 17" and 19". 2) Provide door pulls on both sides of stall door. 3) Move toilet paper dispenser to be 7"–9" in front of centerline of toilet. 4) Remove shelf from accessible stall. 5) Lower coat hook to be at a maximum of 48" reach range.

short-term

- 12 **Senior Center (Snack Bar).** Coordinate with senior center staff to implement the following solution. 1) Provide a 5' by 5' turning space at snack bar and kitchen.

short-term

- 13 **Accessible Route and Walking Surfaces (Interior).** 1) Extend handrails on all staircases between floors at 12" beyond the top and bottom stair. 2) The fourth floor is not accessible and is not open to the public. Develop a standard operating procedure for special events to be provided on the third floor in specific scenarios. In addition, other services, activities, and programs will not be provided on the fourth floor.

mid-term

- 14 **Exhibits (Main Level Near Primary Entrance).** 1) Provide tactile replicas of exhibits in glass case to allow for interaction. 2) Place a bar around ship model to remove the threat from protruding objects. 3) Provide an alternative format of interpretation (audio and tactile). 4) Replace glass case tables to be at 27" maximum for cane detection or place elements underneath table for cane detection.

mid-term

- 15 **Interpretive Waysides.** 1) Replace wayside panels with 24 point font, minimum 70% contrast between text and images and background, and no italics.

short-term

- 16 **Information Desk and Service Counter.** 1) Lower counter to 27" for knee clearance and detectable warning.

short-term

- 17 **Donation Drop Box.** 1) Provide drop box slot between 15" and 48" in height.

short-term

- 18 Restrooms (Men's).** 1) Raise the toilet seat to a height that is between 17" and 19" high or replace with a new toilet that meets standards. 2) Relocate grab bars so that the space between the grab bar and toilet paper dispenser above is 1'. 3) Lower the mirror so that the bottom of the reflective surface is 40" maximum above the ground. 4) Lower the baby changing station so that the operable part to pull down the station is 48" maximum.

short-term

- 19 Restrooms (Women's).** 1) Raise the toilet seat to a height that is between 17" and 19" high or replace with a new toilet that meets standards. 2) Relocate grab bars so that the space between the grab bar and toilet paper dispenser above is 1'. 3) Adjust door pressure to be five pounds or less. 4) Lower the baby changing station so that the operable part to pull down the station is 48" maximum.

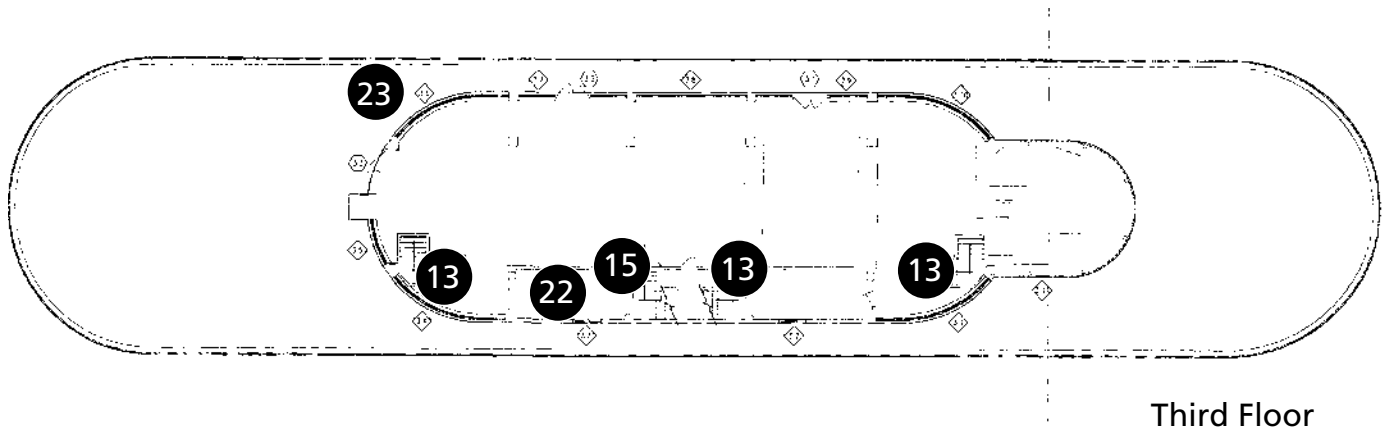
short-term

- 20 Exhibit (Prismatarium Temporary Exhibit).** Coordinate with artists to implement the following solution. 1) When temporary exhibits are placed in the Maritime Museum, ensure that exhibit is accessible. Ensure signage is a minimum 24 point font with no italics and a minimum of 70% contrast. Remove any protruding objects between 27" and 80" or place an element underneath the protruding object at 27" maximum to be cane detectable when redesigning the exhibit. If possible, provide an audio description tour with transcripts for people to receive interpretation of the temporary exhibits.

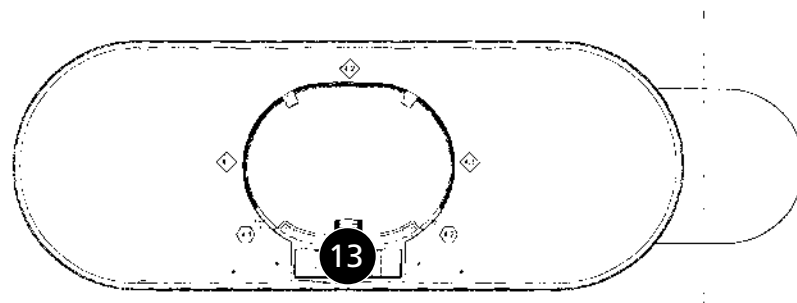
short-term

- 21 Blue Room Seating.** 1) Ensure there is 36" clear space around all elements in the Blue Room and provide integrated seating at table. See "Park Policy, Practice, Communication, and Training" for moveable seating standard operating procedure recommendations.

short-term



Third Floor



Fourth Floor

Implementation Strategy 3

- 22 Exhibit (Sparks, Waves, and Wizards on Third Floor).** 1) Provide information with a minimum of 70% contrast in 24 point font. Remove italics on exhibits. 2) Remove the protrusion to provide an accessible route through the exhibit. 3) Lower counters to be 36" maximum in height. 4) Provide a way for the visitor to control the exhibit audio volume and provide a large-print transcript of recording.

long-term

- 23 Viewing Area (Third Floor).** 1) Install a temporary ramp through doorway on the third floor to provide access to the viewing area. 2) Lower the viewing scope or provide a second periscope so that the eyepiece is between 43" and 51" in height and adjustable. Ensure it is operable with a closed fist and within a maximum reach range of 48".

mid-term

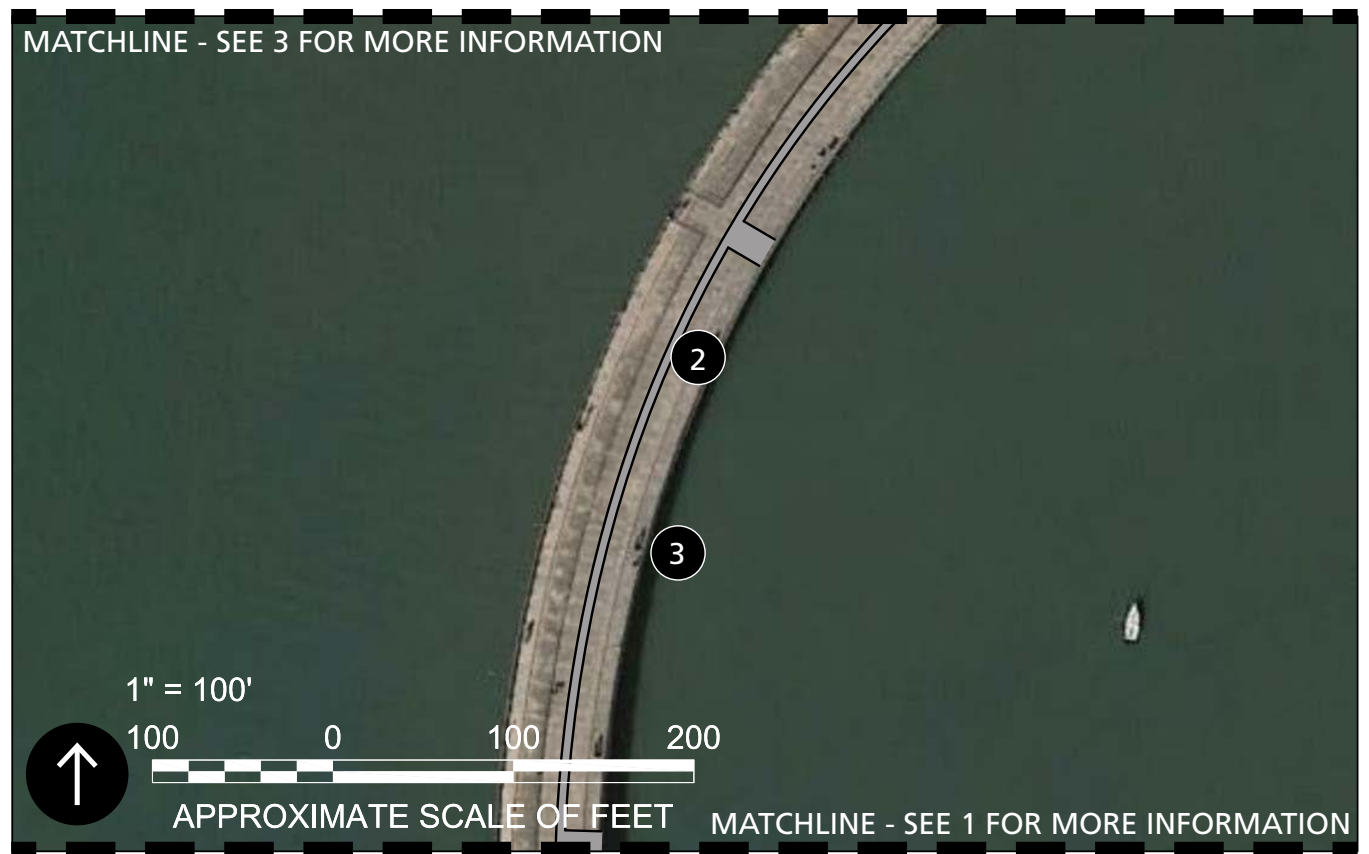
Municipal Pier

Site Map 1



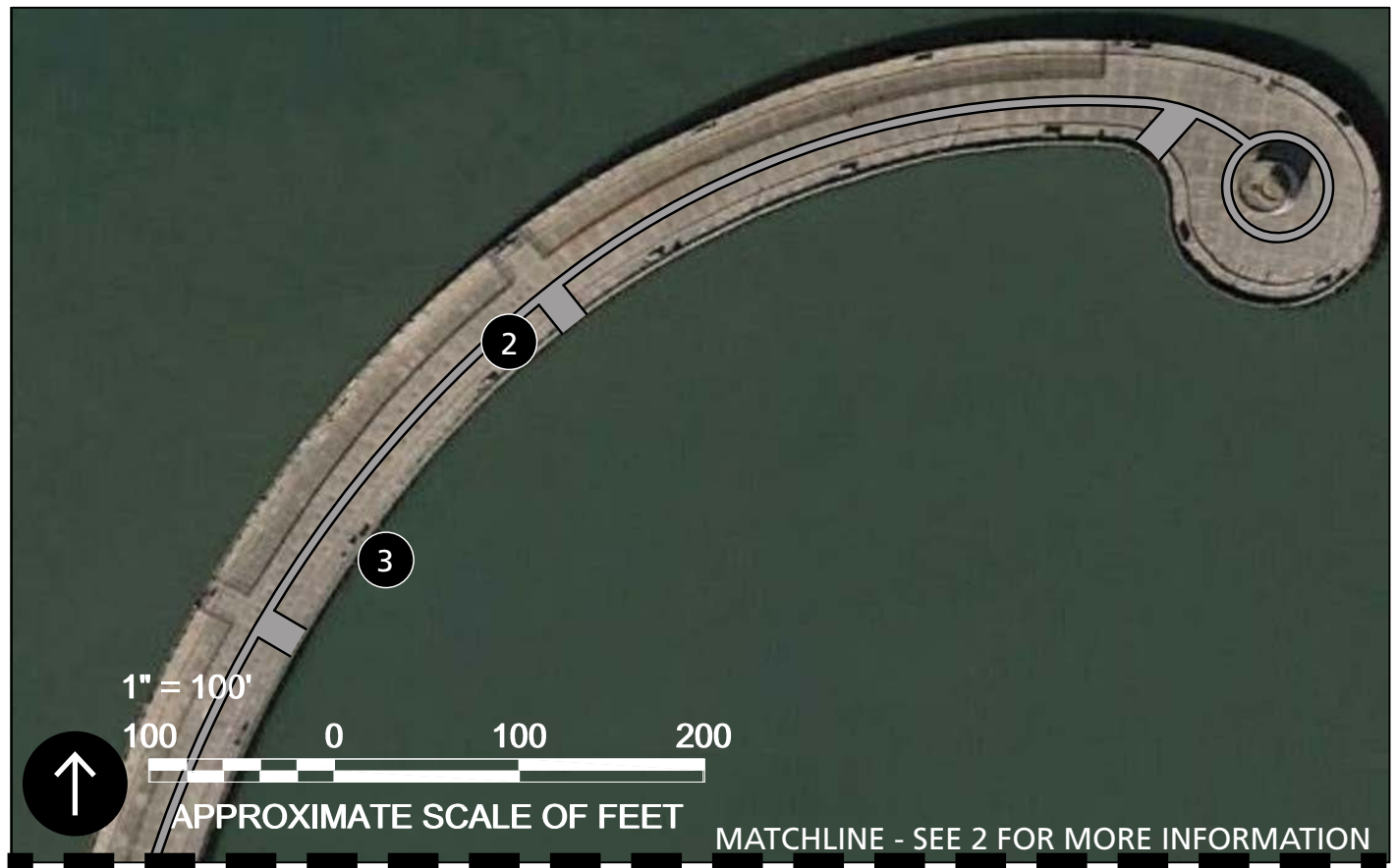
Municipal Pier

Site Map 2



Municipal Pier

Site Map 3



Municipal Pier

Implementation Strategy

The two key park experience provided at Municipal Pier are the opportunities to experience and understand the historic San Francisco waterfront setting; and participate in urban waterfront recreation. The activities and programs provided at this pier for visitors include self-guided tours, fishing, crabbing, vistas and photo opportunities of the Golden Gate Bridge, Alcatraz, Sausalito, and the San Francisco waterfront. The existing services that support those activities and programs include an accessible route, a fishing dock, trash and recycling, and benches. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with the City of San Francisco to implement the following solutions. 1) There are currently between 301 and 400 parking stalls parkwide. A minimum of eight stalls are required to be made accessible with two being designated as accessible van parking stalls. The eight stalls are distributed throughout the park. On Van Ness, near the Municipal Pier, provide one signed and marked van accessible parking stall and one signed and marked accessible vehicle parking stall. Stalls should be maximum 2% running and cross slope, 5' marked access aisle and 11' wide van accessible stall, and 8' wide for vehicle stall. 2) Provide access aisle on the passenger side of the vehicles near the curb. See site plan for relocated parking stalls. 3) Provide signage at van accessible stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require "van accessible" designation on signs. Note: Connect to accessible route of Municipal Pier.

mid-term

- 2 Accessible Route and Walking Surfaces.** 1) Provide a cut in the curbing every 500' to access benches and companion seating spaces. In addition, provide curb cuts to the existing viewing/photo locations of Golden Gate Bridge, Alcatraz, Sausalito, and San Francisco waterfront. 2) Provide a 36" wide entry or open pedestrian gate that provide a clear space and accessible route to the pier. Develop standard operating procedure with US Park Police to open the accessible route gate daily. 3) Provide a firm and stable surface with no changes in vertical level greater than 1/4".

long-term

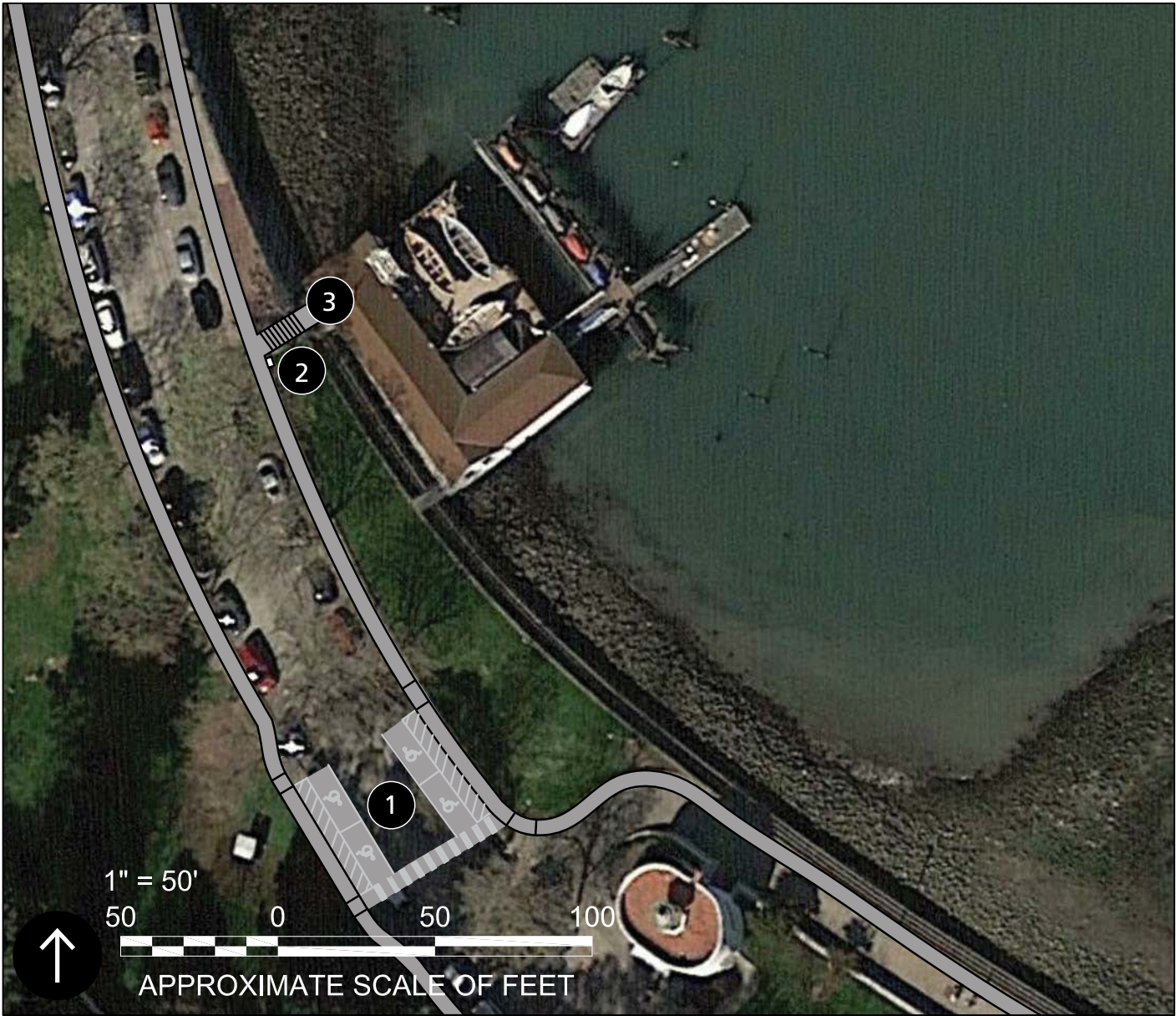
- 3 **Benches.** 1) At least 20% (approximately five) of all benches provided on Municipal Pier to provide a companion seating space at 30" by 48" clear space on a firm and stable surface at 2% running and cross slopes. Disperse accessible companion seating with benches to have different views. This can be achieved by moving the benches slightly to provide an equal viewing clear space through the lowered safety wall space on either the left or right of the bench.

long-term

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Sea Scouts Building and Maritime Heritage Learning Center

Site Map



Sea Scouts Building and Maritime Heritage Learning Center

Implementation Strategy

The three key park experiences provided at Sea Scouts Building and Maritime Heritage Learning Center are the opportunities to experience and understand the historic San Francisco waterfront setting; experience active maritime culture; and participate in urban waterfront recreation. The activities and programs provided at this building for visitors include special events and education programs about boat building. The existing services that support those activities and programs include stairs, trash, and restrooms. The following improvements to accessibility at this park area are planned:

- 1 Car Parking.** Coordinate with the City of San Francisco to implement the following solutions 1) There are currently between 301 and 400 parking stalls parkwide. A minimum of eight stalls are required to be made accessible with two being designated as accessible van parking stalls. The eight stalls are distributed throughout the park. On Van Ness, near the Sea Scouts Building and Maritime Heritage Learning Center, provide one signed and marked “van accessible” parking stall and three signed and marked accessible vehicle parking stall. Stalls to be maximum 2% running and cross slopes, 5' marked access aisle, and 11' wide van accessible stall, and 8' wide for vehicle stall. 2) Provide access aisle on the passenger side of the van and driver side of the vehicle for adjoining stall. See site plan for relocated parking stalls. 3) Provide signage at “van accessible” stall with the bottom of signs at 60" minimum above the finish floor. Van accessible stalls require “van accessible” designation on signs. Note: Connect to accessible route of Aquatic Park Historic Landmark District, Municipal Pier, Sea Scouts base, and Maritime Heritage Learning Center. 4) Consider rerouting sidewalk on southeast Van Ness for proposed accessible parking. This will provide space for the required access aisle and maintain flow of traffic.

mid-term

- 2 Interpretive Wayside.** 1) Provide an interpretive wayside in front of the Sea Scouts Building and Maritime Heritage Learning Center that describes function, use, and history of the building. Ensure wayside meets Harpers Ferry Center Programmatic Guidelines.

mid-term

- 3 **Accessible Route and Walking Surfaces.** 1) Park staff to have discussions with Sea Scouts on providing access to people with disabilities. 2) As the building continues to degrade and climate change and sea level rise impact the structure, subsequent planning and design is needed to determine an accessible location for the Sea Scout Building and Maritime Heritage Learning Center to employ universal design principles for services, activities, and programs in the future.

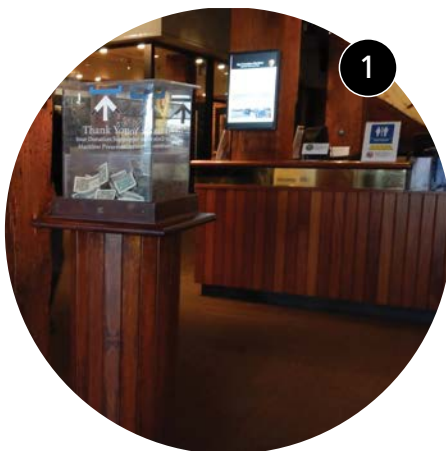
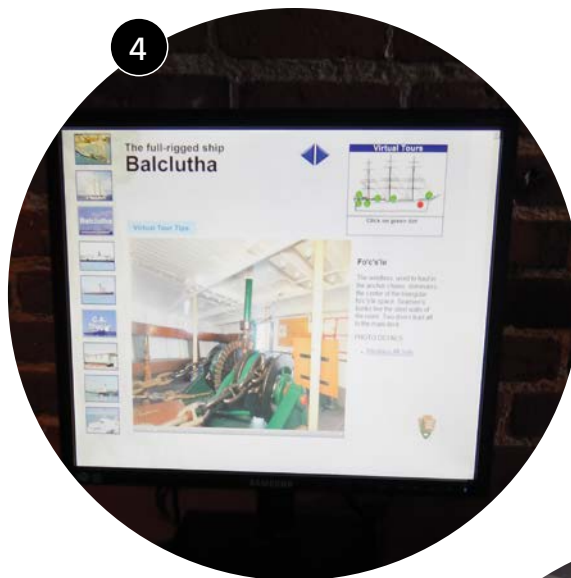
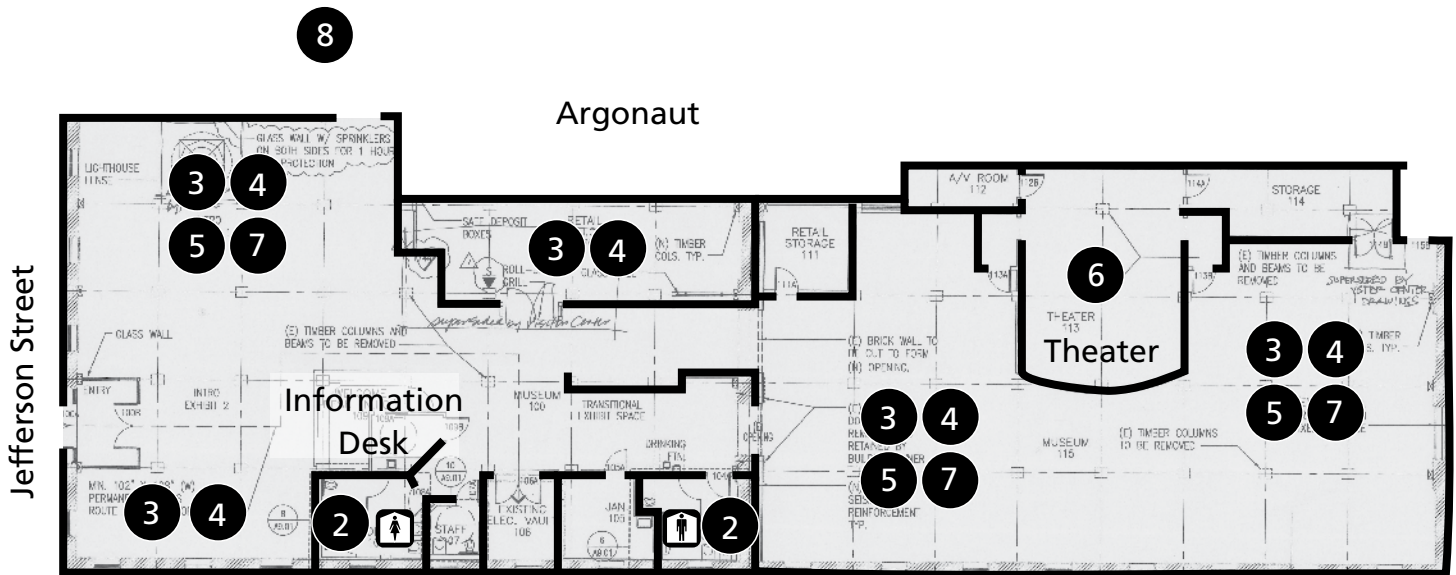


long-term

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Visitor Center





Site Map



Visitor Center

Implementation Strategy

The five key park experiences provided at the San Francisco Maritime Visitor Center are the opportunities to explore and learn about maritime history; experience and understand the historic San Francisco waterfront setting; experience active maritime culture; experience being on board a vessel in the water; and pursue research and higher learning related to Pacific Coast maritime history. The activities and programs provided at this building for visitors include self-guided tours, guided tours, a virtual tour, and other educational programs. The existing services that support those activities and programs include an accessible route, interpretive waysides, museum objects, videos, interactive exhibits, a drinking fountain, restrooms, a donation box, a theater, an information counter, trash and recycling. The following improvements to accessibility at this park area are planned:

- 1 Donation Box.** 1) Relocate or provide drop box between 15" and 48" in height.

- 2 Restroom.** 1) Relocate signage to be on the latch side of the door with tactile characters between 48" and 60" above the finish floor. 2) Lower the mirror so that its bottom is 40" maximum above the ground. 3) Lower the baby changing station so that the operable part to pull down the station is 48" maximum.

- 3 Interpretive Waysides.** 1) Provide a greater variety of tactile exhibits for a larger and more diverse population. For computer-based exhibits, provide a redundant tactile input method (tactile controls or keys outside of the screen that are discernable to the touch and do not interrupt the program functions of the computer) in conjunction with a screen reader for navigation. 2) Relocate exhibits on ramp to alternate locations with level landings.

- 4 Exhibits and Maps.** 1) Provide a greater variety of tactile exhibits for a larger and more diverse population. For computer-based exhibits, provide a redundant tactile input method (tactile controls or keys outside of the screen that are discernable to the touch and do not interrupt the program functions of the computer) in conjunction with a screen reader for navigation. 2) Relocate exhibits on ramp to alternate locations with level landings.


- 5 **Cell Phone Tours and Audio Programs.** 1) Trigger audio exhibits to begin when visitors enter a space.



- 6 **Audiovisual Programs and Videos.** 1) Provide audiovisual programs and videos with open captioning, clear graphics with high contrast, and a variety of transcripts.



- 7 **Museum Objects.** 1) Provide a greater variety of tactile museum objects for a larger and more diverse population.



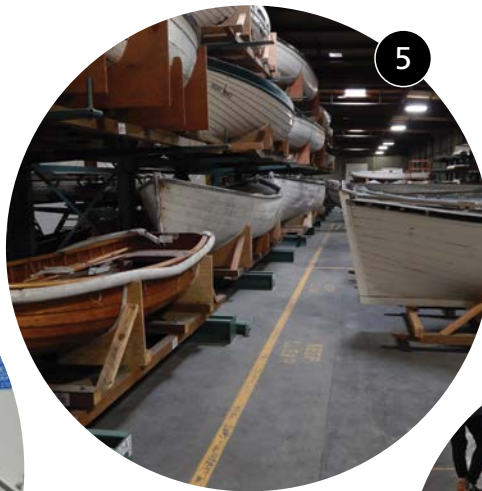
- 8 **Exhibit (Ship Building Tools).** 1) Provide a greater variety of tactile museum objects to illustrate intent for a larger and more diverse population. 2) Provide text in 24 point font minimum on all information and at a minimum of 70% contrast.



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Warehouse Collections Facility

Site Map



Warehouse Collections Facility

Implementation Strategy

The two key park experiences provided at the Warehouse Collections Facility are the opportunities to explore and learn about maritime history; and pursue research and higher learning related to Pacific Coast maritime history. The activities and programs provided at this building for visitors include guided tours. The existing services that support those activities and programs include car parking, an accessible route, trash and recycling, restrooms, exhibits, and a water spigot. The following improvements to accessibility at this park area are planned:

- 1 Accessible Route and Walking Surfaces.** 1) Provide a recessed cabinet with the fire extinguisher inside. 2) Develop a standard operating procedure for use and maintenance of the lift. In the future when facility is open to the public replace the lift with an accessible ramp between 5% and 8.33% with handrails at 34"–38" and edge protection.

 mid-term (1.1)

  long-term (1.2)

- 2 Information Desk (Proposed).** 1) Provide a 36" minimum width by 36" maximum height with 27" knee clearance information desk for signing in to the warehouse.

 short-term

- 3 Seating (Proposed).** 1) Provide seating or benches and at least one bench with a clear space (36" by 48") for companion seating.

 short-term

- 4 Restroom.** 1) Reduce door pressure to operate doors to five pounds of pressure or less.

 short-term

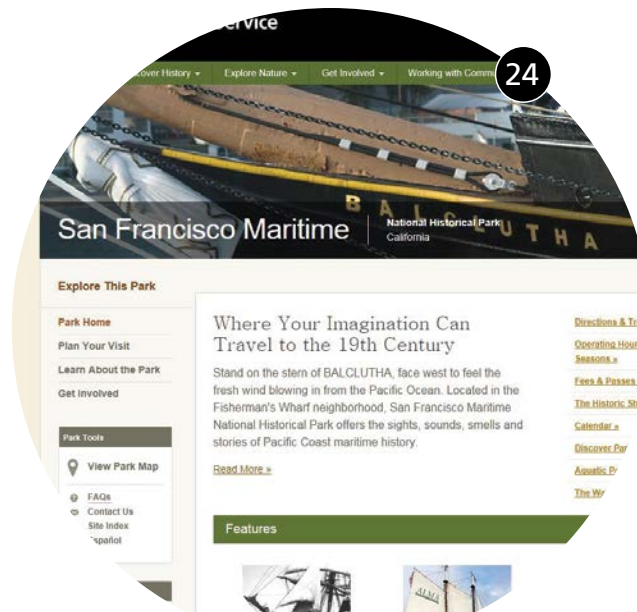
- 5 Collections.** When facility is opened to the public implement the following solutions. 1) Remove or identify protruding objects between 27" and 80" and extending a minimum of 4" into the route. This can be achieved with cane detectable warnings at 27" maximum above the floor to identify protruding objects. 2) Provide a 36" clear space between all collections and spaces. 3) Provide a temporary ramp over mechanical shelf tracks to remove changes of vertical level greater than 1/4". 4) Develop architectural plans designating an accessible tour route meeting ABAAS requirements.

mid-term

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San Francisco Maritime National Historical Park Policy, Practice, Communication, and Training

Park Features



San Francisco Maritime National Historical Park Policy, Practice, Communication, and Training

Implementation Strategy

Park policies and practices are specific to the park unit, and provide guidance for reaching desired outcomes. Park policies are defined courses of action adopted by the park, while park practices are those habitual and/or customary performances or operations that the park employs.

Postings and Publications

- 1 Architectural Barriers Act (ABA) Flyers in Common Areas.** 1) Post a flyer in all common areas stating that San Francisco Maritime National Historical Park strives to meet all accessibility requirements of the Architectural Barriers Act of 1968, what the Architectural Barriers Act is, and how to request accommodations.

short-term

- 2 Junior Ranger Booklet.** 1) Provide a large print and braille version of the Junior Ranger Program booklet.

short-term

- 3 Publications.** 1) Provide braille brochures and tactile wayfinding maps. Market and partner with outreach organizations to determine content. 2) Provide audio described brochures. Market and partner with outreach organizations to determine content. 3) Provide large-print brochures. Market and partner with outreach organizations to determine content. All publications to be in a readable type face at 18 point font. Alignment to be flush left and rag right with hyphens avoided. Black or white type color should be used and red text avoided. Italicized and underlined text should be avoided. Graphics to have at least 70% contrast. Alternative formats (audio and braille and/or large print) to also be provided. 4) Add accessibility information in all publications, providing service, activity, or program information.

short-term (3.1, 3.3–3.4)

mid-term (3.2)

- 4 Publicly Shared Documents.** 1) Ensure publicly shared documents have no language that is discriminatory to people with disabilities.

short-term

Staff Training and Park Protocols

- 5 **Accessibility Awareness Training.** 1) Require yearly accessibility awareness training for all staff, including permanent and non-permanent employees, starting with the training list provided on the Pacific West Region Accessibility Self-Evaluation and Transition Plan SharePoint site.

short-term

- 6 **Accessible Facilities and Maintenance Training.** 1) Require yearly training for maintenance staff on maintaining accessible facilities, including restrooms, walks and trails, door pressure requirements, assistive devices, accessible routes that are clear of obstructions, and universal design principles.

short-term

- 7 **Accessibility for Project Managers.** 1) Require yearly training for project managers on entering information into PMIS and other forms about accessibility, universal design principles, and quality control of projects and design.

short-term

- 8 **Accessible Interpretive Training.** 1) Provide training for the interpretation and education division about accessibility issues, people-first language, major disability categories, how to assess programs and make them more accessible, which websites offer more information, service animals, what technologies are available, universal design principles, visitor services and communication in accessibility. Also, require yearly visitor information and interpretive staff training in use of assistive technology—assistive listening devices, audio description, how to interpret tactile models and maps.

short-term

- 9 **Communication with Law Enforcement.** 1) Provide a standard operation procedure for law enforcement to communicate with a person with a disability.

short-term

- 10 **Moveable Seating.** 1) Develop and distribute standard operating procedures for moveable cubicles and conference rooms so there is clear space and accessible routes to all elements in a room or building. 2) Develop and distribute standard

operating procedures for moveable seating arrangements and moving things to create an accessible route and maintain integrated accessible seating.

short-term

- 11 Other Powered Mobility Devices.** 1) Provide guidance outlining where other powered mobility devices are or are not allowed within the park.

short-term

- 12 Service Animals.** 1) Provide guidance outlining policy regarding service animals within the park. The park should include training for staff to understand what they may ask concerning service animals and what, if any, restrictions on service animals are present.

short-term

- 13 Wheelchairs and Beach Wheelchairs.** 1) Consider purchase of wheelchairs and beach wheelchairs. If purchased, inform visitors and program participants that they are available. Add information to all publications providing program information that wheelchairs and beach wheelchairs are available. 2) Provide a standard operating procedure or guidance for checking out and returning wheelchairs and beach wheelchairs. 3) Provide a standard operating procedure or guidance describing protocol for pre-and post-inspecting, cleaning, and maintenance of wheelchairs and beach wheelchairs. Note: This may include hiring a trained professional to periodically inspect wheelchair maintenance to ensure it meets specifications of regular use. 4) Develop and distribute standard operating procedures or guidance for using wheelchairs and beach wheelchairs for visitors to participate and get to services, activities, and programs. Train staff on use, cleaning, and maintenance of wheelchairs and beach wheelchairs. 5) Provide signage stating availability of wheelchairs and beach wheelchairs. Inform visitors and program participants of the availability. Add information to all publications providing service, activity, and program information that wheelchairs and beach wheelchairs are available.

short-term

- 14 Emergency Preparedness.** 1) Develop, distribute, and practice standard operating procedures for assisting people with disabilities in the case of an emergency.

short-term

Audio and Visual Programs

- 15 Assistive Listening Devices.** 1) Purchase assistive listening transmitters and devices. Provide assistive listening devices at visitor centers, educational programs, and guided tours that have an audio component. 2) Provide a standard operating procedure or guidance for checking out and returning assistive listening devices. 3) Provide a standard operating procedure or guidance describing protocol for pre- and post-inspection of assistive listening devices. Procedure to address cleaning and maintenance of all devices. 4) Develop and distribute standard operating procedures or guidance for using assistive technology for ranger programs and information services. Train staff on use, cleaning, and maintenance of assistive listening devices. 5) Provide signs stating device availability. Inform visitors and program participants that auxiliary aids are available. Add information to all publications stating that assistive listening devices are available.

short-term

- 16 Live Audio Description.** 1) Provide live audio descriptions on guided interpretive tours. 2) Provide training for interpretation and education division on live audio description for guided tours at the park unit.

short-term

- 17 Open Captioning and Audio Description.** 1) Provide open captioning on video and indicate its availability on the website. Also, provide audio description of all images being shown on the video.

mid-term

- 18 T-Coil Hearing Loops or Neck Loops.** 1) Purchase T-coil hearing loops and neck loops. Inform visitors and program participants that auxiliary aids are available. Add information to all publications providing program information that T-coil hearing loops and neck loops are available. 2) Provide a standard operating procedure or guidance for checking out and returning T-coil hearing loops and neck loops. 3) Provide a standard operating procedure or guidance describing protocol for pre- and post-inspection of T-coil hearing loops and neck loops. Procedure to address cleaning and maintenance of all devices. 4) Develop and distribute standard operating procedures or guidance for using T-coil hearing loops and neck loops for ranger programs and information services. Train staff on use,

cleaning, and maintenance of T-coil hearing loops and neck loops. 5) Provide signs stating device availability. Inform visitors and program participants that auxiliary aids are available. Add information to all publications providing program information that T-coil hearing loops and neck loops are available.

short-term and ongoing

- 19 Text Telephone (TTY) Machines.** 1) Provide a TTY machine at all locations where there is a public telephone. 2) On publications and website where the park contact information or phone number is provided, include a TTY number. 3) Provide a standard operating procedure or guidance describing protocol for pre- and post-inspection of TTY machines. Procedure should address cleaning and maintenance of all devices. 4) Develop and distribute standard operating procedures or guidance for using TTY machines for communication. Train staff on use, cleaning, and maintenance of TTY machines.

short-term

Visitor Information

- 20 Communication.** 1) Provide park e-mail address and telephone number on website and in publications for questions: SAFR_Accessibility@nps.gov.

short-term

- 21 Marketing.** 1) Market via social media (Pinterest, Facebook, Snapchat, Twitter, etc.) that accessible programs, services, and activities are available at the park. 2) Market via hard media and other advertising methods that accessible programs, services, and activities are available at the park. 3) Contact groups with disabilities directly to inform them about the accessible programs, services, and activities that have become available at the park, as solutions are implemented. 4) Contact and reach out to groups with disabilities to get more involvement in park accessibility improvement projects as they occur (case-by-case basis).

short-term

- 22 Reservations.** 1) On the website, identify the following numbers to call: Federal Relay Service (telephone number), Voice (telephone number), Voice Carry Over (telephone number), Speech-to-Speech (telephone number), TeleBraille (telephone number). Provide online reservation system built into content management system. Also, provide information on website reservation systems about services that are accessible for each park area that requires a reservation. 2) Provide accessible

formats of making reservations through Federal Relay Service, Text Telephone (TTY), Video Phone, etc. Provide information on the website regarding the accessibility of facilities.

short-term

- 23 **Signage.** 1) Provide signage at visitor center that accessible alternative formats are available.

short-term and ongoing

- 24 **Website.** 1) Provide information on website that accessible programs, services, and activities are available, including, but not limited to, audio description, assistive listening devices, braille/tactile features, accessible tours, open captioning, trails, etc. 2) All websites to have a manual switch to change size of fonts. Alignment to be flush left and rag right. Hyphens to be avoided. Black or white type color to be used. The use of red or green text to be avoided. Italicized and underlined text to be avoided. Do not use all caps or italics within the information. Graphics to have at least 70% contrast. Provide Word documents as an alternative to PDFs.

short-term and ongoing

Tours, Programs, and Special Events

- 25 **Guided Tours, Educational Programs, and Special Events.** 1) Provide alternative formats, such as trail information, in large print, as well as audio description of what to expect to see on a guided tour, education program, or special event (provided at visitor center in a publication and on a website) for people with disabilities that request it. 2) Provide conditions of the guided tour, education program, or special event environment (e.g., number of steps, slopes, other barriers that exist, etc.) in a publication and/or on a website. 3) Provide designated stopping points or resting areas for the guided tour, education program, or special event at 2% maximum cross and running slopes with a firm and stable surface and 30" by 48" clear space.

short-term

- 26 **Sign Language Interpreters.** 1) Develop the process for requesting sign language interpreters. Provide sign language interpreters within five days of request being made. 2) Develop and distribute standard operating procedures for contacting and scheduling sign language interpreters.

short-term

- 27 **Special Events.** 1) Provide a system for people to call in and request a sign language interpreter within five days of service. Provide assistive listening devices and a T-coil or neck loop system with signage indicating they are available for special events. Provide large print of any handouts or waivers being provided. 2) Provide information on how people can contact the park for accommodations for special events and release announcements in a variety of accessible methods (e.g., large print flyers, electronic accessible PDFs, etc.). 3) Develop and distribute standard operating procedure for including accessibility information on event announcements.

short-term

Concessions and Partnerships

- 28 **Park Partner, Leasee, and Concessionaire Services, Activities, and Programs.** 1) Prepare a standard operating procedure for lessees and park partners about providing accessible programs, services, and activities within the park unit. 2) Develop and distribute a standard operating procedure, regarding accessibility, providing assistive listening devices, etc., which provide guidance for presentations provided by outside groups. 3) Architectural Barriers Act for Accessibility Standards does not apply to state partner lands; however, the Americans with Disabilities Act does. State requirements take precedence in these cases. Communication will take place between state partners and the federal government to ensure an assessment will take place and accessibility solutions will be implemented in the future. 4) Architectural Barriers Act for Accessibility Standards applies to all lands funded by the federal government. Communication will take place between park partner concessioners and the federal government to ensure accessibility of services, activities, and programs. The National Park Service will conduct an assessment and develop a transition plan at park partner concessioner services, if they have been identified as a priority park area.

short-term (28.1–28.2, 28.4)

long-term (28.3)

Conclusion

San Francisco Maritime National Historical Park is committed to providing all visitors the opportunity to connect with and learn about the park's unique natural, cultural, and recreational resources. Accessibility improvements identified in the San Francisco Maritime National Historical Park Self-Evaluation and Transition Plan (SETP) will make it easier for individuals with cognitive, hearing, vision, and mobility disabilities to discover, understand, and enjoy the range of experiences available at the park. Implementation of the plan will ensure that San Francisco Maritime National Historical Park will continue to work toward accommodating all park visitors while sustaining its legacy to preserve and protect Pacific coast maritime history.

The SETP for San Francisco Maritime National Historical Park is a living document intended to be used as a guiding reference for the park as it implements accessibility upgrades and documents accessibility accomplishments. As barriers to accessibility are removed and/or improved, the changes will be updated in this plan. The park will conduct periodic reviews to evaluate and update conditions to reflect accomplishments and to document new programs or other changes that occur over time. Revisions to the plan may include conducting additional assessments for areas not originally conducted as a part of this plan.

The primary goal of the transition plan is to define key park experiences and document modifications needed to provide independent program participation for the widest range of disabilities possible. As the park works toward its accessibility goals and makes the implementation strategy a reality, both physical and programmatic accessibility will improve across the breadth of key park experiences at San Francisco Maritime National Historical Park.

For visitors with mobility impairments, access will be improved from the moment they enter the park. Facilities, as well as numerous programs, services, and activities the park has to offer, will be more universally accessible. Experiences such as strolling, swimming, boating, scenic views, fishing, picnicking in Aquatic Park, learning about maritime history, the historic San Francisco waterfront and historic vessel, being a part of maritime culture through various activities, being on board a vessel on the water, and creating connections through programs and events will be enhanced.

For visitors with vision, hearing, or cognitive disabilities, San Francisco Maritime National Historical Park will deliver programs, exhibits, and waysides that interpret the resources, landscapes, and stories in new and interactive ways. Additionally, alternative formats such as large-print transcripts, audio description tours, and virtual tours will provide ease of navigation in the park. Self-guided and guided tours will have assistive listening devices, sign language interpreters, T-coil hearing loops, and live audio description tours available to all.

The results of this collective effort, over time, will make San Francisco Maritime National Historical Park a truly welcoming and accommodating place for all visitors and will provide equal opportunity to access the many places, resources, histories, and experiences the park has to offer.



Appendix A: Accessibility Laws, Standards, Guidelines, and NPS Policies Applicable to San Francisco Maritime National Historical Park

As a national park, San Francisco Maritime National Historical Park is required to comply with specific federal laws that mandate that discriminatory barriers be removed to provide equal opportunities to persons with disabilities. The following laws, design guidelines, and Director's Orders specifically pertain to San Francisco Maritime National Historical Park.

LAWS AND STANDARDS

A law is a principle and regulation established in a community by some authority and applicable to its people, whether in the form of legislation or of custom and policies recognized and enforced by judicial decision. A standard is something considered by an authority or by general consent as a basis of comparison; an approved model. It is a specific low-level mandatory control that helps enforce and support a law.

Architectural Barriers Act of 1968

<http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/guide-to-the-aba-standards>

Section 504 of the Rehabilitation Act of 1973

<http://www.law.cornell.edu/cfr/text/43/17.550>

Section 508 of the Rehabilitation Act of 1973

<http://www.section508.gov/>

Accessibility Standards for Outdoor Developed Areas

<http://www.access-board.gov/guidelines-and-standards/recreation-facilities/outdoor-developed-areas/final-guidelines-for-outdoor-developed-areas>

Accessibility Standards for Shared Use Paths

<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/shared-use-paths>

Draft Accessibility Standards for Public Rights-of-Way

<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>

Effective Communication

<http://www.ada.gov/effective-comm.htm>

Reasonable Accommodations

<http://www.opm.gov/policy-data-oversight/disability-employment/reasonable-accommodations/>

Other Powered Mobility Devices

<http://www.ada.gov/regs2010/ADAREgs2010.htm>

Service Animals

<http://www.nps.gov/goga/planyourvisit/service-animals.htm>

Section 17.549 Program Accessibility: Discrimination Prohibited

<http://www.law.cornell.edu/cfr/text/43/17.549>

Section 17.550 Program Accessibility: Existing Facilities

<http://www.law.cornell.edu/cfr/text/43/17.550>

Section 17.551 Program Accessibility: New Construction and Alterations

<http://www.law.cornell.edu/cfr/text/43/17.551>

NATIONAL PARK SERVICE DIRECTOR'S ORDERS AND MANAGEMENT POLICIES

A policy is a definite course of action adopted and pursued by a government, ruler, or political party. It is an action or procedure conforming to or considered with reference to prudence or expediency.

Director's Order 16A

<http://www.nps.gov/policy/DOrders/DOrder16a.html>

Director's Order 42

<http://www.nps.gov/policy/DOrders/DOrder42.html>

National Park Service Management Policies: Section 1.9.3 – Accessibility for Persons with Disabilities

<http://www.nps.gov/policy/mp/policies.html>

GUIDELINES

A guideline is an indication of a future course of action. It consists of recommended, nonmandatory controls that help support standards or serve as a reference when no applicable standard is in place.

Programmatic Accessibility Guidelines for National Park Service Interpretive Media

<http://www.nps.gov/hfc/accessibility/>

Appendix B: Glossary of Terms

Accessibility assessment: A process in which physical and programmatic barriers to accessibility are identified at a park unit.

Accessibility assessment team: This group is a subgroup of the Interdisciplinary Design Team (see definition below) and includes an accessibility specialist and/or technician, coordinators, a regional representative, the primary facilitator for the process, architect, engineer and/or landscape architect, and typically the chiefs of interpretation, resources management, and facilities management.

Accessibility Self-Evaluation and Transition Plan: A tool that establishes a methodical process for identifying and improving park wide access and proposes strategies for implementing the plan over time, in a manner consistent with park requirements and protocols.

Architectural Barriers Act Accessibility Standard (ABAAS): Standards issued under the Architectural Barriers Act apply to facilities designed, built, altered, or leased with certain federal funds. Passed in 1968, the Architectural Barriers Act is one of the first laws to address access to the built environment. The law applies to federal buildings, including post offices, social security offices, federal courthouses and prisons, and national parks.

Barrier: Architectural and programmatic obstacles to accessibility that make it difficult, and sometimes impossible, for people with disabilities to maneuver, understand, or experience.

Best Practices: A method or technique that has consistently shown results superior to those achieved with other means, and that is used as a benchmark for meeting accessibility requirements.

Consultation: A formal or informal process for discussing an action or process for implementing a solution, such as section 106 (cultural resource compliance), or design for an Accessibility Self-Evaluation and Transition Plan.

Facility Management Software System (FMSS) Work Order: The process for documenting work needs and collecting information to aid the work scheduling and assignment process within the Facility Management Software System. Information collected should include labor, equipment and material costs, hours, types, and quantities.

Guidelines: A guideline is an indication of a future course of action. It consists of recommended, nonmandatory controls that help support standards or serve as a reference when no applicable standard is in place.

Interdisciplinary Design Team: This team is composed of all the people involved in the workshop at the park unit, potentially including planning, design, and construction professionals; and interpretive, resource (natural and cultural), visitor safety, maintenance and accessibility specialists.

Key park experiences: For the purpose of the SETP, key park experiences are those that are iconic and important for visitors to understand the purpose and significance of a given park unit. They are those experiences that are “musts” for all park visitors. Key park experiences can be identified through a consideration of park purpose, significance, interpretive themes, and those programs or activities highlighted in park communications.

Laws: A law is a principle and regulation established in a community by some authority and applicable to its people, whether in the form of legislation or of custom and policies recognized and enforced by judicial decision.

Level of access: For the purpose of the SETP the team assessed the general degree of accessibility for programs, while considering each experience, disability, and physical and programmatic access. It also assists in identifying the accessibility level for participating in a park experience and where it falls in priority for action.

National Environmental Policy Act (NEPA) Requirements: NEPA defines a process that federal agencies must follow when proposing to take actions that have environmental impacts. NEPA requires federal agencies to fully consider the impacts of proposals that would affect the human environment prior to deciding to take an action. NEPA also requires federal agencies to involve the interested and affected public in the decision-making process.

Park areas: A park area is the geographic location that is home to a single or multiple key park experience(s).

Park Asset Management Plan-Optimizer Banding (PAMP-OB): Provides a 5-year asset management strategy for park units, allowing for annual updates that coincide with the budget and planning processes already occurring in park units. As this approach includes life cycle total cost of ownership, analysis, processing, and calculations, it also helps park units and the service as a whole to manage the gap between what should be spent on facilities and what is actually being spent.

Park Policy: Those defined courses of action for reaching a desired outcome that are adopted by the park.

Park Practices: Those habitual and/or customary performances or operations for reaching a desired outcome that the park employs.

Responsible Person: The person/position responsible for seeing that the elimination of a barrier is completed.

Policy: A policy is a definite course of action adopted and pursued by a government, ruler, or political party. It is an action or procedure conforming to or considered with reference to prudence or expediency.

Project Management Information System (PMIS) Facility: A separate and individual building, structure, or other constructed real property improvement.

Project Management Information System (PMIS) Nonfacility: A project that includes anything not covered by the definition for PMIS facility

Project Management Information System (PMIS) # (number): A unique Project ID Number that is automatically generated when adding a new project into the Project Management Information System

Project planning team: This group is a subgroup of the Interdisciplinary design team and includes DSC planners and a regional liaison. This team collects baseline data, facilitates calls, develops the participant guide, plans for and facilitates the workshop, and produces the draft and final documents.

Readily Achievable: Easily accomplished and able to be carried out without much difficulty or expense.

Service, activity, and program: A service, activity, or program has a single purpose and is an activity undertaken by a department that affords benefits, information, opportunities, and activities to one or more members of the public.

Solution: The action to eliminate the barrier that has been identified.

Standards: A standard is something considered by an authority or by general consent as a basis of comparison; an approved model. It is a specific low level mandatory control that helps enforce and support a law.

Time frame: Time frames for implementation of a recommended solution are primarily based on level of access of the barrier. They describe when staff will eliminate the barrier. Recommendations are divided into three time frames including: short-term, mid-term, and long-term.

Appendix C: Contributors

San Francisco Maritime National Historical Park

Diane Cooper, Museum Technician

Lynn Cullivan, Management Assistant

Phil Erwin, Chief of Maintenance

Kevin Hendricks, Superintendent

Amy Hosa, Visual Information Specialist

Robbyn Jackson, Chief of Cultural Resources

Rob Kier, Facility Supervisor

Keri Koehler, Collections Manager

Morgan Smith, Chief of Interpretation

Golden Gate National Recreation Area

Michael Faw, Accessibility and Media Specialist

Pacific West Regional Office

Patricia Brouillette, Project Manager/Landscape Architect

Dave Kruse, Regional Chief of Facility Management

Trung-Son Nguyen, Regional Accessibility Coordinator

Jack Williams, Civil Engineer

Denver Service Center

Megan Braunschweig, Landscape Architect

Dennis Brookie, Project Manager and Landscape Architect

Tatiana Marquez, Economist

Cynthia Nelson, Branch Chief

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Accessibility Self-Evaluation and Transition Plan Overview

SAN FRANCISCO MARITIME

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