

PEPC 191258

OLYMPIC NATIONAL PARK
DRAFT GENERAL MANAGEMENT PLAN

COMMENT SHEET ONP - GMP

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DSC-P

Send this form to:

National Park Service

Denver Service Center - Cliff Hawkes, DSC-P

PO Box 25287

Denver CO 80225-9901

UNIVERSAL ACCESSIBILITY

The highest priority should be to identify and remove all barriers to accessibility in compliance with the Architectural Barriers Act of 1968 and the Uniform Federal Accessibility Standards first issued in 1984.

Many of the residents of and visitors to the North Olympic Peninsula are older people and many are persons with disabilities. These usually visit as couples or family groups. Lack of universal accessibility to park facilities usually discourage visitation by these.

Page 140 of the Draft General Management Plan states: "Visitors with mobility disabilities have access to educational and lodging facilities, nine developed campgrounds, and two very short interpretive nature trails." Recent onsite investigation shows this is NOT TRUE for the Olympic National Park and the Hurricane Ridge Visitor Centers.

Provisions must be made for unisex accessible toilet facilities to allow use by others to assist persons with disabilities. [These will allow a man to assist his disabled wife, a mother to assist her disabled son, etc.]

All newly designed and constructed pedestrian trails or altered portions of existing pedestrian trails, camping facilities, picnic areas, and beach access routes must be accessible in compliance with the Accessibility Guidelines for Outdoor Developed Areas developed by the United States Access Board. A high priority should be development of more short interpretive nature trails.

Development of steeper trails requiring assistance for those using wheelchairs should have a lower priority.

First Name

Last Name

Organization

Address 1:

Address 2:

City: PORT ANGELES

State/Province WA

Postal Code: 98362-4957

E-mail:

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TRANSIT

The Draft General Management Plan states for Alternates C and D: "Increases in frontcountry day use visitation might be facilitated with a park transit system and in-park and regional facilities to disperse use."

A park transit or a regional transit authority would have to be accessible to comply with US Department of Transportation accessibility standards. A separate system for persons with disabilities would be unacceptable because it would discrimination on the basis of disability.

A system of private, tour guide services would be preferred to serve persons with disabilities AND their companions or families.

First Name

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