

# San Francisco Maritime National Historical Park

National Park Service  
U.S. Department of the Interior



ACCESSIBILITY SELF-EVALUATION AND TRANSITION PLAN

## SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK CALIFORNIA



**UPDATED JANUARY 2020**

## 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 park wide 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, special 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 park wide 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 park wide 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 completed 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.

San Francisco Maritime National Historical Park made the plan available for review and comments through the NPS Planning, Environment and Public Comment page (PEPC) from October 8 to November 11, 2015, and held a public meeting on November 5, 2015 from 4:00–7:00 p.m. at the Park Visitor Center, 499 Jefferson Street, San Francisco, California. Hard copies of the plan were also made available. The park added links to the PEPC page on their website. The park distributed a press release about the plan with the PEPC link and the announcement of the public meeting. The release was sent to media, partners, and local disability stakeholders and advertised the open house on Facebook and Twitter.

The plan was presented during the public open house, and eight people participated in a discussion. Verbal comments included items addressed in the plan, such as making improvements to communication techniques and signage, and continuing to work with the disability community in implementing the plan. Representatives from the Senior Center requested a conversation with the NPS senior staff to discuss the plan. A meeting was held November 17, 2016, where the park agreed to work closely with the Center on actions and solutions related to improving accessibility within the Bathhouse Building.

## **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.



#### 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 occurred at the draft stage of the transition plan. Once the draft plan was developed, it was released to solicit input from the 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 analyzed the comments to determine if any changes to the plan were necessary. Those changes were made before the implementation strategy was finalized. Once finalized, a notification was 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.

**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 service wide budget call (service wide 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.

**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.

### 2020 Transition Plan Update

In 2020 the park updated the transition plan to keep this a relevant and current document. This revision provided updates on timetables and progress made on initiatives. The short-term, mid-term, and long term categories are still started from the 2016 initiation of the Transition Plan. This update keeps this plan alive as a working document that continues to guide and inspire the parks journey to improved accessibility and visitor services.

## 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). Park areas that were not prioritized can be referenced in appendix D. Park areas that were not prioritized can be referenced through appendix D. 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” HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, “Actions Taken by the Park,” as improvements are made.

“Alma” Historic Vessel Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Need (Y/N) ±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Boarding of Ship	1	3	2	1	1	People with mobility impairments are hoisted onto ship via ship rigging equipment.	1) Provide a 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.	Can be associated with replacement of current Alma dock	Current initial planning with Denver Service Center and team	Yes	Will need PMIS when determined	Section 106, National Environmental Policy Act (NEPA), San Francisco Bay Conservation and Development Commission (BCDC), and port	Yes	Contract	Chief of Maintenance	Mid-term	<b>Assessment Workshop Notes:</b> Sign on Hyde St. Pier.
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	1	There is no cell phone tour audio stop for the “Alma”.	1) Provide audio description on cell phone tour and large-print transcript that describes the “Alma.”	Add all stops on cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone tour is in-house and the app is contracted out	Chief of Interpretation	Mid-term	
Interpretive Wayside / Exhibit	2	1	2	1	1	The typeface is difficult to read because of script fonts and poor contrast between text and background images and colors. Red text is used, as well as italics.	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.	Reprinting all signs on pier	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Mid-term	
Bench	1	2	1	1	1	Bench is too low.	1) Provide a bench for seating on ship that is between 17"-19" .	N/A	FY 2016 facilities project planning	Need FMSS work order	No	If affixed to ship, yes; if free standing furniture, no	Yes	In-house labor	Chief of Maintenance	Mid-term	<b>Assessment Workshop Notes:</b> Bench is not stable, 16" high.
Accessible Route and Walking Surfaces	1	2	1	1	1	There is no edge protection along route and floating docks. Water levels cause the slope of the route to fluctuate.	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	1) N/A; 2) Create, post, and inform using tidal charts that describe all visitor routes affected by tidal variation; 3-4) Create signs	1A) Long-range facilities project to replace the floating dock includes appropriate edge protection;	1A) Work order in place; 1B) Need work order;	1A) PMIS 183149, replace Alma Dock; 1B) In-house facility project; 2-5) Need PMIS	1A) BCDC, port permits, and NEPA	1A) Yes; 1B) No; 2-5) Yes	1A) Contract; 1B) Park staff; 2-5) Park staff and contract	Chief of Maintenance and Chief of Interpretation and Visitor Services	1) Long-term; 2-5) Mid-term	<b>Assessment Workshop Notes:</b> Sign on Hyde St. Pier.

**"Alma" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Need (Y/N) ±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							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.).	informing public of changing running and cross slopes covering all of the gangways and floating docks; 5) Create standard operating procedure for determining tidal extremes that necessitate routine and predictable closing routes with varying slopes	1B) Mid-range facilities project to modify existing dock and route with 4" edge; 2-5) long-range interpretive plan	2-5) Need work order							
Three-Dimensional Model (Visitor Center)	2	1	2	1	1	Three-dimensional model is very fragile and in a glass case.	1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the ship.	Provide tactile models of all ships, provide relief park map in visitor center	Long-range interpretive plan and Hyde Street Pier facility use plan	Yes	Yes (facility project)	Only if mounted on historic fabric	Yes	Contracted out	Chief of Interpretation	Long-term	<b>Assessment Workshop Notes:</b> Sign on Hyde St. Pier.
Tactile Model (Hyde Street Pier)	2	1	2	1	1	There is no tactile model provided of the "Alma" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "Alma" along rail of Hyde Street Pier at location where the ship can be viewed.	Provide tactile models of all ships, provide relief park map in visitor center	Long-range interpretive plan and Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term	

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution



**AQUATIC PARK HISTORIC LANDMARK DISTRICT IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Aquatic Park Historic Landmark District Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Wayfinding and Orientation Signage	1	1	2	1	2	Characters on signage are not in a readable font; font size is too small; and the contrast is too low to be easily discernible. Some text is in italics.	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.	2015 sign plan	Long-range interpretive plan	Yes, need new FMSS.	Yes (exhibit cyclic); need new PMIS	Place in PEPC , CE	Yes	Contracted out and in-house.	Chief of Interpretation	Short-term	Complete, In 2017 The aquatic Park wayfinding and inform sign plan was fabricated and installed. Signs now meet accessible size and contrast levels. A raised line map of Hyde Street Pier was added to the forepier.
Trash and Recycling	1	2	1	1	2	Cobble surface is not at a 2% maximum running and cross slopes in front of trash and recycling receptacles. Some require a reach range to receptacles greater than 48".	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.	Bundle this museum building exterior location with correcting all trash can heights and slopes	Correction to bins in front of the museum building at Beach Street	Yes	No	Yes	No	Facilities staff	Chief of Maintenance	Mid-term	
Car Parking (Jefferson Street)	1	2	1	1	2	Does not meet required number of accessible parking spaces.	1) Eight accessible parking stalls are provided on Jefferson Street and Van Ness Street (two van accessible and six car accessible stalls). See "Car Parking Implementation Strategy Table" for more information.	Jefferson Street parking, parking in proximity to Sea Scout base, and Argonaut parking	Lower Van Ness corridor plan	Yes	258914A	Yes	Yes	Contract	Chief of Maintenance	Mid-term	2020 PMIS 258914A relocates and restripes to meet stall locations.
Accessible Route and Walking Surfaces	1	2	1	1	2	The accessible route exceeds 5% in sections and does not provide ramps. Along beach walking surface, there are rail lines that are protrusions	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	Maritime Museum accessible route and walking surfaces and promenade resurfacing project	N/A	Yes	Facility PMIS needed	Yes	Yes	1) Programmatic solution; 3) Contracts	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	1, 2, 3 complete, Assessment Workshop Notes: Park should determine if advanced reservations for escort services

**Aquatic Park Historic Landmark District Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
						and tripping hazards. Note: the accessible route is from Van Ness Street proposed parking, the bus drop off, amphitheater, Maritime Museum, the cable car station, and Jefferson Street proposed parking.	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.											will be required in advance of arrival.
Benches	1	2	1	1	2	There is not adequate companion seating space next to 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.	Bundle with bench issues identified at other locations	All other benches through the park	Yes	Yes	Yes	Yes	Contract or in-house labor	Chief of Maintenance	Mid-term	2, Assessment Workshop Notes: We counted approximately 40 benches throughout Aquatic Park Historic Landmark District. Some ideas for surface are asphalt extensions into the companion seating space, relay the cobbles to be smooth, or stamped concrete to look like cobbles.	
Beach Access Route	1	2	1	1	2	Beach access is not provided from the accessible route. There are three steps to get down to the beach.	1) Provide a temporary ramp with a minimum clear width of 5' with running slopes between 5% and 8.33% and cross slope at 2% maximum. Design ramp to run parallel with beach and accessible route. Include handrails between 34"-38" and a grip-able surface with	N/A	With the accessible routes at Aquatic Park Historic Landmark District	Yes	Yes, facilities project PMIS	Yes	Yes	Contract	Chief of Maintenance	Long-term	<b>Assessment Workshop Notes:</b> The wooden ramp is from the 1950s. There is a temporary ramp near the rowing club.	

**Aquatic Park Historic Landmark District Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution

**ARGONAUT IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

**Argonaut Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Park Video	1	1	1	2	1	There is no open captioning on park video shown in lobby and bedrooms.	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.	Communicate all Argonaut related items together	With other park videos and open captioning projects	No	No	No	No	Contract	Chief of Interpretation	Short-term	Complete, The new open captioned version of the film is now on the Argonaut TVs.

Argonaut Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Bus and Oversize Vehicle Drop-Off and Parking	1	2	1	1	1	Drop-off and parking for buses and oversize vehicles does not meet slope requirements.	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.	Communicate all Argonaut related items together	With other proposed standard operating procedures for Argonaut	No	No	No	No	Recommend tenant modification	Parks Argonaut Liaison	Mid-term	
Accessible Route and Walking Surfaces (Beach Street)	1	2	1	1	1	Accessible route exceeds allowable cross slopes.	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: <a href="http://www.sfgov2.org/modules/showdocument.aspx?documentid=2050">http://www.sfgov2.org/modules/showdocument.aspx?documentid=2050</a> .	Communicate all Argonaut related items together	With all other accessible routes	No	No	Yes	1) Yes; 2) no	Recommend tenant modification	Parks Argonaut Liaison	1) Mid-term;	
Car Parking Areas (Jefferson Street)	1	2	1	1	1	Does not meet required number of accessible parking spaces.	1) Four accessible parking stalls are provided on Jefferson Street (one van accessible and three car accessible stalls). See "Car Parking Implementation Strategy Table" for more information.	Jefferson Street parking, parking in proximity to Sea Scout base, and Argonaut parking	With other car parking areas	Yes	Facilities PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	2020 PMIS 258914A relocates and restripes to meet stall locations., Assessment Workshop Notes: 1) All visitors use the valet parking through the hotel.

Argonaut Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
																	The Argonaut does not provide any parking for visitors. 2) There are currently between 301 and 400 parking stalls parkwide. At least eight stalls are required to be accessible with two designated as accessible van parking stalls. The eight stalls are distributed throughout the park.
Bar (Blue Mermaid Chowder House)	1	2	1	1	1	Lower section of bar is not an equal experience. Outdoor seating does not provide clear space.	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.	Communicate all Argonaut related items together	N/A	No	No	Yes	Yes	Recommend tenant modification	Parks Argonaut Liaison	Mid-term	(1) Not complete (2) Complete, This was completed as part of the Blue Mermaid remodel in 2018/2019.
Starbucks Empty Store	1	2	1	1	1	Mirror is too high.	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.	Communicate all Argonaut related items together	N/A	No	No	Yes	No	Recommend tenant modification	Parks Argonaut Liaison	Mid-term	Complete: Starbucks is no longer the tenant and the new tenant removed the mirror.
Winery Collective	1	2	1	1	1	Table surfaces are too high.	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.	Communicate all Argonaut related items together	N/A	No	No	No	No	Recommend tenant modification	Parks Argonaut Liaison	Mid-term	Complete: The Winery Collective provides one of the four tables at 36".

Argonaut Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Reception Desk	1	2	1	1	1	There are publications and other materials on lower portion of 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.	Communicate all Argonaut related items together	With other proposed standard operating procedures for Argonaut	No	No	No	No	Recommend tenant modification	Parks Argonaut Liaison	Mid-term	Complete: Items are no longer stores on the accessible part of the main reception desk.
Lobby Restroom	1	2	1	1	1	Some useable components (e.g., hand dryers, towel and soap dispensers, and outlets) are too high. Mirror is too high.	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) Place a wedge at the top of mirrors so that the mirrors are tilted and can be viewed from a seated position (because of placement of mirrors and backsplash of counter, mirrors cannot be moved to be at 40" maximum to reflective edge).	Communicate all Argonaut related items together	With bedroom restroom in Argonaut	No	No	Yes	No	Recommend tenant modification	Parks Argonaut Liaison	1) Mid-term; 2) Long-term	Complete: The 2018 Refurbishing of the bathroom installed full-length mirrors that extend to the floor and lowered the height of hand driers and soap dispensers.
Bedroom Restrooms	1	2	1	1	1	Some useable components (e.g., hand dryers, towel and soap dispensers, and outlets) are too high. Mirror is too high. Wastebaskets are within clear space under counters. Soap dispensers are too high within shower compartment.	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	Communicate all Argonaut related items together	With lobby restroom in Argonaut	No	No	Yes	No	Recommend tenant modification	Parks Argonaut Liaison	1-2) Mid-term; 3) Long-term	Complete: (1) The hotel meets compliance with the number of accessible rooms. The rooms lowered the bathroom components. (2)The bathroom have mirrors with adjustable angles. (3) Housekeeping staff has incorporated a procedure to place wastebaskets in

Argonaut Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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) Place a wedge at the top of mirrors, so that the mirrors are tilted and can be viewed from a seated position (because of placement of mirrors and backsplash of counter, mirrors cannot be moved to be at 40" maximum to reflective edge). 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.											open areas of the bathroom.
Fitness Center	1	2	1	1	1	Towels and yoga mats are provided out of reach range. Water fountain cannot be operated with five pounds of pressure or less.	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, and 2) Provide an additional or replacement water fountain that can be operated with a closed fist and five pounds of pressure or less.	Communicate all Argonaut related items together	With other proposed standard operating procedures for Argonaut	No	No	No	No	Recommend tenant modification	Parks Argonaut Liaison	1) Mid-term; 2) Long-term	Complete: (1) The workout room used 36" high shelf to provide towels. (2) The bathroom fountain has been adjusted to require 5 lbs. of pressure.	
Concierge Desk	1	2	1	1	1	There is no section of the concierge desk that is at the maximum allowable height.	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	Communicate all Argonaut related items together	N/A	No	No	No	No	Recommend tenant modification	Parks Argonaut Liaison	Long-term		

**Argonaut Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							Exception provision can be applied in alterations and a parallel approach is also acceptable.											

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution



**“BALCLUTHA” HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, “Actions Taken by the Park,” as improvements are made.

“Balclutha” Historic Vessel Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Gangway Accessible Route and Walking Surfaces	1	2	1	1	1	The gangway is about 20% running slope. The edge protection on the ramp is less than 4". Water levels cause the slope of the ramp to fluctuate.	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.	Visitor information signage and gangway projects on “C. A. Thayer” and “Hercules”	Replace gangway system for “Balclutha” historic vessel	No	PMIS #174155	Yes	Yes	Contracted out and in-house	Chief of Maintenance and Chief of Interpretation	Mid-term	PMIS 174155 as of August 2019 gangway is in contracting to be fabricated and delivered in FY 2020. Installation on the ship will be delayed until after the Hyde Street Pier can be structurally reehabilitated with PMIS projects: 249188, 249203 and 279298, Assessment Workshop Notes: Items 1–5 could be a part of a total package. The signage on the gangway could be a part of the signage project. Fabrication is always contracted. Present the information before people get on the ship; need to look at this a bit more.

**"Balclutha" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Video Viewing Indoor Seating and Benches	1	2	1	1	2	There are some benches that are too short.	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.	Ship accessible route and walking surfaces	N/A	No	PMIS 245427	No	No	In-house	Chief of Interpretation	Mid-term	In PMIS, pending funding, The park attained funding for a Targeted Accessibility Improvement Project that funded design of accessible routes from Jefferson Parking to Balclutha. This includes redoing interpretation orientation in the VC, along Hyde Street Pier and on Balclutha. The project includes physical improvements including reduction of barriers and installation of lifts to the Tween and Cargo decks. The project is fully designed and waiting for national funding.
Hose for Potable Water	1	2	1	1	1	To operate the hose requires pinching and twisting and is not within a clear space.	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.	Ship accessible route and walking surfaces	N/A	Yes	No	No	No	In-house	Chief of Maintenance	Mid-term	
Ship Accessible Route and Walking Surfaces	1	3	2	1	1	There are deck boards on the ship that run parallel to the path of travel with 1" spacing in spots. There are many protruding objects that are not cane detectable. There is no accessible route between levels of the ship (main deck to poop deck and	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	Gangway accessible route and walking surface, visitor information signage / cell phone tours for ships	Routine maintenance, historic structure report	Yes	231778A	Yes	231778A	Contracted out and in-house	Chief of Maintenance and Chief of Interpretation and Chief of Cultural Resources	1, 3-4), Short-term; 2, 5-6) Mid-term	Item 1: Splines completed, Item 2: Wheelchair lift Completed, Assessment Workshop Notes: May open lower hold up to public in future. Park to recheck on width and design, if this is feasible. Coordinate with fire code for

**"Balclutha" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
						main deck to 'tween deck). The forecastle with its stairway and slopes and rooms that are not visible due to steps through doorways are not accessible.	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. 5) Provide an audio 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.											egress and capacity issues. Would need to have preventative maintenance schedule and would need to work in a marine environment. Look for other solutions in hazardous environments – GPS signaling technology.
Audiovisual Programs and Videos	1	1	2	2	2	Silent video is not captioned. No videos have audio description. Some graphics within the videos are distorted and not clear.	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.	Audio description for all videos in the park	Long-range interpretive plan and visitor information signage	No	PMIS 245427	No	No	Contracted out	Chief of Interpretation	Mid-term	In PMIS, The park completed a Targeted Accessibility Improvement Project that funded design of accessible routes from Jefferson Parking to Balclutha. This includes redoing interpretation orientation in the VC, along Hyde Street Pier and	

**"Balclutha" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
																	on Balclutha. The project includes reduction of barriers and installation of lifts to the Tween and Cargo decks. The park is formulated for implementation funding in 2022
Lodging for Student Programs	1	3	1	1	1	Lodging in forecastle is not accessible due to the step into the room, narrow doorway, and running slopes within the space.	1) Develop a standard operating procedure for people with mobility impairments to get equivalent group sleeping experience in quarters and/or shelter deck.	Ship and gangway accessible route and walking surfaces	Historic structures report	Yes	PMIS 245427	Yes, Section 106 and CE	Yes	In-house and contracted out	Chief of Interpretation and Chief of Maintenance	Mid-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	1	There is no cell phone tour audio stop for the "Balclutha."	1) Provide audio description on cell phone tour and large-print transcript that describes the "Balclutha."	Bundle project to update cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone tour is in-house, and app is contracted out	Chief of Interpretation	Mid-term	
Interpretive Waysides	2	3	2	1	2	Some font sizes are too small. Some words on maps and other images do not have a 70% contrast. Some text is italicized on the kiosk or in script text. Some images or graphics are distorted or not easily discernable.	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.	Investigate if this can be a part of the reprinting of waysides project	Long-range interpretive plan, sign planning packages (cyclic maintenance), development concept plan	Yes, need new FMSS	PMIS 245427	Place in PEPC, CE	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.

**"Balclutha" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Three-Dimensional Model (Visitor Center)	2	1	2	1	1	Three-dimensional model is very fragile and within a glass case.	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).	Bundle all ship and Hyde Street Pier accessible route and walking surfaces	Long-range interpretive plan	Yes	PMIS 245427	Yes	Yes	Contracted out	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.
Tactile Model (Hyde Street Pier)	2	1	2	1	1	There is no tactile model provided of the "Balclutha" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "Balclutha" along rail of Hyde Street Pier at location where the ship can be viewed.	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	PMIS 245427	Yes, PEPC for a CE	Yes	Contracted out	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution

**BUILDING E FORT MASON CENTER IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

**Building E Fort Mason Center Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Elevator	1	2	2	1	2	The intercom within the elevator is too high, and there are no tactile characters on the "up" arrow button.	1) Lower intercom button to be a 48" maximum reach range. 2) Provide tactile character of the "up" arrow button with elevator.	Other Building E interior accommodations	N/A	Yes	No	No	No	In-house	Chief of Cultural Resources and Maritime Museum	Short-term	Complete, Intercom lowered
Accessible Route and Walking Surfaces (Interior First Floor)	1	1	2	1	2	The standpipe is a protruding object on the first floor. The electrical box is a protruding object. Accessible signage is placed on the door, and the door is not operable with a closed fist.	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.	Building E interior	Correction of other protrusions and obstacles	Yes	No	Yes	No	In-house	Chief of Maintenance	Short-term / Mid-Term	1 Complete 2,3,4 mid-term, Protruding standpipe removed.
Wayfinding and Orientation	2	2	2	2	2	There is no information on arrival of where rooms and services are located within Building E.	1) Provide a wayfinding and orientation large-print, tactile map at entrance.	Building E interior	Tactile sign planning	Yes	PMIS 104334	Yes	Yes	Signs via the interpretation and visitor services division, install via maintenance	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	PMIs Formulated in 20% Rec Fee for 2020
Donation Drop Box (Third Floor)	1	2	1	1	2	Drop box is not located within adequate reach ranges.	1) Provide drop box slot between 15" and 48" in height.	Bundle all donation boxes	N/A	No	No	No	No	Purchase appropriate furniture or alter existing	Chief of Cultural Resources, Maritime Museum, and Chief of Maintenance	Mid-term	

**Building E Fort Mason Center Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Accessible Route and Walking Surfaces (Interior Third Floor)	1	1	2	1	2	The standpipe and extinguisher are protruding objects on the 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.	Building E interior	Correction of other protrusions and obstacles	Yes	No	Yes	No	In-house	Chief of Maintenance	Short-term	Completed
Library (Third Floor)	1	2	1	1	2	There is not enough clear space through library aisles and some shelves are over the maximum reach range. There is a lift that is signed for visitors, however it is only for staff.	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.	The public do not access the stacks to get books; library staff is expected to get books	N/A	1) Yes; 2-3) No	No	1-2) Yes, 3) No	1-2) Yes, 3) No	1-2) In-house and contract; 3) In-house	1-2) Cultural Resources and Maritime Museum; 3) Chief of Maintenance	1-2) Mid-term; 3) Short-term	Partially Complete, Complete: sign removed from lift
Restroom (Third floor)	1	2	1	1	2	Toilet is centered within stall, toilet paper dispenser is located along the same wall as the toilet, paper towel dispenser, sink, and mirror are too high. Sink is not insulated, and the tactile sign is on the door.	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.	Building E interior	N/A	Yes	253541A	Yes	Yes	Contract for relocation of toilet and in-house labor for items 2, 3, and 4	Chief of Maintenance	Mid-term	in progress, PMIS package submitted for FY2020
Information Desk (Research Center Third Floor)	1	2	1	1	2	There is no section of the information desk that is at the maximum allowable height.	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	Building E interior	N/A	No	No	No	No	Purchase appropriate furniture	Chief of Cultural Resources and Maritime Museum	Mid-term	Complete, Desk Replaced.

Building E Fort Mason Center Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							acceptable in lieu of providing knee clearance.										
Car Parking	1	2	1	1	2	The accessible car parking stalls do not meet requirements.	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.	With other car parking area	Lower Van Ness corridor plan	No	No	Yes	Yes	Done by park partners, communicate issue with Golden Gate National Recreation Area and Fort Mason Center	Superintendent, Golden Gate National Recreation Area, and Fort Mason Center Liaison	Mid-term	Assessment Workshop Notes: Work with Richard De La O at Golden Gate National Recreation Area to provide a van accessible stall at Building E.
Lockers (Third Floor)	1	2	1	1	2	The key that is used to lock valuables is not operable with a closed fist. Shelf is too high within locker.	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.	Building E interior	N/A	No	Yes	Yes	No	In-house	Chief Cultural Resources and Maritime Museum	Mid-term	Complete, Locker modified



**Building E Fort Mason Center Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Public Book Sales Section	1	2	1	1	2	There is not enough clear space through bookshelf aisles and some shelves are over the maximum reach range.	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 develop a standard operating procedure that anyone can ask for assistance to find or get a book.	Building E interior	N/A	No	Yes	No	No	Inform and work with friends of library	Chief of Cultural Resources and Maritime Museum	Mid-term	Complete, Shelves removed
Tactile Model (Engine)	2	2	2	1	2	The tactile model of an engine is too high.	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.	Building E interior	N/A	Yes	Yes (facility project)	No	No	In-house or contracted	Chief of Interpretation	Mid-term	
Information Desk (Curatorial Facility)	1	2	1	1	2	There is no section of the object display desk that is at the maximum allowable height.	1) Provide a 36" minimum width by 36" maximum height with 27" knee clearance to provide information desk services to guests.	Bundle with research center information desk modification	N/A	No	No	No	No	Purchase appropriate furniture	Chief of Cultural Resources	Mid-term	
Accessible Route and Walking Surfaces (Exterior)	1	2	1	1	2	The front entry loading dock is over 2% cross slope. There are no handrails.	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.	With other accessible routes	N/A	Yes	Yes	Yes, potential adverse effect	Yes	Done by park partners, communicate issue with Golden Gate National Recreation Area and Fort Mason Center	Superintendent, Golden Gate National Recreation Area, and Fort Mason Center Liaison	Long-term	

**Building E Fort Mason Center Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution

**CAR PARKING (VAN NESS AND JEFFERSON STREETS) IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

**Car Parking (Van Ness and Jefferson Streets) Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Car Parking (Van Ness Municipal Pier)	1	2	1	1	2	There is no accessible parking near Municipal Pier.	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 to be maximum 2% running and cross slopes, 5' marked access aisle, and 11' wide van accessible stall, and 8' wide for	Jefferson Street parking, parking in proximity to Sea Scout base, Argonaut parking, and Maritime Museum parking	Lower Van Ness corridor plan	Yes	Facilities PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	

Car Parking (Van Ness and Jefferson Streets) Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											
Car Parking (Van Ness Avenue)	1	2	2	1	2	Does not meet required number of accessible parking spaces.	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.	Jefferson Street parking, parking in proximity to Sea Scout base, and Argonaut parking	Lower Van Ness corridor plan	Yes	Facilities PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	Refer to Identification #___ for additional implementation detail and accomplishments.	

Car Parking (Van Ness and Jefferson Streets) Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											
Car Parking (Jefferson Street)	1	2	2	1	2	Does not meet required number of accessible parking spaces.	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	Van Ness Street parking, parking in proximity to Sea Scout base, Argonaut parking, and Maritime Museum parking	Lower Van Ness corridor plan	Yes	Facilities PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	Refer to Identification #___ for additional implementation detail and accomplishments.	

Car Parking (Van Ness and Jefferson Streets) Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution

**"C. A. THAYER" HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

"C. A. Thayer" Historic Vessel Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Gangway Accessible Route and Walking Surfaces	1	3	1	1	3	The gangway is over 8.33% running slope. The edge protection on the ramp is less than 4". Water levels cause the slope of the ramp to fluctuate.	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	Other ship gangways: "Hercules" Historic Vessel is in 2015 and "Balclutha" Historic Vessel is in 2016	N/A	No	PMIS #174145: Replace "C. A. Thayer" Historic Vessel gangway with accessible one	Complete	No	Contract	Chief of Maintenance /Chief of Interpretation	Mid-term	Gangway has been built and installed

**"C. A. Thayer" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							the standard operating procedure for ship access to the park's website.										
Interpretive Waysides	2	1	2	1	3	Some font sizes are too small. Some words on maps and other images do not have a 70% contrast. Some text is italicized on the kiosk or in script text. Some images or graphics are distorted or not easily discernible. Red arrows and lines are difficult to see.	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.	Bundle with reprinting of waysides on other ships	Long-range interpretive plan and sign planning packages	Yes, need new FMSS	PMIS 104334	Place in PEPC, CE	Yes	Contracted out and in-house	Chief of Interpretation	Mid-term	PMIS, Formulated in 20% Rec Fee for 2020. A plan to replace interpretive signage is formulated for 2020. The ship signs on HSP are included in this project.
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	3	There is no cell phone tour audio stop for the "C. A. Thayer."	1) Provide audio description on cell phone tour and large-print transcript that describes the "C. A. Thayer."	Update all stops on cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone is in-house, and app is contracted out	Chief of Interpretation	Mid-term	
Ship Accessible Route and Walking Surfaces	1	3	1	1	3	There is no accessible route between levels of the ship (main deck to below deck).	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	1) Relates to other proposed lifts; 2-4) associated with other interpretation and visitor services media	Long-term facility management planning	Yes	Need facility PMIS	Yes	Yes	Contract	Chief of Maintenance	Long-term	Assessment Workshop Notes: \$263,000 80' long gangway to lower running slope.

**"C. A. Thayer" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											
Three-Dimensional Model (Visitor Center)	2	1	2	1	3	Three-dimensional model is very fragile and in a glass case.	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).	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan and Hyde Street Pier facility use plan	Yes	PMIS 245427	Yes, if attached to vessel	Yes	Contracted out	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.	
Tactile Model (Hyde Street Pier)	2	1	2	1	3	There is no tactile model provided of the "C. A. Thayer" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "C. A. Thayer" along rail of Hyde Street Pier at location where the ship can be viewed.	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan and Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term		

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution

**"EUREKA" HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.



**"Eureka" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Wayfinding and Orientation Signage	1	1	2	1	3	There is red text on the ticket information sign that is difficult to read.	1) Ensure that there is a minimum 70% contrast between text and images or background color. Remove red text.	Reprinting all signs on "Eureka" Historic Vessel	Long-range interpretive plan	Yes, need new FMSS	Yes (exhibit cyclic); need new PMIS	Only if mounted to vessel	Yes	Contracted out and in-house	Chief of Interpretation	Mid-term	N/A Ticket information sign no longer exists. The park changed its ticketing process. It no longer has individual ticket signs at each ship. The informational is one sign at the ticketbooth that's meets standards.
Interactive Exhibit on Model Engine	1	2	1	1	3	Press button to operate model engine is over five pounds pressure.	1) Reduce pressure to operate interactive exhibit button to be five pounds maximum.	Hyde Street Pier plan	Long-range interpretive plan	No	No	No	Yes	In-house	Chief of Interpretation	Mid-term	
Interpretive Waysides	1	1	2	1	3	Content in waysides does not read well. Font sizes are too small, red text is used, and text has underlines and italics.	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.	Reprinting all signs on pier	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	Only if mounted to vessel	Yes	Contracted out and in-house	Chief of Interpretation	Mid-term	
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	3	There is no cell phone tour audio stop for the "Eureka."	1) Provide audio description on cell phone tour and large-print transcript that describes the "Eureka."	Update all stops on cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone tour is in-house, and app is contracted out	Chief of Interpretation	Mid-term	
Car Deck Exhibit	1	1	2	1	3	Handrails around car deck exhibit are too high. The interpretive signs are behind railings and difficult to read at a distance.	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.	Ship and gangway accessible route and walking surfaces and gangway replacement	Interpretive waysides	Yes	Yes, PMIS for exhibits and construction	Yes	Yes	Contracted	Chief of Maintenance and Chief of Interpretation and Visitor Services	1) Long-term; 2) Mid-term	

**"Eureka" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Accessible Route and Walking Surfaces	1	2	1	1	1	Running slope exceeds 8.33 % in sections. There is no edge protection. Water levels cause the slope of the ramp to fluctuate.	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.	1) N/A; 2) Visitor signs informing variable tide effects on slopes; 3) Other informational signs at ticket booth; 4) Other signs at ships explaining slopes and conditions; 5) Other standard operating procedure for closures during tidal extremes that affect slopes	Ship and gangway accessible route and walking surfaces and visitor information signage	Yes	PMIS needed, facility	Yes	Yes	1) Construction contract; 2-5) Exhibits contract	Chief of Maintenance and Chief of Interpretation and Visitor Services	Long-term	
Ship Accessible Route and Walking Surfaces	1	3	1	1	1	There is no accessible route between the main and passenger deck of the ship.	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.	Project not recommended; at this point, solutions to this problem are premature given this is an NHL; study and value analysis (VA) would be necessary to find least impact	Gangway replacement	Yes	Facility, PMIS needed	Yes, potential adverse effect on an national historic landmark	Yes	Contract during haul out	Chief of Maintenance	Long-term	

**"Eureka" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Magazine and Newspaper Exhibit	1	1	2	1	3	The glass in front of the magazine and newspaper exhibit has glare.	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.	1) Install film on glass to reduce glare; 2) Update all stops on cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	Yes for glass	No	Cell phone audio tour in-house, and app is contracted out	Chief of Interpretation	Long-term	
Engine Room	1	2	1	1	3	There is a guided tour through the engine room; however, there is no access for people with disabilities into the space.	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.	Bundle with same accommodation on other ships	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term	
Wheelhouses	2	1	3	1	3	Wheel is difficult to see in wheelhouse.	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.	Bundle with "Eureka" news stand	Long-range interpretive plan	Yes	Yes (facility project)	Yes; any original glass cannot be replaced (adverse effect)	Yes	Contracted out	Chief of Interpretation	Long-term	
Three-Dimensional Model (Visitor Center)	2	1	2	1	3	Three-dimensional model is very fragile and in a glass case.	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).	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	PMIS 245427	Yes if attached to vessel	Yes	Contracted out	Chief of Interpretation	Long-term	In PMIS, waiting on funding, The park attained funding for a Targeted Accessibility Improvement Project that funded design of accessible routes from Jefferson Parking to Balclutha. This includes redoing interpretation orientation in the VC, along Hyde Street Pier and on Balclutha. The project includes physical improvements including reduction of barriers and installation of lifts

**"Eureka" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
																		to the Tween and Cargo decks. The project is fully designed and waiting for national funding
Tactile Model (Hyde Street Pier)	2	1	2	1	3	There is no tactile model provided of the "Eureka" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "Eureka" along rail of Hyde Street Pier at location where the ship can be viewed.	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term		

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution

**"HERCULES" HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

**"Hercules" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
Interpretive Waysides (on "Hercules")	2	1	2	1	N/A	Waysides are within rooms and difficult to see through doorways.	1) Move waysides to be at doorways, so they are easier to read.	With other interpretive waysides on historic vessels	N/A	No	No	No	No	In-house	Chief of Interpretation	Mid-term		

**"Hercules" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Video in Messroom	2	1	1	2	N/A	Video does not include open captioning and transcripts. Some photos and images do not contrast with surrounding content, making them hard to see.	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.	Bundle all video projects	N/A	No	No	No	No	In-house	Chief of Interpretation	1) Mid-term; 2) Short-term; 3) Long-term	
Accessible Route and Walking Surfaces	1	2	1	1	1	Boards on the accessible route are spaced too far apart. Handrails along boardwalk do not have a grip-able surface. Handrails on stairs to ship do not extend beyond bottom step.	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.	Proximity to new gangway construction and proximity to other interpretive sign and wayside projects regarding slopes and tides	Alterations to plank spacing on "Balclutha" Historic Vessel, 4" toe kicks on "Alma" Historic Vessel dock and gangways, and interpretation and visitor services for signs and waysides	Yes	Facility project needs PMIS	Yes	Yes	1) In-house; 2-5) Construction contract; 6-7) Exhibits	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	
Audio of Steam Engine Room	1	2	2	2	N/A	Sign on how to operate audio recording is difficult to see and audio decibel level is not adjustable.	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.	Audio description for all videos in the park	Long-range interpretive plan and visitor information signage	No	Yes	No	No	Contracted out	Chief of Interpretation	Mid-term	

**"Hercules" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Ship Accessible Route and Walking Surfaces	1	3	1	1	1	The ship's running slopes and cross slopes exceed the maximum allowable. The clear space with the route is very narrow, with steps at all doorways to go through the middle of the ship.	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.	Investigate if signs on Hyde Street Pier can be a part of the reprinting of waysides project	Long-range interpretive plan, sign planning packages (cyclic maintenance), development concept plan	Yes	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	
Interpretive Waysides (on Route and Hyde Street Pier)	2	1	2	1	N/A	Waysides have gray and red fonts and unclear line work making the waysides difficult to read.	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.	Investigate if signs on Hyde Street Pier can be a part of the reprinting of waysides project	Long-range interpretive plan, sign planning packages (cyclic maintenance), development concept plan	Yes	PMIS 245427	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	In PMIS, waiting on funding, The park attained funding for a Targeted Accessibility Improvement Project that funded design of accessible routes from Jefferson Parking to Balclutha. This includes redoing interpretation orientation in the VC, along Hyde Street Pier and on Balclutha. The project includes physical improvements including reduction of barriers and installation of lifts to the Tween and Cargo decks.

**"Hercules" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
																		The project is fully designed and waiting for national funding
Three-Dimensional Model (Visitor Center)	2	1	2	1	N/A	Three-dimensional model is very fragile and within a glass case.	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).	Bundle with tactile models of other ships or park relief map in visitor center	Long-range interpretive plan	Yes	PMIS 245427	Only if mounted to structure	Yes	Contracted out	Chief of Interpretation	Long-term		In PMIS, waiting on funding, The park attained funding for a Targeted Accessibility Improvement Project that funded design of accessible routes from Jefferson Parking to Balclutha. This includes redoing interpretation orientation in the VC, along Hyde Street Pier and on Balclutha. The project includes physical improvements including reduction of barriers and installation of lifts to the Tween and Cargo decks. The project is fully designed and waiting for national funding
Tactile Model (Hyde Street Pier)	2	1	2	1	N/A	There is no tactile model provided of the "Hercules" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "Hercules" along rail of Hyde Street Pier at location where the ship can be viewed.	Bundle with tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term		

**"Hercules" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	N/A	There is no cell phone tour audio stop for the "Hercules".	1) Provide audio description on cell phone tour and large-print transcript that describes the "Hercules."	Bundle all park cell phone tour	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone tour is in-house	Chief of Interpretation	Long-term	

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution



**HYDE STREET PIER AND STRUCTURES IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Hyde Street Pier and Structures Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Store (Kingspoke)	1	2	1	1	4	There is not a variety of purchasing options with 48" reach range.	Coordinate with Kingspoke to implement the following solution. 1) Provide a variety of purchasing options within a 48" reach range. 2) Provide signage to request assistance if necessary.	Communicate all items to tenant together	N/A	No	No	No	No	Tenant modification	King Spoke Liaison	Short-term	Completed, The store realigned items to have some of each item placed with in 48".
Transaction Counter (Kingspoke)	1	2	1	1	4	Forward approach is not possible at transaction counter due to purchasing options in knee clearance space. There is no toe clearance under counter.	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.	Communicate all items to tenant together	N/A	No	No	No	No	Tenant modification	King Spoke Liaison	Short-term	Completed, The counter was altered so that one of the cashregisters met this standard.
Wayfinding and Orientation Signage	1	1	2	1		Characters on signage are not in a readable font, font size is too small, and the contrast is too low to be easily discernible. Some text is in italics. The directional signage at the entrance to the pier does not have a tactile map.	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.	2015 project is creating new signs	N/A	No	PMIS #174498	Done	Done	In-house and contracting	Chief of Interpretation	Short-term	Completed, The park replaced the sign at the entrance with a raised line drawing of each ship and a raised line map of the pier to provide a tactile understanding of the resources. It is large font with high (black/white) contrast.

Hyde Street Pier and Structures Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Comment Box	1	3	1	1		The cross slope at the comment box is greater than 2%.	1) Relocate the comment box to a location where the surface is a maximum of 2% running and cross slopes.	N/A	N/A	No	No	No	No	In-house	Chief of Interpretation	Mid-term	
Exhibit (Shipwright Shop)	1	2	2	1		The shop has a gate that is too high and difficult to see over.	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.	With other exhibits	Hyde Street Pier plan	Yes	No	Yes	Yes	In-house facilities	Chief of Maintenance	Mid-term	
Accessible Route and Walking Surfaces (Boat Shop)	1	2	1	1		Stairs make visitors with mobility impairments unable to access the raised platform to view ship building activities. Handrails on stairs do not have extensions.	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.	With other accessible routes	N/A	No	No	Yes	No	In-house	Chief of Cultural Resources	mid-term	Assessment Workshop Notes: 1 and 3: Stairs to be removed now that Eva B is out of shop. A better solution will be designed for future work.
Exhibit (Knot Tying Station)	2	2	1	1		The rope provided is not flexible and too short to tie knots.	1) Provide a longer and more flexible rope at the exhibit for knot tying.	Update with other Hyde Street Pier interactives	N/A	No	No	No	No	In-house	Chief of Interpretation	Short-term	<b>Accessibility Workshop Notes:</b> \$42,000 has been appropriated this spring for exhibits along the pier.  Refer to Identification #___ for additional implementation detail and accomplishments.

Hyde Street Pier and Structures Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Foot Shower	1	2	1	1		The foot shower requires pinching and twisting to operate.	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.	N/A	Facilities 2016 work plan	Yes	No	Yes	No	In-house	Chief of Maintenance	mid-term	
Fee Booth	1	1	2	1		The fee booth counter is a protruding object.	1) Place the donation box with slot at 48" maximum between posts to obstruct protruding object.	N/A	N/A	No	No	No	No	In-house	Chief of Interpretation	Mid-term	
Restroom	1	2	2	1		Interpretive signage within restroom does not have high contrast. There is no tactile sign on latch side of door. Coat hooks are too high. The baby changing station is too high.	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.	With other restrooms	Bundle with work on museum restroom	Yes	Facilities project and interpretation for signs	National Environmental Policy Act	No	2-4) In-house	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	
Exhibit (Boat Shop)	2	1	2	2		Interpretive panels are difficult to see. There is no cell phone audio tour stop at this location.	1) Angle the interpretive panels along the raised platform for increased visibility. 2) Provide a cell phone audio tour stop of the exhibit.	Bundle with other cell phone tour items	N/A	No	No	No	No	In-house	Chief of Interpretation	1) Mid-term; 2) Mid-term	
Car Parking	1	2	1	1	3	Does not meet required number of accessible parking spaces.	1) Four accessible parking stalls are provided on Jefferson Street (one van accessible and three car accessible stalls). There are currently between 301 and 400 parking stalls parkwide. At least eight stalls are required to be accessible with 2 designated as accessible	Accessible route	Accessible route	Yes	Facility; needs PMIS	Yes	Yes	Contract	Chief of Maintenance	Mid-term	

Hyde Street Pier and Structures Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							van parking stalls. The eight stalls are distributed throughout the park. See "Car Parking Implementation Strategy" for more information.										
Accessible Route and Walking Surfaces (Kingspoke)	1	2	1	1	4	There is no landing at the main entrance. There is more than 1/4" threshold into main entrance.	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".	Communicate all items to tenant together	N/A	No	No	Yes	Yes	Tenant modification	King Spoke Liaison	Mid-term	N/A, The store, King Spoke, closed in FY2019 and no longer serves a public purpose. A new ramp with turnaround and cross slop has a conceptual design and will be implemented if the building is returned to public use.
Proposed Outdoor Seating (Wapama)	1	2	1	1		Provide a companion seating space in outdoor seating area.	1) Provide companion seating space in outdoor seating arrangement that is not within the primary route of circulation.	Accessible route and walking surfaces	Wapama Shed planning	Yes	Yes	Yes, part of engine structure compliance in PEPC	Yes	Contract or purchase	Chief of Cultural resources and Chief of Interpretation and Visitor Services	Mid-term	
Exhibit (Block and Tackle)	1	3	1	1		The exhibit is inaccessible due to the A-frame structure.	1) Relocate bottom stretcher to the back side of frame. Lower top stretcher so that its top side is 30" maximum above the ground.	Update with other Hyde Street Pier interactives	N/A	No	No	Yes	No	In-house	Chief of Interpretation	Mid-term	Completed, 2017 maintenance completed modifications.
Cell Phone Tour	2	1	1	2		Not all stations on the pier have audio programs.	1) Provide cell phone audio tour stops about waysides, exhibits, and ships along Hyde Street Pier.	Update park cell phone, bundle all improvements	Long-range interpretive plan	No	Yes (nonfacility)	No	No	Cell phone tour is in-house, and app is contracted out	Chief of Interpretation	Mid-term	
"Grace Quan"	1	3	1	1		Docks are floating and difficult to maneuver.	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	This should include the other small craft as well	Long-range interpretive plan	Yes	No	Yes	Yes	1-2) In-house and 4) Contract	Chief Cultural Resources and Maritime Museum and Chief of Interpretation	Long-term	1) Completed 2)not completed3)4), There is now an interpretive wayside on Hyde Street Pier. .

Hyde Street Pier and Structures Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							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.								n and Visitor Services		
View Scope (at End of Pier)	1	3	1	1		View scope is inaccessible due to height and railing along pier.	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".	Accessible route and walking surfaces and bundle with Maritime Museum periscope	N/A	Yes	Facilities project for ramps, interpretation and visitor services, exhibits for equipment, and exhibit	Yes	Yes	1) In-house for ramps and rails; 2) Work with vendor who owns scope	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	
Interpretive Waysides	2	1	2	1		The typeface is difficult to read because of script fonts and poor contrast between text and background images and colors. Red text is used, as well as italics.	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: This solution applies to all interpretive waysides throughout Hyde Street Pier.	Bundle with other wayside items	Long-range interpretive plan	Yes; need new FMSS	PMIS 245427	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.
Tactile Models	2	1	2	1		There is no tactile model provided for the ships on Hyde Street Pier.	1) Provide a tactile model of each ship along Hyde Street Pier at location where the ship can be viewed.	Bundle with tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	Yes (facility project)	Yes	Yes	Contracted out	Chief of Interpretation	Long-term	

**Hyde Street Pier and Structures Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution

**“LEWIS ARK” HISTORIC VESSEL IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, “Actions Taken by the Park,” as improvements are made.

“Lewis Ark” Historic Vessel Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Interpretive Waysides	1	1	2	2	N/A	Alternative formats for communicating content are not provided.	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.	Bundle with other ship interpretive waysides	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Mid-Term	
Cell Phone Tour (Hyde Street Pier)	2	1	2	1	N/A	There is no cell phone tour audio stop for the “Lewis Ark.”	1) Provide audio description on cell phone tour and large-print transcript that describes the “Lewis Ark.”	Redo park cell phone tour	Long-range interpretive plan	No	No	No	No	Cell phone tour in-house	Chief of Interpretation	Mid-term	
Accessible Route and Walking Surfaces	1	3	1	1	2	There is no accessible route to walk through houseboat. Handrails on staircases do not extend beyond the top and bottom stair. Doorways are too narrow and have thresholds and steps throughout.	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	With other accessible routes	1–2) Facilities and ships long-range plan and Hyde Street Pier plan; 3) interpretation and visitor services	Yes	PMIS for facilities projects 1 and 2	Yes	Yes	Contract and in-house labor	Chief of Maintenance and Chief of Interpretation and Visitor Services	Long-term	

**"Lewis Ark" Historic Vessel Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							accessible through a live video feed with simultaneous audio tour and tactile map to be a part of guided tours that are not accessible.											
Three-Dimensional Model (Visitor Center)	2	1	2	1	N/A	Three-dimensional model is very fragile and in a glass case.	1) Provide a bas relief tactile model and cross section tactile model that is discernable to touch to understand the houseboat.	Bundle with provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan	Yes	Only if attached to structure	Yes	Yes	Contracted out	Chief of Interpretation	Long-term		
Tactile Model (Hyde Street Pier)	2	1	2	1	N/A	There is no tactile model provided of the "Lewis Ark" on Hyde Street Pier where ship is viewed.	1) Provide a tactile model of the "Lewis Ark" along rail of Hyde Street Pier at location where the ship can be viewed.	Provide tactile models of other ships or park relief map in visitor center	Long-range interpretive plan – Hyde Street Pier facility use plan	Yes	PMIS 245427	Yes, (PEPC, for a CE)	Yes	Contracted out	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.	

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution



**MARITIME MUSEUM IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Maritime Museum Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Building Entrance to Blue Room	1	2	1	1	1	There is no landing provided at the building entrance, and slopes to door exceed 5%.	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%.	Museum building exterior location and new ramps to be installed in 2017/2018; stairs will be addressed at that time	Sidewalk, bus station signs, main entrance	No	Ramp and reconfiguration to Blue Room / Bay View room; PMIS #213397	Yes	Done	Contract	Chief of Cultural Resources	Mid-term	Completed, A new complying entry was constructed at the Blue Room as part of the Fountains restoration project in 2018. Refer to form _____ for additional implementation detail and accomplishments.
Interpretive Waysides and Exhibit Cases	1	2	2	1		Glass case is not cane detectable. Red text, italics, and small font are used in some panels.	1) Replace wayside panels with 24 point font, minimum 70% contrast between text and images and background, and no italics.	Bundle with ongoing exhibit work and new shows	Long-range exhibit plan	No	PMIS 272951	No	No	In-house, produce guidelines for internal and hosted traveling exhibits	Chief of Interpretation	Long Term	PMIS submitted, waiting for funding. A project to rehabilitate the Maritime Museum exhibits has been developed. This includes accessibility improvements such as modifying cases, providing audio description, and designing media to comply with standards. Requested funding is in 2024.
Trash and Recycling (Exterior)	1	3	1	1		Surface is not at a 2% maximum running and cross slopes in front of some exterior trash and recycling receptacles. Some require a reach range to	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	Museum building exterior location, and bundle with all trash can work	Sidewalk, bus station signs, main entrance, Blue Room ramp	Yes	No	Yes	No	Facilities staff	Chief of Maintenance	Short-term	Completed, New ramp installed, bench and trash can removed.

Maritime Museum Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
						receptacles greater than 48".	operable part is 48" maximum.										
Benches (South Exterior)	1	2	1	1	1	Running slopes and cross slopes within companion seating space by benches are greater than 2%	1) Regrade companion seating space or relocate bench to be along accessible routes to have a maximum 2% running and cross slopes landing for companion seating.	Museum building exterior location, bundle with Aquatic Park benches	Sidewalk, bus station signs, main entrance, Blue Room ramp	Yes	No	Yes	No	Facilities staff	Chief of Maintenance	Short-term	Completed
Information Desks and Service Counters	2	3	3	1		The counter of the information desk is a protruding object.	1) Lower counter to 27" for knee clearance and add detectable cane warning.	Museum building interior locations	N/A	Yes	PMIS 272951	Yes	No	Either in-house staff construction or furniture replacement through purchase	Chief of Maintenance	Long-term	Submitted in PMIS, A project to rehabilitate the Maritime Museum exhibits has been developed. This includes accessibility improvements such as modifying cases, providing audio description, and designing media to comply with standards. Requested funding is in 2024.
Restrooms (Men's)	2	2	2	1	1	Toilet seat is too low. Grab bars have a protruding object too close to them. Mirrors and baby changing station are too high.	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.	Bundle with Hyde Street Pier bathroom modifications	PMIS #197627; toilet paper dispenser - replace museum building toilets with compliant dual flush units; in-house correction of protrusions, mirror height, and	Yes	Facility, PMIS #197627	Yes, done	No	Contract or in-house staff	Chief of Maintenance	Short-term	Complete, All toilets park wide were replaced and are now code compliant.

Maritime Museum Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
									changing stations								
Restrooms (Women's)	2	2	2	1	1	Toilet seat is too low. Grab bars have a protruding object above them. Baby changing station is too high. Door is too heavy.	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.	Museum building interior locations	PMIS #197627; toilet paper dispenser - replace museum building toilets with compliant dual flush units; in-house correction of grab bars, door pressure, and changing stations	Yes	Facility, PMIS #197627	Yes, done	No	Contract or in-house staff	Chief of Maintenance	Short-term	Complete
Exhibit (Prismarium Temporary Exhibit)	2	2	2	1		Exhibit signage has small fonts and italics. Shelving units are protruding objects.	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.	This is a changing exhibit, but apply this guidance on future exhibits	Museum use plan	No	PMIS 272951	No	No	In-house, produce guidelines for hosted traveling exhibits	Chief of Interpretation	Mid-term	Project for accessible cases in PMIS, A project to rehabilitate the Maritime Museum exhibits has been developed. This includes accessibility improvements such as modifying cases, providing audio description, and designing media to comply with standards. Requested funding is in 2024.

Maritime Museum Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Donation Drop Box	1	2	1	1		An accessible approach is not provided, and drop boxes are not located within adequate reach ranges.	1) Provide drop box slot between 15" and 48" in height.	Bundle updating all donation boxes	N/A	No	No	No	No	In-house, procure accessible unit	Chief of Interpretation	Short-term	Complete, box lowered
Blue Room Seating	1	2	1	1		No accessible seating and clear space between tables and chairs are provided in Blue Room.	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.	Museum building interior locations	Other senior center furniture and turning radius standards	No	No	No	No	Guidance from agreement manager to senior center staff	Chief of Admin	Short-term	Complete, Senior center has been instructed to set up tables in a way that accommodates 36" of clearance.
Senior Center (Women's Restroom)	1	2	1	1	1	Toilet seat is too high in accessible stall. There are no door pulls on both sides of door. Toilet paper dispenser is too far in front of centerline of toilet. Shelf in accessible stall is a protruding object. Coat hook is too high.	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.	Museum building interior locations, bundle with other restroom work	PMIS #197627; toilet paper dispenser - replace museum building toilets with compliant dual flush units; in-house correction of door pulls, dispensers, hooks, and shelf	Yes	Facility, PMIS #197627	Yes	No	Contract or in-house staff	Chief of Maintenance	Short-term	Complete, New toilets installed, toilet paper dispenser relocated, shelf removed, coat hook removed. Will have to investigate door pulls.
Senior Center (Men's Restroom)	1	2	1	1	1	Toilet seat is too high in accessible stall. There are no door pulls on both sides of door. Toilet paper dispenser is too far in front of centerline of toilet. Shelf in accessible stall is a protruding object. Coat hook is too high.	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)	Museum building interior locations	PMIS #197627; toilet paper dispenser - replace museum building toilets with compliant dual flush units; in-house correction of door pulls,	Yes	Facility, PMIS #197627	Yes	No	Contract or in-house staff	Chief of Maintenance	Short-term	Complete, New toilets installed, toilet paper dispenser relocated, coat hooks removed.

Maritime Museum Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
							Lower coat hook to be at a maximum of 48" reach range.		dispensers, hooks, and shelf								
Senior Center (Tactile Signage)	1	1	2	1	1	There is no tactile signage provided to permanent rooms.	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.)	Museum building interior locations	Other senior center findings	Yes	No	Yes	No	In-house (park) staff	Chief of Administration and Chief of Maintenance	Short-term	Complete, Senior center staff advised about signage requirements
Senior Center (Doors)	1	2	1	1	1	Doors are not operable with a closed fist. Some doors to rooms are greater than five pounds of pressure to open.	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.	Museum building interior locations	Other senior center findings	Yes	No	Yes	No	In-house (park) staff support as directed	Chief of Administration and Chief of Maintenance	Mid-Term	
Senior Center (Fitness Center)	1	2	1	1		There is no 36" by 48" clear space next to different types of fitness equipment.	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.	Museum building interior locations	Other senior center furniture and turning radius standards	No	No	No	No	Guidance from agreement manager to senior center staff	Chief of Administration	Short-term	Complete, Senior center staff advised about clearance requirements.
Senior Center (Snack Bar)	1	2	1	1		There is no turning space with 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.	Museum building interior locations	Other senior center furniture and turning radius standards	No	No	No	No	Guidance from agreement manager to senior center staff	Chief of Administration	Short-term	Complete, Senior center notified about turn around requirements

Maritime Museum Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Car Parking	1	2	2	1	1	There are not enough accessible parking stalls. There is no curb cut and ramp provided to access the sidewalk.	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.	Museum building exterior location, bundle with other accessible parking stall relocation and painting	N/A	Yes	Facilities project, PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	Accessibility Workshop Notes: Interpretive panels are to be replaced this spring.
Bus Drop-Off Area	2	2	2	1		There is no bus route identification signage. Bus platform does not have detectable warnings.	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	Museum building exterior location and bundle with other City of San Francisco projects	N/A	Yes	May need PMIS; facilities and interpretation and visitor services shared project	Yes	Yes	Contract for signs; City or NPS labor	Chief of Maintenance and Chief of Interpretation and Visitor Services	Mid-term	

Maritime Museum Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							and underlined text to be avoided. Graphics to have at least 70% contrast. 3) Provide alternative formats (braille, large-print and/or audio tour).											
Accessible Route and Walking Surfaces (Exterior)	1	2	1	1		Cross slopes are steeper than 2% in front of museum. Stairs in front of museum do not have handrails.	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.	Museum building exterior location and new ramps to be installed in 2017/2018; stairs will be addressed at that time	N/A	Yes	Need facilities project PMIS	Yes	Yes	Contract	Chief of Maintenance and Chief of Cultural Resources	Mid-term	A project in 2018 to provide new ramps was not undertaken due to cost overruns. Refer to Identification #___ for additional implementation detail and accomplishments.	
Accessible Route and Walking Surfaces (Interior)	1	2	1	1	1	Stairs inside the museum do not have handrails which extend past the top and bottom riser. People are not able to access the fourth floor via the elevator. Fourth floor is not accessible.	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.	Bundle with museum building exterior railings, no special events are offered on the fourth floor due to inability to make it accessible	Museum use plan	Yes	Yes	Yes	Yes	Contract	Chief of Cultural Resources/C OM	Mid-term		
Viewing Area (Third Floor Terrace)	2	3	2	1		The viewing scope is too high above the ground.	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	Bundle with Hyde Street Pier viewing scope ramp	Long-range exhibit plan	Yes	No	Yes	No	1) Facilities staff, 2) Work with scope vendor, owner, and exhibits	1) Chief of Maintenance, 2) Chief of Interpretation and Visitor Services	Mid-Term		

Maritime Museum Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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".											
Exhibits (Main Level Near Primary Entrance)	2	1	2	2		Some objects are located in a glass case and not identified or interpreted. Some exhibits are protruding objects.	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.	With other exhibits at Maritime Museum	Museum facility use plan	No	No	No	No	In-house, produce guidelines for hosted traveling exhibits	Chief of Interpretation	Mid-term		
Exhibit (Sparks, Waves, and Wizards on Third Floor)	2	1	2	2		Signage contains red text and italics. There is a protrusion along the accessible route. Counter is too high. There is no way to change the volume on the audio.	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.	Bundle with exhibit work in lobby	Museum use plan	Yes	Yes	Yes	Yes	In-house, produce guidelines for hosted traveling exhibits	Chief of Interpretation	Long-term		

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution



**MUNICIPAL PIER IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Municipal Pier Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Car Parking	1	2	1	1	2	Does not meet required number of accessible parking spaces.	1) Two accessible parking stalls are provided on Van Ness Street. See "Car Parking Implementation Strategy" for more information.	Jefferson Street parking, parking in proximity to Sea Scout base, and Argonaut Parking	Lower Van Ness corridor plan	Yes	Facilities PMIS needed	Yes	Yes	Contract	Chief of Maintenance	Mid-term	
Accessible Route and Walking Surfaces	1	3	1	1	2	There is no access to the sidewalk by the benches, due to curbing. The gate is locked to access the pier, and there is not a clear space.	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".	Bundle with benches in Victorian Park, Aquatic Park, and at Beach Street	Rehabilitate the Municipal Pier	Yes	PMIS #152877	Yes	Yes	Contract	Chief of Maintenance	Long-term	
Benches	1	2	1	1	2	There are not an adequate number of companion seating spaces next to benches with equal views through the lower sections of the safety wall.	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	Bundle with benches in Victorian Park, Aquatic Park, and at Beach Street	Rehabilitate the Municipal Pier	Yes	PMIS #152877	Yes	Yes	Contract	Chief of Maintenance	Long-term	

Municipal Pier Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											

± See appendix B for definitions of terms  
 \* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)  
 ∞ Describe which other services, activities, and programs could be combined in this solution

**SEA SCOUTS BUILDING AND MARITIME HERITAGE LEARNING CENTER IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Sea Scouts Building and Maritime Heritage Learning Center Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Car Parking Areas	1	2	1	1		Does not meet required number of accessible parking spaces.	1) Four accessible parking stalls are provided on Van Ness Street (one van accessible and three car accessible stalls). See "Car Parking Implementation Strategy" for more information.	Jefferson Street accessible parking stalls	Car parking areas	Yes	Yes	Yes	Yes	Contract	Chief of Maintenance	Mid-term	<b>Assessment Workshop Notes:</b> 1) All visitors use the valet parking through the hotel. The Argonaut does not provide any parking for visitors. 2) There are currently between 301 and 400 parking stalls park wide. At least eight stalls are required to be accessible with two designated as accessible van parking stalls. The eight stalls are distributed throughout the park.
Interpretive Wayside	2	2	2	2		There is no interpretive wayside to describe the functions and use of the building.	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.	This would be part of 2020 project for waysides in Aquatic Park	Long-range interpretive plan	Done	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house.	Chief of Interpretation	Mid-term	
Accessible Route and Walking Surfaces	1	3	1	1		There are stairs from Van Ness down to the main entrance.	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	Must evaluate the long-term use of this building; due to its location over water with rising sea level, this building may need relocated	Lower Van Ness corridor plan	Yes	Yes	Yes	Yes	Unknown; if abandonment and relocation is the solution, then new location and or design is required, followed by contract	Chief of Maintenance and Park Leadership	Long-term	

**Sea Scouts Building and Maritime Heritage Learning Center Implementation Strategy Table**

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							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.											

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution

**VISITOR CENTER IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Visitor Center Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N) ±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Donation Box	1	2	1	1	2	Donation box is out of reach range.	1) Relocate or provide drop box between 15" and 48" in height.	Bundle visitor center accessibility items	Facilities and ships 2016 work plan	Yes	No	No	No	Staff labor	Chief of Maintenance	Short-term	Complete, Box Lowered
Restroom	2	2	2	1	1	Signage is not located on the latch side of the door. Mirror is too high above ground. Changing station is not at an adequate height.	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.	Bundle visitor center accessibility items	Facilities and ships 2016 work plan	Yes	No	Yes	No	Staff labor	Chief of Maintenance	Mid-term	
Exhibit (Ship Building Tools)	2	1	2	1	1	Tactile museum object reproductions and other exhibits are available. Font sizes are too small.	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.	Bundle visitor center accessibility items for exhibits in visitor center	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	No	Yes	Work with Argonaut to update their exhibit	Chief of Interpretation and Parks Argonaut Liaison	Mid-term	
Audiovisual Programs and Videos	2	1	2	2	2	Audiovisual programs and videos are inaccessible.	1) Provide audiovisual programs and videos with open captioning, clear graphics with high contrast, and a variety of transcripts.	Bundle visitor center accessibility items for exhibits in visitor center	Long-range interpretive plan	No	PMIS #131682	Not unless new screens are installed	Yes	Contracted out	Chief of Interpretation	Mid-term	Complete, The films in the rear exhibit and the theater are now open captioned and audio described.
Interpretive Panels	2	2	3	1	2	The typeface is difficult to read because of poor contrast with the background image. Red and blue text are used, as well as italics. Some	1) Replace signage with minimum 24-point text with high contrast and without the use of italics. 2) Repair interpretive panels to be operable with five pounds or less of force.	Bundle visitor center accessibility items	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	

Visitor Center Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N) ±	PMIS (Facility or Nonfacility and #)±	Compliance Needed (CE/EA/EIS/Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
						interpretive panels get stuck. An interpretive panel in the men's restroom has italics and colored text.											
Exhibits and Maps	2	2	2	1	2	Exhibits do not provide a variety of textures to differentiate model features, such as touchscreen exhibits. Exhibits are found on the visitor center ramp but have no level landings.	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.	Bundle visitor center accessibility items	Long-range interpretive plan	Yes; need new FMSS	PMIS 245427	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	Design in complete. The fabrication/installation is in PMIS. The park is formulated in 2022 for a Targeted Accessibility Improvement Project that will resolve this issue.
Cell Phone Tours and Audio Programs					2	Exhibits with audio features often conflict with one another.	1) Trigger audio exhibits to begin when visitors enter a space.	Bundle visitor center accessibility items for exhibits in visitor center	Long-range interpretive plan	Yes; need new FMSS	Yes (exhibit cyclic); need new PMIS	Yes	Yes	Contracted out and in-house	Chief of Interpretation	Long-term	
Museum Objects	2	2	2	1	2	Tactile museum object reproductions and other exhibits are available; however, there could be a greater variety.	1) Provide a greater variety of tactile museum objects for a larger and more diverse population.	Bundle visitor center accessibility items for exhibits in visitor center	Long-range interpretive plan	Yes	Yes (facility project)	Only if attached to structure	Yes	Contracted out	Chief of Interpretation	Long-term	

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution

**WAREHOUSE / COLLECTIONS FACILITY IMPLEMENTATION STRATEGY TABLE**

Implementation strategy tables describe barriers to accessibility, levels of access, recommended solutions, time frames for action, and additional information for NPS staff to implement solutions over time. It is the responsibility of the park to document notes for implementation and to complete forms in appendix E, "Actions Taken by the Park," as improvements are made.

Warehouse / Collections Facility Implementation Strategy Table																	
Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #) ±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing													
Information Desk (Proposed)	NA	NA	NA	NA	N/A	There is no information desk and sign-in location for the warehouse; however, it is needed for this priority park area.	1) Provide a 36" minimum width by 36" maximum height with 27" knee clearance information desk for signing in to the warehouse.	Within same facility	N/A	Yes	Yes, No	No	Yes, No	Purchase furniture or build/alter existing with staff labor	Chief of Maintenance	Mid-term	
Seating (Proposed)	NA	NA	NA	NA	N/A	There is no seating space available at the entryway.	1) Provide seating or benches and at least one bench with a clear space (36" by 48") for companion seating.	Within same facility	N/A	No	No	No	No	Purchase furniture	Chief of Maintenance	Mid-term	
Restroom	1	2	1	1	N/A	Doors are greater than five pounds pressure to operate.	1) Reduce door pressure to operate doors to five pounds of pressure or less.	Within same facility	N/A	Yes	No	No	No	Staff labor to adjust doors	Chief of Maintenance	Mid-term	
Collections	1	2	1	1	N/A	There is no 36" clear space through collections. There are protruding objects and changes of vertical level greater than 1/4" over tracks.	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	Within same facility	N/A	No	No	No	No	Staff: relocate objects creating protrusions (cultural resources) install warnings at constructed protrusions (facilities and ships division)	Chief of Maintenance and Chief of Cultural resources	Mid-term	

Warehouse / Collections Facility Implementation Strategy Table

Service, Activity, or Program	Level of Access				PAMP Optimizer Band±	Barrier	Solution	Proximity to Other Recommended Solutions∞	Identify Associated Planning Efforts	FMSS Work Order Needed (Y/N)±	PMIS (Facility or Nonfacility and #) ±	Compliance Needed (CE/EA/EIS/ Section 106)*	Is Design Required?	How Work Will Be Accomplished	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)	
	Cognitive	Mobility	Vision	Hearing														
							designating an accessible tour route meeting ABAAS requirements.											
Accessible Route and Walking Surfaces	1	1	2	1	N/A	There is a protruding object in the entry hallway. There is no accessible ramp to access the warehouse.	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.	Within same facility	N/A	Yes	1) Facility project; 2) ramp requires PMIS	Yes	Yes, for ramp	Coordinate with the leaseholder for the recessed cabinet/in house. contract for the ramp	Chief of Maintenance	1) Mid-term; 2) Long-term	<b>Assessment Workshop Notes:</b> All visitors use the valet parking through the hotel. The Argonaut does not provide any parking for visitors.	

± See appendix B for definitions of terms

\* Categorical Exclusion (CE); Environmental Assessment (EA); Environmental Impact Statements (EIS)

∞ Describe which other services, activities, and programs could be combined in this solution



**SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK POLICIES, PRACTICES, COMMUNICATION, AND TRAINING IMPLEMENTATION STRATEGY**

This part of the plan provides accessibility guidance on barriers, levels of access, recommended solutions, and time frames for action. It also provides additional information for NPS staff to use in implementing solutions that have to do with park policies, practices, communication, outreach, and internal training opportunities at San Francisco Maritime National Historical Park. For each of these topics, the tables below include identification of barriers and necessary actions to improve internal park practices and policies, while also providing accessibility services and programs to the greater population of visitors. Many of these barriers and solutions relate to services, activities, and programs that are not required by law to be accessible; these are best practices to help park staff meet accessibility laws and requirements. A best practice is a method or technique that has consistently shown results superior to those achieved with other means, and that is used as a benchmark. Many of these strategies follow guidance that has been provided by the Washington Support Office and Harpers Ferry Center within the National Park Service.

- Park policies are adopted by the park and are those defined courses of action for reaching a desired outcome.
- Park practices are those habitual and/or customary performances or operations for reaching a desired outcome that the park employs.

San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table										
Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
<b>Postings and Publications</b>										
Architectural Barriers Act (ABA) Flyers Posted in Common Areas	1	1	2	2	There are no ABA flyers posted in common areas stating that the park follows those regulations for accessibility.	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.		Chief of Interpretation	Mid-term	
Junior Ranger Booklet	2	1	2	1	The Junior Ranger Program booklet is not provided in alternative formats.	1) Provide a large-print and braille version of the Junior Ranger Program booklet.	PMIS 227580	Chief of Interpretation	Mid-term	Complete
Publicly Shared Documents	2	2	2	2	There are publicly shared documents that have language that is discriminatory to people with disabilities.	1) Ensure publicly shared documents have no language that is discriminatory to people with disabilities.		Management Assistant	Short-term	Complete
Publications	1	1	2	1	1-3) There are no alternative formats for printed publications, brochures, and maps available to people with vision impairments. 4) Publications do not provide information on accessible services, activities, and programs.	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.	PMIS 227580	Accessibility Coordinator	1, 3-4) Short-term; 2) Mid-term	1) Complete, 2) complete. 3) In PMIS formulated 2019, 4) completed, A separate Accessibility guide was developed to provide detailed accessibility information
<b>Staff Training and Park Protocols</b>										

**San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table**

Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
Accessibility Awareness Training	2	2	2	2	There is no accessibility awareness training provided to staff at San Francisco National Historical Park.	1) Require yearly accessibility awareness training for all staff, including permanent and nonpermanent employees, starting with the training list provided on the Pacific West Region Accessibility Self-Evaluation and Transition Plan SharePoint site.		Accessibility Coordinator	Short-term	Completed in 2019 (ongoing), In 2019 the accessibility team conducted an accessibility awareness session at an all staff meeting. A quick guide to accessibility options for visitors was also distributed.
Accessible Facilities and Maintenance Training	2	2	2	2	There are no yearly trainings provided for maintenance staff on maintaining accessible programs, services, and activities at the park.	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.		Chief of Maintenance	Mid-term	
Accessibility for Project Managers Training	2	2	2	2	There are no yearly trainings provided for project managers (e.g., forms to address accessibility, entering information in PMIS, quality control of projects and designs, etc.).	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.		All Managers	Mid-term	
Accessible Interpretive Training	2	2	2	2	There are no yearly accessibility-related trainings provided for the division of interpretation and education.	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.		Chief of Interpretation	Short-term	Completed in 2017 (ongoing), In 2019 the accessibility team conducted an accessibility awareness session at an all staff meeting. A quick guide to accessibility options for visitors was also distributed. In addition a majority of interpreters attended accessibility and audio description training offered at Golden Gate Recreation Area in 2017 and 2018
Communication with Law Enforcement	2	2	2	2	There is no guidance on procedures for law enforcement to communicate with a person with a disability.	1) Provide a standard operation procedure for law enforcement to communicate with a person with a disability.		Accessibility Coordinator	Mid-term	
Emergency Preparedness	2	2	2	2	The park does not have a protocol in place for assisting people with disabilities in the case of an emergency.	1) Develop, distribute, and practice standard operating procedures for assisting people with disabilities in the case of an emergency.		Chief of Maintenance	Mid-term	Assessment Workshop Notes: Park could start by going to <a href="http://www.nvoad.org">www.nvoad.org</a> or contacting local Voluntary Organizations Active in Disaster (VOAD) to determine if there is a protocol already in place within local community.
Moveable Seating	1	2	1	1	1) There is no guidance or requirement for setting up moveable office spaces and conference rooms. 2) There is no guidance for maintenance staff on setting up accessible moveable seating or furnishings to create an accessible route and meeting space for public meetings, lectures, or education programs.	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.		Accessibility Coordinator	Mid-term	
Other Powered Mobility Devices	1	2	1	1	There is no specific guidance for where powered mobility devices are or are not allowed (e.g., sensitive resource areas) within the park.	1) Provide guidance outlining where other powered mobility devices are or are not allowed within the park.		Accessibility Coordinator	Mid-term	Assessment Workshop Notes: This includes wheelchairs and also Segways or other devices. Wilderness does allow for use of powered wheelchairs

San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table

Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
Service Animals	2	2	2	2	There is no specific guidance for where service animals are or are not allowed (e.g., sensitive resource areas) within the park.	1) Provide guidance outlining policy regarding service animals within the park. The park to include training for staff to understand what they may ask concerning service animals and what, if any, restrictions on service animals are present.		Chief of Administration and Business Services	Short-term	Completed 2017, 2019, In 2019 national guidance, followed by the park, was issued. Many staff attended the webinar offered by the Washington office on the topic.
Wheelchairs and Beach Wheelchairs	1	2	1	1	1) Wheelchairs and beach wheelchairs are not available at the park visitor centers, educational programs, and guided tours. 2) There is no guidance on how wheelchairs and beach wheelchairs are checked out and returned. 3) There is no guidance on how and when wheelchairs and beach wheelchairs are inspected, maintained, and cleaned before and after use. 4) Staff is not trained on the use and distribution of wheelchairs and beach wheelchairs. 5) Wheelchairs and beach wheelchairs are not marketed to visitors so that their availability is known.	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.		Accessibility Coordinator	Mid-term	<b>Assessment Workshop Notes:</b> Lots of changing conditions on beach. Could do during sometimes of the year (Memorial Day to Labor Day).
<b>Audio and Visual Programs</b>										
Assistive Listening Devices	1	1	1	2	1) Assistive listening devices are not available at the park visitor centers, educational programs, and guided tours. 2) There is no guidance on how assistive listening devices are checked out and returned. 3) There is no guidance on how and when assistive listening devices are inspected, maintained, and cleaned before and after use. 4) Staff is not trained on the use and distribution of assistive listening devices. 5) Assistive listening devices are not marketed to visitors to let them know that devices are available.	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.		Accessibility Coordinator	Short-term	1-4 Completed and ongoing 5) Sign in progress, Devices were purchased in 2016. The interpretation member of the accessibility team maintains them. A one-page quick start guide was developed on the devices so staff could operate them when needed.

**San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table**

Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
Live Audio Description	2	1	2	1	1) There is no live audio description for people with vision impairments provided on guided interpretive tours. 2) There is no training on live audio description for guided tours.	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.		Chief of Interpretation	Short-term	Initiated and completed, 1)Live Audio Description is available and has been used through a contractor, 2) a majority of staff went through descriptive training to add audio description to tours
Text Telephone (TTY) Machines	1	1	1	2	1) TTY machines are not available at all public telephones within the park. 2) A TTY number is not provided within publications and on the website. 3) There is no guidance on how and when TTY machines are inspected, maintained, and cleaned before and after use. 4) Staff is not trained on the use of TTY machines.	1) Provide a TTY machine at all locations 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 to 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.		Accessibility Coordinator	Mid-term	Completed, Technology has replaced the need for this. The park has put the number for free TTY service on its website and in the accessibility guide.
T-Coil Hearing Loops or Neck Loops	1	1	1	2	1) T-coil hearing loops or neck loops are not available at the park visitor centers, educational programs, and guided tours. 2) There is no guidance on how T-coil hearing loops and neck loops are checked out and returned. 3) There is no guidance on how and when T-coil hearing loops and neck loops are inspected, maintained, and cleaned before and after use. 4) Staff is not trained on the use and distribution of T-coil hearing loops and neck loops. 5) T-coil hearing loops and neck loops are not marketed to visitors so that they know the devices are available.	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.		Accessibility Coordinator	Short-term and ongoing	1-4 completed, 5) in progress, T Coils loops are bought and in place with receiving devices. Staff have been trained and there is a one page instruction guide. Signs to notify the public are being developed in 2019
Open Captioning and Audio Description	1	1	2	1	There is no open captioning available on park videos; it is currently closed captioned and not always turned on by interpretive rangers. There is no audio description of images being shown in the video.	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.		Chief of Interpretation	Mid-term	Near Complete, The Park films in the VC are now open captioned and audio described. A new interface with these versions and an accessible touch screen navigation (developed with Light House for the Blind) ids being installed in late 2019
<b>Visitor Information</b>										
Communication	2	2	2	2	There is currently no park accessibility contact identified at San Francisco National Historical Park.	1) Provide park e-mail address and telephone number on website and in publications for questions: SAFR_Accessibility@nps.gov.		Accessibility Coordinator	Short-term	

**San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table**

Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
Marketing	2	2	2	2	1) Groups with disabilities do not know the accessible services, activities, and programs available to them. 2) Groups with disabilities do not know the accessible services, activities, and programs available to them. 3) Groups with disabilities do not know the accessible services, activities, and programs available to them. 4) Groups with disabilities are not involved in park improvement projects as they occur (case-by-case basis).	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).		Accessibility Coordinator	Short-term	Completed, An email that goes to the park accessibility team is on the web and in the accessibility guide.
Reservations	1	1	1	2	1) There are no provisions or information provided to those with loss of, or no, hearing. 2) Information is not provided on alternative methods for making reservations. No information is provided on the website about accessibility of the facilities.	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.		Accessibility Coordinator	Short-term	1. Completed and ongoing, The local community with disabilities has been closely involved in the project to update Balclutha. Meetings were held with prototypes, raised line drawing, tactile models, and live ASL and Audio description to get community input. The park also attends an annual accessibility forum at the Ed Roberts center. As new projects happen that involve access the outreach to the community is conducted.
Signage	2	2	2	2	There is no signage or information available on the park website that alternative formats are available at the visitor center.	1) Provide signage at visitor center that accessible alternative formats are available.		Accessibility Coordinator, Information Technology	Short-term	Completed, This information is on the website as well as in the accessibility guide and the one page accessibility summary
Website	2	2	2	2	1) Website does not provide all services, activities, and programs available to people with disabilities. 2) Font sizes on websites cannot be enlarged manually and have low contrast (e.g., first letter of paragraph in red), all caps, italics, and special effects making the text difficult to read for those who are low vision. Some images are distorted or low resolution, making them difficult to see. Files are not readable with the use of screen readers.	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.		Chief of Interpretation	Short-term and ongoing	Completed
<b>Tours, Programs, and Special Events</b>										
Guided Tours, Educational Programs, and Special Events	2	2	2	2	1) There are no alternative formats for people with disabilities provided. 2) Conditions of the guided tour, educational program, or special event are not described in a publication or on a website. 3)	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		Chief of Interpretation	Mid-term	

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Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #)±	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
					Designated stopping points or resting areas for the guided tour are not 2% maximum cross and running slopes with a firm and stable surface and 30" by 48" clear space.	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.				
Sign Language Interpreters	1	1	2	1	1) There is no information informing visitors that sign language interpreters can be requested. 2) There is no way for people with hearing impairments to contact and schedule 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.		Accessibility Coordinator	Short-term	Completed, Services are listed on a sign in the visitor center. The park accessibility website and accessibility guide list the services offered.
Special Events	2	2	2	2	1) No opportunities for people who are blind, have low vision, and are deaf. Special events include Boat Launch, Shanty Sings, Sea Music Festival, Sea Music Concert Series, Junior Ranger, Lectures, Christmas at Sea, panel discussions, day of book reading. 2) On event announcements, there is no information on how people can call to request accommodations, if needed. Also, the announcement is not provided in alternative formats. 3) There is no guidance on providing access information on all event announcements. Information is not currently provided on announcements.	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.		Accessibility Coordinator	Short-term	Completed, The park offers T coil neck loops and live ASL for events. All announcements now include the contact for the accessibility team and information on scheduling for ASL or audio description.
<b>Concessions and Partnerships</b>										
Park Partner, Lessee, and Concessioner Services, Activities, and Programs	2	2	2	2	1) There is no guidance provided to park partners on providing accessible services, activities, and programs. 2) There is no guidance provided to outside groups for making accessible presentations to visitors. 3) There are no/some accessible programs, services, and activities at state partner lands. 4) There are no/some accessible programs, services, and activities at park partner concessions.	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		Management Assistant and Agreements Technical Representative	1-2, 4) Short-term; 3) Long-term	

San Francisco Maritime National Historical Park Policies, Practices, Communication, and Training Implementation Strategy Table

Service, Activity, or Program	Level of Access				Barrier	Solution	PMIS (Facility or Nonfacility and #) <sup>±</sup>	Responsible Person	Time Frame	Implementation Notes (e.g., date completed, funding request submitted, etc.)
	Cognitive	Mobility	Vision	Hearing						
						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.				

## 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.



## APPENDIXES

## **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>

The Architectural Barriers Act of 1968 requires physical access to facilities designed, built, altered, or leased with federal funds. The Uniform Federal Accessibility Standards (UFAS) are the design guidelines used as the basis for enforcement of the law. The UFAS regulations were adopted in 1984. Architectural Barriers Act Accessibility Standards (ABAAS) were revised and adopted in November 2005. Four federal agencies are responsible for the standards: the Department of Defense, the Department of Housing and Urban Development, the General Services Administration, and the US Postal Service. The United States Access Board was created to enforce the Architectural Barriers Act, which it does through the investigation of complaints. Anyone concerned about the accessibility of a facility that may have received federal funds can easily file a complaint with the United States Access Board.

#### **Section 504 of the Rehabilitation Act of 1973**

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

To the extent that section 504 of the Rehabilitation Act of 1973 applies to departments and agencies of the federal government, the parks operated by the National Park Service are subject to the provisions of that statute. As will be discussed below, both section 504 and the Architectural Barriers Act require the application of stringent access standards to new construction and the alteration of existing facilities. The Rehabilitation, Comprehensive Services, and Developmental Disabilities Amendments of 1978 (P.L. 95-602) extends the scope of section 504 of the Rehabilitation Act of 1973 (P.L. 93-112) to include Executive Branch agencies of the federal government. As amended, section 504 states:

Section 504: No otherwise qualified handicapped individual in the United States, as defined in Section 7 (6), shall, solely by reason of his handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. The head of each such agency shall promulgate such regulations as may be necessary to carry out the amendments to this section made by the Rehabilitation, Comprehensive Services, and Developmental Disabilities Act of 1978. Copies of any proposed regulation shall be submitted to appropriate authorizing committees of Congress, and such regulation may take effect no earlier than the thirtieth day after the date on which such regulation is so submitted to such committees.

As noted above, section 504 and the Architectural Barriers Act govern new construction and alterations. However, as a civil rights law, section 504 goes further. Unlike the construction-driven ABA mandates, section 504 also requires covered entities to consider the accessibility of programs, services, and activities.

#### **Section 508 of the Rehabilitation Act of 1973**

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

In 1998, Congress amended the Rehabilitation Act of 1973 to require federal agencies to make their electronic and information technology (EIT) accessible to people with disabilities. Inaccessible technology interferes with an ability to obtain and use information quickly and easily. Section 508 was enacted to eliminate barriers in information technology, open new opportunities for people with disabilities, and encourage development of technologies that will help achieve these goals. The law applies to all federal agencies when they develop, procure, maintain, or use electronic and information technology. Under section 508 (29 U.S.C. §794 d), agencies must give disabled employees and members of the public access to information that is comparable to access available to others. It is recommended that you review the laws and regulations listed below to further your understanding about section 508 and how you can support implementation.

### **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>

Achieving accessibility in outdoor environments has long been a source of inquiry due to challenges and constraints posed by terrain, the degree of development, construction practices and materials, and other factors. The new provisions address access to trails, picnic and camping areas, viewing areas, beach access routes, and other components of outdoor developed areas on federal sites when newly built or altered. They also provide exceptions for situations where terrain and other factors make compliance impracticable. In 2013, this final rule amended the Architectural Barriers Act Accessibility Guidelines by adding scoping and technical requirements for camping facilities, picnic facilities, viewing areas, trails, and beach access routes constructed or altered by or on behalf of federal agencies. The final rule ensures that these facilities are readily accessible to and usable by individuals with disabilities. The final rule applies to the following federal agencies and their components that administer outdoor areas developed for recreational purposes: Department of Agriculture (Forest Service); Department of Defense (Army Corps of Engineers); and Department of the Interior (Bureau of Land Management, Bureau of Reclamation, Fish and Wildlife Service, National Park Service). The final rule also applies to nonfederal entities that construct or alter recreation facilities on federal land on behalf of the federal agencies pursuant to a concession contract, partnership agreement, or similar arrangement.

### **Accessibility Standards for Shared Use Paths**

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

Shared use paths provide a means of off-road transportation and recreation for various users, including pedestrians, bicyclists, skaters, and others, including people with disabilities. In its rulemaking on public rights-of-way and on trails and other outdoor developed areas, comments from the public urged the board to address access to shared use paths because they are distinct from sidewalks and trails. Shared use paths, unlike most sidewalks, are physically separated from streets by an open space or barrier. They also differ from trails because they are designed not just for recreation purposes but for transportation as well. In response, the board is supplementing its rulemaking on public rights-of-way to also cover shared use paths. The proposed rights-of-way guidelines, which address access to sidewalks, streets, and other pedestrian facilities, provide requirements for pedestrian access routes, including specifications for route width, grade, cross slope, surfaces, and other features. The board proposes to apply these and other relevant requirements to shared-use paths as well. This supplementary rulemaking also would add provisions tailored to shared-use paths into the rights-of-way guidelines.

### **Draft Accessibility Standards for Public Rights-of-Way**

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

Sidewalks, street crossings, and other elements in the public right-of-way can pose challenges to accessibility. The United States Access Board's ADA and ABA Accessibility Guidelines focus mainly on facilities on sites. While they address certain features common to public sidewalks, such as curb ramps, further guidance is necessary to address conditions and constraints unique to public rights-of-way. The board is developing new guidelines for public rights-of-way that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The board's aim in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. Once these guidelines are adopted by the Department of Justice, they will become enforceable standards under ADA title II.

## Effective Communication

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

People who have vision, hearing, or speech disabilities (“communication disabilities”) use different ways to communicate. For example, people who are blind may give and receive information audibly rather than in writing and people who are deaf may give and receive information through writing or sign language rather than through speech. The ADA requires that title II entities (state and local governments) and title III entities (businesses and nonprofit organizations that serve the public) communicate effectively with people who have communication disabilities. The goal is to ensure that communication with people with these disabilities is equally effective as communication with people without disabilities.

- The purpose of the effective communication rules is to ensure that the person with a vision, hearing, or speech disability can communicate with, receive information from, and convey information to, the covered entity.
- Covered entities must provide auxiliary aids and services when needed to communicate effectively with people who have communication disabilities.
- The key to communicating effectively is to consider the nature, length, complexity, and context of the communication and the person’s normal method(s) of communication.

The rules apply to communicating with the person who is receiving the covered entity’s goods or services as well as with that person’s parent, spouse, or companion in appropriate circumstances.

## Reasonable Accommodations

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

Federal agencies are required by law to provide reasonable accommodation to qualified employees with disabilities. The federal government may provide reasonable accommodation based on appropriate requests (unless so doing will result in undue hardship to the agencies). For more information, see the Equal Employment Opportunity Commission’s [Enforcement Guidance: Reasonable Accommodation and Undue Hardship under the Americans with Disabilities Act \(external link\)](#).

Reasonable accommodations can apply to the duties of the job and/or where and how job tasks are performed. The accommodation should make it easier for the employee to successfully perform the duties of the position. Examples of reasonable accommodations include providing interpreters, readers, or other personal assistance; modifying job duties; restructuring work sites; providing flexible work schedules or work sites (i.e., telework); and providing accessible technology or other workplace adaptive equipment. [Telework \(external link\)](#) provides employees additional flexibility by allowing them to work at a geographically convenient alternative worksite, such as home or a telecenter, on an average of at least one day per week.

Requests are considered on a case-by-case basis. To request reasonable accommodations:

- Look at the vacancy announcement
- Work directly with person arranging the interviews
- Contact the agency [Selective Placement Program Coordinator](#)
- Contact the hiring manager and engage in an interactive process to clarify what the person needs and identify reasonable accommodations
- Make an oral or written request; no special language is needed

## Other Powered Mobility Devices

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

The definition and regulation to permit the use of mobility devices has been amended. The rule adopts a two-tiered approach to mobility devices, drawing distinctions between wheelchairs and other power-driven mobility devices such as the Segway Human Transporter. Wheelchairs (and other devices designed for use by people with mobility impairments) must be permitted in all areas open to pedestrian use. Other power-driven mobility devices must be permitted to be used unless the covered entity can demonstrate that such use would fundamentally alter its programs, services, or activities, create a direct threat, or create a safety hazard. The rule also lists factors to consider in making this determination.

## Service Animals

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

34.104 Definitions: Service animal means any dog (or miniature horse as outlined below) that is individually trained to do work or perform tasks for the benefit of an individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability. Other species of animals, whether wild or domestic, trained or untrained, are not service animals for the purposes of this definition. The work or tasks performed by a service animal must be directly related to the handler's disability. Examples of work or tasks include, but are not limited to, assisting individuals who are blind or have low vision with navigation and other tasks, alerting individuals who are deaf or hard of hearing to the presence of people or sounds, providing nonviolent protection or rescue work, pulling a wheelchair, assisting an individual during a seizure, alerting individuals to the presence of allergens, retrieving items such as medicine or the telephone, providing physical support and assistance with balance and stability to individuals with mobility disabilities, and helping persons with psychiatric and neurological disabilities by preventing or interrupting impulsive or destructive behaviors. The crime deterrent effects of an animal's presence and the provision of emotional support, well-being, comfort, or companionship do not constitute work or tasks for the purposes of this definition.

- a. General. Generally, a public entity shall modify its policies, practices, or procedures to permit the use of a service animal by an individual with a disability.
- b. Exceptions. A public entity may ask an individual with a disability to remove a service animal from the premises if:
  - i. The animal is out of control and the animal's handler does not take effective action to control it; or
  - ii. The animal is not housebroken.
- c. If an animal is properly excluded. If a public entity properly excludes a service animal under § 35.136(b), it shall give the individual with a disability the opportunity to participate in the service, program, or activity without having the service animal on the premises.
- d. Animal under handler's control. A service animal shall be under the control of its handler. A service animal shall have a harness, leash, or other tether, unless either the handler is unable because of a disability to use a harness, leash, or other tether, or the use of a harness, leash, or other tether would interfere with the service animal's safe, effective performance of work or tasks, in which case the service animal must be otherwise under the handler's control (e.g., voice control, signals, or other effective means).
- e. Care or supervision. A public entity is not responsible for the care or supervision of a service animal.
- f. Inquiries. A public entity shall not ask about the nature or extent of a person's disability, but may make two inquiries to determine whether an animal qualifies as a service animal. A public entity may ask if the animal is required because of a disability and what work or task the animal has been trained to perform. A public entity shall not require documentation, such as proof that the animal has been certified, trained, or licensed as a service animal. Generally, a public entity may not make these inquiries about a service animal when it is readily apparent that an animal is trained to do work or perform tasks for an individual with a disability (e.g., the dog is observed guiding an individual who is blind or has low vision, pulling a person's wheelchair, or providing assistance with stability or balance to an individual with an observable mobility disability).
- g. Access to areas of a public entity. Individuals with disabilities shall be permitted to be accompanied by their service animals in all areas of a public entity's facilities where members of the public, participants in services, programs or activities, or invitees, as relevant, are allowed to go.
- h. Surcharges. A public entity shall not ask or require an individual with a disability to pay a surcharge, even if people accompanied by pets are required to pay fees, or to comply with other requirements generally not applicable to people without pets. If a public entity normally charges individuals for the damage they cause, an individual with a disability may be charged for damage caused by his or her service animal.
- i. Miniature horses.
  - i. Reasonable modifications. A public entity shall make reasonable modifications in policies, practices, or procedures to permit the use of a miniature horse by an individual with a disability if the miniature horse has been individually trained to do work or perform tasks for the benefit of the individual with a disability.
  - ii. Assessment factors. In determining whether reasonable modifications in policies, practices, or procedures can be made to allow a miniature horse into a specific facility, a public entity shall consider
    1. The type, size, and weight of the miniature horse and whether the facility can accommodate these features;

2. Whether the handler has sufficient control of the miniature horse;
  3. Whether the miniature horse is housebroken; and
  4. Whether the miniature horse's presence in a specific facility compromises legitimate safety requirements that are necessary for safe operation.
- j. Other requirements. Paragraphs 35.136 (c) through (h) of this section, which apply to service animals, shall also apply to miniature horses.

#### **Section 17.549 Program Accessibility: Discrimination Prohibited**

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

Except as otherwise provided in §17.550, no qualified handicapped person shall, because the agency's facilities are inaccessible to or unusable by handicapped persons, be denied the benefits of, be excluded from participation in, or otherwise be subjected to discrimination under any program or activity conducted by the agency.

The reference to §17.550 in the below quotes is intended to address exclusions available to covered entities in connection with existing facilities.

#### **Section 17.550 Program Accessibility: Existing Facilities**

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

**(a) General.** The agency shall operate each program or activity so that the program or activity, when viewed in its entirety, is readily accessible to and usable by people with disabilities. This paragraph does not:

- (1) Necessarily require the agency to make each of its existing facilities or every part of a facility accessible to and usable by people with disabilities;
- (2) In the case of historic preservation programs, require the agency to take any action that would result in a substantial impairment of significant historic features of an historic property; or
- (3) Require the agency to take any action that it can demonstrate would result in a fundamental alteration in the nature of a program or activity or in undue financial and administrative burdens. In those circumstances where agency personnel believe that the proposed action would fundamentally alter the program or activity or would result in undue financial and administrative burdens, the agency has the burden of proving that compliance with §17.550(a) would result in such an alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the agency head or his or her designee after considering all agency resources available for use in the funding and operation of the conducted program or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, the agency shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that handicapped persons receive the benefits and services of the program or activity.

#### **(b) Methods.**

- (1) **General.** The agency may comply with the requirements of this section through such means as redesign of equipment, reassignment of services to accessible locations, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock, or any other methods that result in making its programs or activities readily accessible to and usable by people with disabilities. The agency is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. The agency, in making alterations to existing buildings, shall meet accessibility requirements to the extent compelled by the Architectural Barriers Act of 1968, as amended (42 U.S.C. 4151–4157) and any regulations implementing it. In choosing among available methods for meeting the requirements of this section, the agency shall give priority to those methods that offer programs and activities to qualified handicapped persons in the most integrated setting appropriate.
- (2) **Historic preservation programs.** In meeting the requirements of paragraph (a) of this section in historic preservation programs, the agency shall give priority to methods that provide physical access to handicapped persons. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative, methods of achieving program accessibility include:
  - (i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;

- (ii) Assigning persons to guide people with disabilities into or through portions of historic properties that cannot otherwise be made accessible; or
  - (iii) Adopting other innovative methods.
- (3) **Recreation programs.** In meeting the requirements of paragraph (a) in recreation programs, the agency shall provide that the program or activity, when viewed in its entirety, is readily accessible to and usable by people with disabilities. When it is not reasonable to alter natural and physical features, accessibility may be achieved by alternative methods as noted in paragraph (b)(1) of this section.

### **Section 17.551 Program Accessibility: New Construction and Alterations**

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

Each building or part of a building that is constructed or altered by, on behalf of, or for the use of the agency shall be designed, constructed, or altered so as to be readily accessible to and usable by handicapped persons. The definitions, requirements, and standards of the Architectural Barriers Act (42 U.S.C. 4151–4157) as established in 41 CFR 101 – 19.600 to 101 – 19.607 apply to buildings covered by this section.

### **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 16A establishes the framework for meeting reasonable accommodation requirements in all areas of employment, including: application, hiring, retention, promotion, recognition, and special hiring authority. Within this framework, NPS Human Resources and Equal Opportunity Program officials will take the lead in providing specific guidance and services to applicants, employees, and supervisors and other managers with respect to the provision of reasonable accommodation.

#### **Director's Order 42**

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

Director's Order 42 addresses accessibility for visitors with disabilities in National Park Service programs and services. It is the goal of the National Park Service to ensure that all people, including persons with disabilities, have the highest level of access that is reasonable to NPS programs, facilities, and services. The order gives detailed guidance based on the minimum requirements set forth in laws, rules, and regulations with the goal to provide the highest level of access that is reasonable, exceeding the minimum level of access required by law. The order sets forth six implementation strategies:

1. to increase employee awareness and technical understanding of accessibility requirements
2. to ensure all new and renovated buildings and facilities, and all new services and programs (including those offered by concessioners and interpreters) will be "universally designed" and implemented in conformance with applicable regulations and standards
3. to ensure existing programs, facilities and services will be evaluated to determine the degree to which they are currently accessible to and useable by individuals with disabilities
4. to ensure that barriers that limit access be identified and incorporated into the NPS Assets Management Program
5. to develop action plans identifying how identified barriers will be removed (where feasible)
6. to ensure action will be taken on a day-to-day basis to eliminate identified barriers, using existing operational funds or other funding sources or partnerships

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

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

All practicable efforts will be made to make NPS facilities, programs, services, employment, and meaningful work opportunities accessible and usable by all people, including those with disabilities. This policy reflects the commitment to provide access to the widest cross section of the public and 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. Specific guidance for implementing these laws is found in the Secretary of the Interior's regulations regarding enforcement and nondiscrimination on the basis of disability in Department of the Interior programs (43 CFR part 17, subpart E), and the General Service Administration's regulations adopting accessibility standards for the Architectural Barriers Act (41 CFR part 102-76, subpart C).

A primary principle of accessibility is that, to the highest degree practicable, people with disabilities should be able to participate in the same programs, activities, and employment opportunities available to everyone else. In choosing among methods of providing accessibility, higher priority will be given to methods that offer programs and activities in the most integrated setting appropriate. Special, separate, or alternative facilities, programs, or services will be provided only when existing ones cannot reasonably be made accessible. The determination of what is practicable will be made only after careful consultations with persons with disabilities or their representatives. Any decisions that would result in less than equal opportunity are subject to the filing of an official disability right complaint under the departmental regulations cited above.

### **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/>

The "Programmatic Accessibility Guidelines for National Park Service Interpretive Media" is for media specialists, superintendents, and other NPS employees and contractors who develop and approve interpretive media. Publications, exhibits, audiovisual programs and tours, wayside exhibits, signage, and web-based media provide park visitors with information and context so that their experience of visiting national parks can be both safe and meaningful. Park visitors who have physical, sensory, or cognitive disabilities have legally established civil rights to receive the same information and context that NPS



## 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, non-mandatory 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  
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Keri Koehler, Collections Manager  
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### **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  
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### **DENVER SERVICE CENTER**

Megan Braunschweig, Landscape Architect  
Dennis Brookie, Project Manager and Landscape Architect  
Tatiana Marquez, Economist  
Cynthia Nelson, Branch Chief

**APPENDIX D: PARK AREAS NOT PRIORITIZED**

The following park areas are those that were not considered priority park areas for this Accessibility Self-Evaluation and Transition Plan process and therefore did not receive in-field assessments. The prioritization process determined that key park experiences provided in non-priority areas were available in an equivalent way within the areas identified as priority park areas. While all park areas where a key park experience occurs may not be assessed at this time, all key park experiences in San Francisco Maritime National Historical Park will be accessible via the areas that were assessed.

Additionally, if any of the nonprioritized areas are improved by new construction or alterations in the future, the area will be assessed and improved to comply with the current Architectural Barriers Act Accessibility Standards.

Rationales are provided below for areas that were not considered priority park areas for this plan:

Park Area	Rationale
"Eppleton Hall"	This park area is connected to five key park experiences: maritime history, research and higher learning related to Pacific coast maritime history, the historic San Francisco waterfront setting, active maritime culture, and being on board a vessel in the water. However, it has very low popularity and/or visitation levels and a low number, type, and uniqueness of services, activities, and programs offered in the park area. Due to the gangway being narrow, unstable, and hazardous to safety, this park area is difficult to make accessible. A similar key park experience is provided at the "Alma" Historic Vessel, "Balclutha" Historic Vessel, "Eureka" Historic Vessel, "C. A. Thayer" Historic Vessel, and visitor center.