

REQUEST FOR PUBLIC COMMENT

Proposed Accessibility Improvements at Golden Gate National Recreation Area

Phase III

Introduction

In 2007 Golden Gate National Recreation Area (GGNRA) began a multi-year, multi-phase comprehensive evaluation of GGNRA facilities to identify any physical or programmatic barriers to access for people with disabilities. The Phase III accessibility assessment for the GGNRA included:

- Fort Mason facilities remaining from Phases I and II, including pedestrian access routes, the American Youth Hostel Dormitory, buildings used for the Home Away from Homelessness office and programming, chapel, community garden, special park uses office, Black Point Battery trail and picnic area, parking lots and buildings on quadrangle;
- Crissy Field beach access and viewing areas;
- Fort Point Battery East and trail;
- Fort Funston Battery Davis, trails, scenic viewing area, and ranger office;
- Ocean Beach promenade, beach access and restroom building;
- China Beach parking, scenic viewing area and restroom building;

- Baker Beach parking, picnic areas, trails, beach access, and interpretive opportunities for batteries located along the coastal trail;
- Battery Spencer at Fort Baker, campgrounds for Kirby Cove, Hawk, Haypress and Bicentennial, Miwok facilities, and various trails at Tennessee Valley and Marin Headlands.

GGNRA Prioritization Process for Barrier Removal

The GGNRA process for the removal of barriers to programs for Phase III will take into consideration the uniqueness of the key experiences, popularity and visitation rate, as well as the value of the resource, whether natural, historic or cultural. A high, medium or low priority for barrier removal is based on the combination of all these factors. Those Key Experiences that are most unique, most highly visited and have special resources are rated the highest. In contrast, if the Key Experience is available in multiple places, or if the historic resource is not unique, or the Key Experience has a low rate of visitation – that Key Experience receives a Low priority.

Time Frames for Providing Access to Key Program Experiences

Using the prioritization process for barrier removal approach, consideration of funding availability and compliance requirements; the following timeframes are proposed for providing access to identified program experiences in Phase III. The GGNRA team acknowledges that these dates could be

shorter if the opportunity for funding is available or if the barriers to programs are be incorporated into existing funded projects.

Short-term Projects: Considerations for categorizing a project as short-term/high priority include safety issues, whether the site is highly visited, whether there is funding currently or readily available, and simplicity of any barrier removal.

Midterm Projects: These projects typically require several months of planning, design or writing, and construction or installation. Completion of midterm projects may, therefore, require one to two years or more.

Long-term Projects: Long-term projects involve extended or complicated planning processes. They may encompass complicated structural design by an engineer or architect, or compliance concerns related to the National Environmental Policy Act (NEPA) or the National Historic Preservation Act (NHPA). Vetting of park projects that affect historic properties or natural resource areas typically take three to six years to complete.

Temporary or short term solutions to long-term issues

The GGNRA team acknowledges that providing access to some high priority key experiences will take a number of years. As such, the park will think creatively and look for temporary or short -

term solutions. The efforts for temporary or short term solutions will coincide with the time line mentioned above, which will assist in removing barriers.

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National Recreation Area

BAKER BEACH

A mile of shoreline is open for public recreation along Baker Beach. There are picnic areas, trails, and paths to the beach. The beach area is open for recreation and fishing, however swimming along Baker Beach is not recommended due to the strong rip currents. Interpretive demonstrations of Battery Chamberlin are provided on one Saturday each month. Baker Beach has a medium priority rating.

Proposed Accessibility Improvements

1. Visitor Orientation, Wayfinding and Trail Signage

A raised line tactile orientation map as part of an information kiosk at the north and south lots that tactually denotes the layout of the coastal area, accessible routes to the picnic areas, beach, Battery Chamberlin and other relevant amenities such as accessible restrooms and scenic viewing areas will be developed. In addition, a three-dimensional model of the coastline with prominent features including the location of the historic batteries, trails and other significant amenities is recommended for installation at Battery Chamberlin/north parking area and the south parking area.

Signage designating the trails at Baker Beach should be replaced and include a minimum of the following: the length of the trail or trail segment; surface type; typical and minimum tread width; typical and maximum running slope; and typical and maximum cross slope. The information provided on the signs shall also be made available in alternative formats.

2. Interpretive Exhibits (short-term)

The interpretive program for Baker Beach will be evaluated and prioritized to develop a new interpretive program of wayside exhibits, maps and models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information. A comprehensive plan for the use of an audio component and its delivery system at waysides will also be developed. Wayside exhibits should be placed throughout the recreation area and include tactile indicators in the pathway surface system to indicate to people they are approaching a wayside with interpretive information. The physical accessibility requirements of the exhibit panels include elements such as accessible fonts, text size and contrast along with panel viewing height and viewing angles.

3. Historic Batteries and Coastal Trail (short-term)

Historic batteries from the Cold War era dating back to the Civil War line the coast. Each battery has its own personality and contributes to the interpretive story of the coastal defense. The access route to Battery Chamberlin from the Baker Beach parking lot will be improved with grading and installation of a firm and stable surface material. The wayside that interprets Battery Chamberlin will be replaced with an accessible design. A tactile three-dimensional model of the battery gun is recommended for installation near the battery and as a complement to the live interpretive demonstrations that are presented. A tactile representation of the coastline in relation to the location of Battery Chamberlin is also recommended for this area of Baker Beach. A portable assistive listening system will be made available during the live battery gun demonstrations and other interpretive programs.

Battery Godfrey, Boutelle and Miller are the most easily viewed of the batteries nestled along the Coastal Trail between Fort Point and Baker Beach. The Coastal Trail is currently undergoing major reconstruction by the Trails Forever initiative of the Parks Conservancy. At present, the section from the southern point of the Golden Gate Bridge is being rerouted from the front of the batteries to the back of

the batteries. Accessible parking and an accessible route from the parking spaces to Battery Godfrey will be installed. The tactile representation of the coastline in relation to the location of the batteries is also recommended for this wayside interpretive location. The interpretive program of the batteries, here too, will be evaluated and prioritized to develop a new interpretive program of wayside exhibits, maps and models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information.

4. Parking (mid-term)

The accessible parking spaces in the north and south parking lots will be graded and resurfaced to correct the running and cross slopes and appropriate surface markings and signage installed. In the south picnic area one van accessible parking space will be installed along with a striped crosswalk from the parking space to the picnic facility entrance across the street.

5. Picnic Areas (short-term)

An outdoor recreation access route will be designed as a loop for the north picnic area from the parking lot to each picnic area and connecting with the restroom building. A similar outdoor recreation access route will be designed for the

south picnic areas connecting the proposed accessible parking space across the street. As picnic tables and grills are repaired or replaced, the new tables and grills shall be accessible. In addition, trash receptacles will be placed within the reach range on accessible routes.

6. Portable Restrooms (mid-term)

An accessible unit will be installed and located on an accessible route.

7. Restroom Building (short-term)

The restroom building in the north parking lot has men's, women's and family facilities. Multiple barriers were identified. Issues ranged from non-compliant signage, door pressure, positioning of toilets and grab bars, knee clearance and insulation of pipes at sinks, operating controls and reach ranges. These barriers will be corrected by 2017. The drinking fountain outside of the restroom will be replaced with an accessible hi-low unit that is located on an accessible route with clear ground space at each fixture.

8. Beach Access (mid-term)

A beach access route at the north parking lot, coinciding with the northernmost point of pedestrian access will be installed to provide a continuous route to the high tide level. An

additional beach access route at the south side of the beach coinciding with the south parking area will also be installed.

9. Baker Beach Trails

GGNRA has a number of routes that are designated as trails but do not meet the definition of a trail. Baker Beach has two routes identified as trails that are in actuality stairways providing access to various points within a site. These stairways are located at 25th Avenue to Baker Beach, and Chamberlin Staircase to Baker Beach. The park shall install handrails to each set of stairs.

10. Dune Trail Sand Ladder to Baker Beach

This trail itself is a sand ladder constructed of timber logs placed along the full width of the trail tread to help keep the surface (sand) in place. The sand surface is not firm and not stable and the depths of the treads vary due to the need to maintain the terrain of the trail. Due to the steep terrain and the surface material, the full length of this trail meets Condition for Exception 1 which states “compliance is not feasible due to terrain” (Draft Final – Outdoor 1019.2).

11. Battery Crosby Trail

This trail is the main route to Battery Crosby and also intersects with one of the trailheads for the Batteries to

Bluffs Trail. There are areas along the trail where the running slope requires resting intervals to be built either into the trail tread or alongside the trail tread when the existing terrain allows for it. There are segments of trail surface that should be resurfaced.

12. Lobos Creek Boardwalk Trail (mid-term)

This trail is a boardwalk trail that is 1852 linear feet of made of a recycled lumber material. The boardwalk's material is slippery when wet, has sections with excessive cross slope and is warping and bowing. The boardwalk will be replaced with one made of a slip resistant materials and ensure complaint cross slopes. Benches along the boardwalk will be replaced with accessible units on an accessible route.

13. Batteries to Bluffs Trail and Marshalls Beach Trail

The Batteries to Bluffs Trail and the Marshalls Beach Trail meet Condition for Exception 1 in the Draft Final Outdoor Developed Areas guidelines due to steep terrain

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CHINA BEACH

China Beach is located in a rocky cove south of Baker Beach. China Beach programs offered to visitors include picnicking and a beach. This assessment consisted of the exterior environment including all routes, picnic area, parking lot and bath house.

Proposed Accessibility Improvements

1. Visitor Orientation and Wayfinding

A tactile orientation map of the area denoting the location of the picnic area, scenic viewing area, accessible parking, beach route and other park amenities will be installed near the point of entry at the parking lot and outside the bath house.

2. Parking (short-term)

The China Beach parking lot has 37 standard parking spaces plus two designated accessible spaces. The accessible parking spaces and access aisles have running and cross slopes greater than 2.08 percent in all directions. The spaces will be graded and resurfaced to correct the slope, in addition to striping the spaces and installing vertical signage.

Once parked, visitors have a choice of following a steep stairway or road down to the bath house and beach. Neither

route is accessible. To provide a more direct accessible route to the picnic area, scenic viewing area and restroom building, provision of one or two accessible parking spaces are recommended to be located adjacent to the bathhouse.

3. Picnic Area and Restrooms (short-term)

Multiple barriers were identified in the area around the bathhouse. Issues ranged from inaccessible routes from parking to picnic and restroom areas, non-compliant elements in restrooms and inaccessible picnic tables, grills and ground surface.

A major redesign of the bath house and surrounding area is recommended to offer alternative parking spaces at the bath house elevation as described previously, to correct exterior accessible routes, to make the restrooms accessible and to provide an accessible picnic area with firm and stable surfacing.

4. Scenic Viewing Area at Bath House (mid-term)

The roof of the bathhouse provides an unobstructed view of the ocean and is accessible only by stairs. Lowered sections of the seawall will be provided along the accessible route on the north side of the bathhouse and at the picnic facility to provide accessible viewing opportunities.

5. Beach Access

There is an 8-12 ft change in elevation from the bathhouse and picnic area to the beach level. The only existing means of access to the beach is either by the concrete staircases from the bathhouse or a maintenance ramp with excessive running slope. Based on the surface area necessary to provide ramp access from the bathhouse to the high tide level of the beach, the natural area could be significantly compromised. Accessibility improvements to nearby Baker Beach and Ocean Beach should be prioritized and marketed as alternative beach opportunities in lieu of providing a beach access route to the high tide level at China Beach.

Question: Public input is requested on whether accessibility improvements to Baker Beach and Ocean Beach will provide a similar but alternate visitor experience if beach access at China Beach cannot be achieved.

6. China Beach Staircase Trail (short-term)

China Beach Staircase trail does not meet the definition of a trail and is in actuality a stairway providing access to various points within a site. The park will install handrails at each set of stairs.

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Gate National Recreation Area
CRISSY FIELD

The Crissy Field paths, picnic areas, amphitheater, promenade and restroom building were assessed during Phase II. For Phase III, assessments concentrated on access to the beach, Warming Hut, Torpedo Wharf and Battery East trail.

1. Visitor Orientation, Way Finding and Trailhead

Visitor orientation and way finding recommendations for Crissy Field were presented in the Phase II findings. The signage designating the trails at Crissy Field and for the Battery East trails should be replaced and include a minimum of the following: the length of the trail or trail segment; surface type; typical and minimum tread width; typical and maximum running slope; and typical and maximum cross slope. The information provided on the signs shall also be made available in alternative formats.

2. Wayside Interpretive Exhibits

A three-dimensional tactile model of Battery East and its location along the coast is recommended for installation. As was recommended in Phase II for Crissy Field, the

interpretive program for Battery East will be included in the process to evaluate that which is presented in all of Crissy Field and establish priorities for the development of new interpretive wayside exhibits, maps and models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information.

3. Benches, Trash Receptacles and Dog Waste Posts

The benches, trash receptacles and dog waste posts at Crissy Field will be placed on accessible routes, and positioned on firm and stable surfaces with the highest useable portion of the dog waste posts mounted within reach range.

4. Crissy Field Boardwalks (short-term)

The three boardwalks that were assessed in this phase are: West Beach Boardwalk, Haas Plaque Boardwalk and East Beach Boardwalk have several access issues including excessive cross slopes, excessive changes in level and openings greater than ½ inches. All three boardwalks are recommended to be rebuilt to meet requirements.

5. Beach Access (short-term)

The coastal area at Crissy Field provides multiple recreation opportunities for visitors including beach activities. There is no accessible route from the Golden Gate Promenade to the

beach. The promenade is approximately 1 ¼ miles long and therefore requires that a minimum of two beach access routes be provided. Two locations, the east and west ends of the promenade, are recommended for construction of permanent beach access routes. Directional signage will be installed along the promenade and at the location of each beach access route designating it as the accessible means of access to the beach.

6. Old Coast Guard Station Parking Lot (mid-term)

The accessible parking space at the Old Coast Guard Station shall to be striped and signed as a van accessible space.

7. Warming Hut (short-term)

The entrance to the Warming Hut has a large natural compacted surface area adjacent to a poured concrete slab on the Southeast side of the building that has an excessive slope for an accessible route. This area will be graded, filled and resurfaced to correct the excessive slope. Adjustments to the front door is operating force will be made to ensure that the door has no greater than 5 lbs of operating force. If this cannot be accomplished the installation of an automatic or power-assisted door system should be evaluated. The free-standing round table that is affixed to a pole in the seating area will have posts added so that the bottom of the

table to the floor will be cane detectable and the function of the table will not be compromised.

8. Torpedo Wharf (short-term)

The pier at the Torpedo Wharf is open to public fishing, as well as programs such as crabbing demonstrations are conducted in this area. The pier has significant deterioration in the asphalt resulting in changes in level and openings in the surface greater than the maximum allowable by the accessibility standards. The uneven walking surface is challenging for visitors of all abilities. The feasibility of resurfacing the pier with asphalt should be determined. There is some concern about whether the structural integrity of the pier could withstand the weight of the machinery needed to asphalt the surface. If asphalt is not a feasible option for the pier, park management should consider other options such as providing a temporary path surface system or recycled lumber material on top of the existing surface.

9. Battery East Trails (mid-term)

The Battery East Trail is approximately 1,459 linear feet and is fed by two different trailheads; Battery East Spur 1 trailhead and Battery East Spur 2 trailhead. The entirety of this trail (including the two spur trails) is made up of two different types of surface material. The surface that begins at

the parking lot trailhead (Battery East Spur 1) is Natural Pave stabilizer and this surface material exists on the Battery East Trail as it veers off to the right (east) and ends at Hamilton Street. The surface material on Battery East Spur 2 is compacted soil and continues to the left (west) when it joins Battery East Trail along the backside of Battery East, thru the tunnel and ends at a picnic area with a scenic view of the Golden Gate Bridge and Bay.

Starting from the picnic area on the east side of the battery; the first 90 ft of the trail is made up of two sets of stairs that are on either side of the tunnel that goes under Battery East. The tunnel has an overhead clearance of 62 ½ inches at the entrance, which does not meet the required clearance of a minimum of 80 inches. Padded protection on the bricks is recommended to ensure persons with low or no vision can be protected while entering the tunnel. Due to the stairs and the steep terrain inside the tunnel, this 90 foot section of trail meets Condition for Exception 1 which states “compliance is not feasible due to terrain” and Exception 4 “Compliance is precluded by the Endangered Species Act” (Draft Final – Outdoor 1019.2). From 90 ft to 443 ft the trail has deficiencies such as tread obstacles, changes in level and a non firm and non stable surface, and is recommended to be resurfaced with Natural Pave or an equivalent stabilized

surface material.

Battery East Spur Trail 1 has running slopes that are greater than 5 percent and as a result, one resting interval at 194 ft from the trailhead shall be installed. Battery East Trail Spur 2 also has running slopes up to 16.6 percent at 12 ft from the trailhead which exceeds the maximum allowable running slope of 12.5 percent. There are also timbers installed along the full width of the trail tread being used as water bars that are creating tread obstacles greater than 2 inches in height. This trail will be graded and resurfaced to ensure running slope and tread obstacle guidelines are met.

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National Recreation Area
FORT FUNSTON

Fort Funston provides a variety of outdoor recreation opportunities including walking trails, nature viewing areas and an off-leash area for dogs and their owners. Interpretive waysides for the former Nike missile site are provided at the main parking lot and hang glider viewing deck, both of which are built over the Battery Davis fire control stations.

1. North Parking Lot (short-term)

The parking lot has 188 parking spaces plus four spaces designated as accessible. Scoping requires this parking lot to have a minimum of six accessible parking spaces. This parking area should be graded, resurfaced and striped to designate a total of six accessible parking spaces, one of which should be van accessible. The drinking fountain off the north parking lot near the hang glider deck should be replaced with a hi-low accessible unit. The current designated accessible portable toilet at the north parking will be replaced with one that meets all accessibility requirements.

2. Visitor Orientation, Way Finding and Trailhead Signage (mid-term)

There is a four-sided information kiosk located near the trail access point in the large parking lot that provides a map of the coastline. A tactile orientation map of the area denoting the location of the trails, scenic viewing areas and other park amenities is recommended. A three-dimensional model of the coastline with prominent features including the location of the historic batteries, trails and other relevant amenities is recommended for installation at Battery Davis and multiple points at Fort Funston, Baker Beach, Ocean Beach and along the Coastal Trail. The signage designating the trails at Fort Funston should be replaced and include a minimum of the following: the length of the trail or trail segment; surface type; typical and minimum tread width; typical and maximum running slope; and typical and maximum cross slope. The information provided on the signs shall also be made available in alternative formats.

3. Waysides and Interpretive Exhibits (mid-term)

Three sides of the kiosk at the north parking lot provide information about the history and habitat of Fort Funston. There are additionally three interpretive wayside exhibit panels at the hang gliding deck viewing area. All of these interpretive wayside exhibits give graphic and textual

information which is not accessible for people with visual and cognitive impairments. As such, the interpretive program for Fort Funston should be evaluated and priorities established for the development of new interpretive wayside exhibits, maps and models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information.

4. Battery Davis (mid-term)

The preservation and interpretation of Battery Davis is viewed as a significant visitor opportunity at Fort Funston. Currently there is no accessible route into Battery Davis from either the Sunset Trail or the adjacent path that leads to the picnic area from the trail. An accessible route to Battery Davis that connects Sunset Trail to the entrance to the Battery will be provided. The installation of a tactile three-dimensional model of the Battery near the new accessible route into Battery Davis is recommended to a program alternative for those visitors who are blind, experience vision loss, or have cognitive impairments.

5. Benches, Trash Receptacles and Dog Waste Posts (mid-term)

The benches, trash receptacles and dog waste posts at Fort Funston will be placed on accessible routes, and positioned

on firm and stable surfaces. The highest useable portion of the dog waste posts will be mounted within reach range.

6. Hang Glider Deck (long-term)

The existing wood boardwalk to the hang glider deck provides access from the north parking lot to the viewing area overlooking the shore. The structure is constructed over an original Nike Missile site with the concrete base end stations protruding through the viewing deck floor. The observation deck and accessible route to it will be redesigned with minimum impact to the concrete missile site underneath, and will include integrated wheelchair seating locations for observation of the hang glider programs and access to the scenic vista. Benches with back supports, arm rests and adjacent clear ground space for shoulder to shoulder wheelchair seating will be provided.

To the south of the boardwalk, there are two benches and one picnic table provided, none of which are on an accessible route. Constructing the new boardwalk will provide an opportunity to widen the area near the beginning of the route to include an accessible picnic area and sitting area that is sheltered from the wind by the small grove of trees and shrubs.

7. Muir Drive Sand Ladder, Funston Beach Trail (South) and Funston Beach Trail (North)

Muir Drive Sand Ladder trail is located approximately 2945 linear ft along Sunset Trail. Funston Beach Trail (South) is accessed via the corner of the north parking lot and Funston Beach Trail (North) is accessed via the portion of the Sunset Trail that meets Condition for Exception 1 due to its steep running slope and sand surface. All three trails meet Condition of Exception 1, which states “compliance is not feasible due to terrain” (Draft Final – Outdoor 1019.2) based on the steep terrain and the sand surface material.

Alternatives to make these trails accessible, such as installing a temporary or permanent surface, would not be practical due to the steepness of the terrain and the sand drifts at Fort Funston.

8. Sunset Trail (mid-term)

The Sunset Trail, which is currently a down and back trail that traverses through the dunes and along the front of Battery Davis, measures approximately 3275 linear ft. The trail ranges from an average width of 4 ft to 8 ½ ft. The initial portion of the trail is a compacted brown shale surface while the remaining surface is asphalt. Three wood bridges in the initial portion of the trail that have excessive openings between planks corrected. The asphalt portion of the trail to

the turnaround point has excessive slope and will be graded and resurfaced to correct the slope issues.

The Sunset Trail beyond where it intersects with the Muir Drive Ridge and Muir Drive Sand Ladder does not meet requirements for maximum running slope beyond this point and meets the Condition for Exception for excessive terrain.

9. Chip Trail (mid-term)

Chip Trail is 818 linear ft that begins at a trailhead at the north parking lot and intersects with Sunset Trail. The trail is currently indistinguishable from its surroundings due to the eroded woodchip surface material. As a result, the surface is neither firm nor stable, rendering it inaccessible. This trail would be graded and resurfaced. The start point of the Chip Trail should be designated at the north parking lot and intersect with Sunset Trail, thus becoming the final segment of the Sunset Loop Trail. Accessibility improvements to this trail should be done in conjunction with improvements and alterations on the Sunset Trail.

10. Ranger's Office (short-term)

The south parking lot at the Ranger's Office has 13 parking spaces and one parking space will be designated as a van accessible parking space with vertical signage provided at the

front of the parking space. There is no accessible route to the main entrance to the Ranger's Office or level landing at the entrance. The entrance area will be graded to provide a 5 ft landing.

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National Recreation Area

FORT MASON

Fort Mason is managed to preserve the historic district and adaptively use the many historic military structures for a variety of park and park partner uses. Among those users are a small information center for national parks in the Pacific West Region in Building 201, park headquarters, and a hostel. Some buildings and routes were previously assessed in Phases I and II, including the Officers Club and park headquarters. The Phase III assessment concentrated on buildings for programs, special uses, park partners and accessible routes.

1. Exterior Pedestrian Routes & Wayfinding

The most significant barriers for physical access identified during Phase III at Fort Mason included running slopes and changes in level on exterior pedestrian routes where concrete or asphalt may be deteriorating. In many instances the running slope for the pedestrian route runs parallel with the roadway making grading to accessible slopes impractical due to the existing topography. This issue magnifies the importance of providing a main pedestrian route from the public bus stop at Bay Street to Building 201, as well as public vehicular access and accessible parking nearest the

recreational opportunities at Fort Mason. Conceptual designs for exterior access to buildings such as the chapel, officers club, park headquarters, and quadrangle to strike a balance between accessibility needs while preserving the historic landscape of Fort Mason are under development.

Visitor wayfinding at Fort Mason is unique since there are multiple points of public access from the bordering streets. Kiosks with information panels and a raised line map are recommended to be located at the various points of entry to the recreation area. The information panel should include a tactile map of the area, accessible amenities, and features, such as stairways and hilly terrain and indicate the accessible pedestrian routes. The kiosks should be located at main gathering points such as the parking lots and the points of entry from the neighborhood along Bay Street.

2. Interpretive Wayside Exhibits (mid-term)

Interpretive wayside exhibits are located throughout the path system at Fort Mason. The waysides give graphic and text information on the area's historical significance, which is not accessible for people with visual and cognitive impairments. As such, the interpretive program for Fort Mason will be evaluated and priorities established for the development of new interpretive wayside exhibits, maps and

models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information. Wayside exhibits should be placed throughout the recreation area and include tactile indicators in the pathway surface system to indicate to people they are approaching a wayside with interpretive information.

3. Parking

The slope for accessible parking spaces and access aisles cannot exceed 2.08 percent. In these instances, the parking space and access aisle require grading and resurfacing to correct the slope, along with the addition of surface striping and signage for the designated accessible parking spaces.

- **Upper Fort Mason Parking Lot (2011):** There is currently no designated accessible parking at this location, and three accessible parking spaces will be created. The area will be graded and resurfaced to correct openings, changes in level and slope issues, and striping and signage for the designated accessible parking spaces will be added.
- **Black Point Battery Parking (long-term):** No designated accessible parking is available at this location. One accessible parking space will be created. The proposed parking space at the rear of the hostel will be graded and resurfaced to correct excessive slope, and striping and signage for the designated accessible parking space will be added. An accessible route from the new parking space to

the Battery will also be installed.

- **Funston Street Parking (2011):** The accessible parking space will be graded and resurfaced to correct slope issues and striping to designate the accessible parking space. Signage is already provided in this area. The drain cover in the space with openings greater than 1 inch will be replaced to ensure openings no greater than ½ inch.
- **Pope Road Parking Areas A & B (2011):** There is no designated accessible parking at either location. Accessible parking is not practical in these areas due to terrain and space requirements. One van accessible parking space will be provided on Franklin Street at Brooks House Number 2.
- **Parking for SPUG and Community Garden (long-term):** The existing accessible parking space that serves the Special Park Uses Group and the community garden is not located on the shortest accessible route from the parking area to the building and garden entrances, is not van accessible, and has slope that exceeds 2.08 percent in all directions. The accessible space should be relocated to an area with slope less than 2.08 percent and that provides the shortest accessible route from the parking area to the building and garden entrances. A curb ramp should be installed from the end of the access aisle to the sidewalk in front of the SPUG building. The area may require resurfacing to correct the cross slope. Striping and signage for the designated accessible parking space is required.

Options could include 1) grading the existing accessible space by moving the access aisle closest to the crosswalk with a van accessible space to the left of the access aisle; 2) cutting into the landscaped area between the brick access route to the community garden and the driveway to the community garden storage area. This would require substantial grading and extending the brick path to the new access aisle; or 3) designating parallel street parking with an access aisle cut into the existing sidewalk. The last option is not ideal since there is an excessive slope from the sidewalk to the community garden entrance and a manhole cover located in the general vicinity of the proposed access aisle.

4. Picnic Areas, Benches and Trash Receptacles

Picnic tables often lack the required clear width, knee and toe clearance to accommodate wheelchair seating. Picnic tables lack placement on accessible routes with accessible surfacing. Trash receptacles are often located adjacent to main circulation paths, but outside of the accessible reach range. Benches often lack back supports, armrests and the adjacent clear floor space for shoulder to shoulder wheelchair companion seating. Accessible picnic tables should be installed as existing tables are repaired or replaced. Trash receptacles should be located within the reach range on accessible routes. All new benches should have clear floor space on one side to accommodate

wheelchair companion seating adjacent to the bench. As benches are repaired or replaced, 50 percent of the new units should have a back support and at least one arm rest.

5. Chapel (2011)

The Chapel at Fort Mason is frequently used as an assembly area and reserved for special events such as weddings. Plans are being developed to provide an exterior accessible entrance to the Chapel. There are also plans to convert a room at the front of the building to a single user accessible restroom and “bride’s dressing room” available for weddings. In addition to the planning process currently underway, design work will be conducted to reconfigure the assembly seating area to accommodate wheelchair seating locations adjacent to companion seating; widen the doors and provide an area of rescue assistance at the rear of the building. An assistive listening system should also be provided.

6. Special Park Uses Group (long-term)

The Special Park Uses Group (SPUG) oversees the requests for facility rental and special event coordination at the facilities within the Golden Gate National Recreation Area. Design services will be conducted to develop an accessible entrance at either the front or rear of the building or as an alternate side entrance. If physical access is not feasible

based on the change in elevation and required space for an exterior ramp, SPUG should be relocated to an accessible location. Interim, short term corrective actions should include publicizing an advanced appointment procedure for applications submitted in-person; installation of a 2-way communication device at the entrance to greet and receive visitors who cannot access the front porch entrance; and an alternate accessible location for in-person applicants.

7. Historical Residences and Employee Areas (long-term)

The residential buildings 34, 35, and 37 along the MacArthur Avenue Loop East are currently used as office spaces for park employees and private organizations. The existing structures require accessible interior routes and clear floor space for the first floor restrooms. Building 34 South has been renovated for interior accessible routes and should serve as the design template for retrofitting other buildings for improved access. Exterior access into each building is necessary to provide access for meetings, reception of the public and accommodations for employees with disabilities as they may arise. These activities may be moved to accessible locations as temporary interim solutions. As of Phase III, park management is meeting to develop a long term plan for exterior access at buildings used for public access at Fort Mason. Selection of designs that are consistent with the historic period of architecture and historic fabric are

of key concern. Once the conceptual plans are developed, feedback from the public will be sought.

8. Community Garden (long-term)

The Fort Mason Community Garden has a rich history with GGNRA and is currently self-supported and managed by its members. There are 125 plots that are rented and maintained by families and individuals in the community. Hardware on the gates and water supply will be made accessible. A continuous accessible route with minimum 36 inch clear width and a firm and stable surface material is recommended for installation as the main path through the garden, to accessible garden plots and connecting other features such as the water sources, greenhouse, picnic area, and information kiosk. Since there are no specific accessibility standards for garden plots, best practice would suggest that a number of garden plots are identified as accessible garden plots, located on an accessible route, dispersed among different types of garden plots and able to be modified by height if necessary. The community garden club should be prepared to meet the requirements of Title III of the Americans with Disabilities Act by modifying the existing policy and procedures for requesting either a raised garden plot or a plot located along the accessible route.

9. Black Point Battery East & West, Black Point Battery Trail, Picnic Area and Black Point Battery

The recreation area at Black Point Battery offers opportunities for walking the trail, picnicking and interpretive history at Black Point Battery East and West. Landscape design work will be conducted to provide an access route originating from the picnic area to the lower level of Black Point Battery East and West so visitors can experience the unique artillery and battery structure up close. The Black Point Battery Trail and picnic area require grading and resurfacing to remove excessive slopes. The interpretive wayside for Black Point Battery East and West will be included in the implementation of a new interpretive wayside program at Fort Mason where information is presented in multiple modes of delivery including pictorial, textual, audio, and tactile information.

10. San Francisco Conservation Corps (Building 102) (long-term)

The San Francisco Conservancy Corps (SFCC) exists as a youth education and vocational center. SFCC is located in Building 102 at Fort Mason, which serves as a meeting site to prepare for service projects. Existing handrails for the exterior ramp and interior stairs will be replaced. Design work is required to configure an accessible restroom on the main level and an

11. A Home Away from Homelessness Office & Building 33 (long-term)

A Home Away from Homelessness is a non-profit organization which uses Fort Mason as one location for its administrative office (Building 9) and programs (Building 33). Building 9 is a converted one-story house with an exterior ramp at the rear of the building. Design work will be conducted to develop an integrated exterior access route to the building and allow more flexible use space of the back yard. Minor repairs will be made in the interior accessible restroom including removing the small dresser in the room to accommodate the required clear floor space, moving the grab bars, relocating the toilet paper dispenser and insulating the pipes under the lavatory.

Building 33 also has an exterior concrete ramp. Design work should be conducted to develop a new exterior accessible entrance that is consistent with the historic fabric and significant time period. In addition, the design work should include the provision of a continuous accessible interior route where, at a minimum, three interior doorways are widened, including the door from the library to the hall leading to the accessible restroom, the door from the library

to the kitchen, and the door from the kitchen to the dining room. Since the second floor of Building 33 does not have vertical access, the organization should be prepared to relocate the high school programs that usually occur on the second floor to the first floor or an alternate accessible location if a participant requires an accessible program location.

12. American Youth Hostel Dormitory (long-term)

Hostelling International manages transient lodging accommodations at Fort Mason. During the time of the Phase III assessment, Building 241 was undergoing renovation which included improvements for accessibility. The service counters at the front registration desk and at the café should be redesigned to include an integrated accessible counter surface with a minimum width of 30 inches and maximum height 36 inches above the finished floor. The youth hostel provides 26 guest rooms for transient lodging. Currently, two private rooms, A1 and A2, are identified as the accessible private rooms and are located at the east wing closest to the accessible kitchen and an accessible single user restroom with roll in shower. Multiple barriers were identified in the designated. Issues ranged from raised floor with excessive slope at the inside of each door entry, reduced width at the doorways and lack of level

landings. If structurally feasible, the recommendation for rooms A1 and A2 is to lower the floor and eliminate the excessive sloped entries into each room. If lowering the floor to eliminate the excessive slope is deemed structurally infeasible, identification of rooms 14 and 16 as the accessible rooms could be considered as an alternative. However the change in designation of accessible rooms to 14 and 16 would trigger immediate accessibility improvements to the east wing restrooms that serve these private rooms. The addition of a single user toilet room and roll in shower is also highly recommended to serve this room change.

Four hotel room communication kits should be acquired and made available at the front desk for guest when they check in. The kits should be equipped with a TTY, an alert system with notification functions for the telephone, doorbell/doorknock, alarm clock and sound monitor; a remote receiver; telephone handset amplifier; and audio/visual smoke detector. In addition, a TTY should be acquired for use at the front desk.

There is no accessible vertical access to the, kitchen and additional sleeping rooms. The long term use of the lower level containing a social room should be evaluated and a planned accessible route, either interior or exterior, should

be designed in order to more fully utilize the space and provide inclusive gathering spaces for guests.

REQUEST FOR PUBLIC COMMENT

Proposed Accessibility Improvements at Golden Gate

National Recreation Area

MARIN HEADLANDS

The outdoor recreation areas of Marin Headlands, located north of the Golden Gate Bridge, offer a variety of opportunities including hiking trails, scenic vistas, campgrounds, picnic areas, and interpretation of the uniqueness of the coastal headlands and military batteries dating back to the Civil War era.

1. Visitor Orientation, Way Finding and Trailhead Signage (mid-term)

Provision of a tactile orientation map of the area denoting the location of the trails, scenic viewing areas and other park amenities is recommended. A three-dimensional model of the coastline with prominent features including the location of the historic batteries, trails and other relevant amenities is recommended for installation at main points of pedestrian use. The trailhead signage designating the trails in the Marin Headlands should be replaced and include a minimum of the following: the length of the trail or trail segment; surface type; typical and minimum tread width; typical and maximum running slope; and typical and maximum cross

slope. The information provided on the signs shall also be made available in alternative formats.

2. Interpretive Exhibits

The interpretive program for Tennessee Valley and visitor destinations throughout the Marin Headlands should be evaluated and priorities established for the development of new interpretive wayside exhibits, maps and models where the information is presented in multiple modes of delivery including graphic, textual, audio, and tactile information. A comprehensive plan for the use of an audio component and its delivery system at waysides should also be developed. Wayside exhibits should be placed throughout the recreation area and include tactile indicators in the pathway surface system to indicate to people they are approaching a wayside with interpretive information.

3. Battery Spencer Parking Lot

GGNRA has a plan drafted and ready to implement to address the accessibility related changes that need to take place to bring the parking lot into compliance.

4. Battery Spencer (short-term)

The preservation and interpretation of Battery Spencer along with the scenic view and photo opportunity with the Golden

Gate Bridge in the background is considered a significant visitor opportunity at Battery Spencer. While the existing trail to Battery Spencer and the scenic viewing areas do not meet the proposed minimum accessibility guidelines for trails, park management has plans in progress to make the trail accessible.

The design and installation of a tactile three-dimensional model of the Battery in relation to the coast line and Golden Gate Bridge is recommended to be installed at the trailhead. This will provide an experiential program alternative for those visitors who are blind, experience vision loss, or have cognitive impairments. The interpretation of Battery Spencer should be included in the comprehensive plan for an audio component and delivery system. Trailhead signage should be installed to provide visitors with information to include a minimum of the following: the length of the trail or trail segment; surface type; typical and minimum tread width; typical and maximum running slope; and typical and maximum cross slope. The information provided on the signs shall also be made available in alternative formats.

5. Battery Spencer Trail (mid-term)

Battery Spencer Trail was under construction at the time of the assessment but will be brought into compliance upon

completion of the construction. The surface material of brown crushed shale was being laid on top of the base and the park was working to ensure a slope for the trail of less than 10 percent. The trail is the only access route from the parking lot to Battery Spencer. When the trail reaches the Battery, there are steps leading to the top of the Battery and then continues in a loop along the Battery back to the parking lot. To bring the second half of the loop into compliance, resting intervals are proposed along the sides of the trails where benches and overlooks currently exist and within the trail tread where necessary. The set of stairs from the trailhead that intersect with the loop will have handrails installed.

6. Campgrounds

The Hawk Campground is located in the hills above Erode Valley. There are two routes to the camping facility: one is a three mile hike on the Bobcat Trail beginning at the Marin Headlands Visitor Center; the other, a two-mile hike from the Tennessee Valley parking lot. This camping facility is walk-in only and would require a four-wheel drive vehicle to access if cars were permitted. The final trail ascent to the three available camping units has running slope between 23-34 percent with terrain that is not conducive for vehicular traffic meets Condition for Exception 1 which states “compliance is

not feasible due to terrain”. Currently the portable toilet is located at the bottom of the final ascent and when replaced, a fully accessible unit will be provided. **(short-term)**

The Haypress Campground is located in Tennessee Valley approximately three-quarters of a mile from the parking lot. A programmatic solution for visitors who are unable to traverse this distance is to allow vehicle access to the camping facility for campers with disabilities. Two accessible parking spaces with a shared access aisle will be provided at the camping facility. Two of the five individual camping units will be made accessible for people with disabilities (recommend sites number 2 and 3). Improvements will include replacing tent pad sand surfaces and the natural dirt/grass surface for that serve as outdoor recreation access routes with a firm and stable surface material. Relocate the fixed food storage boxes at sites 2 and 3 to provide the clear ground space required at the fixed accessible picnic tables. Replace the portable toilet with a fully accessible unit. When replacing the other five picnic tables at the camping facility, provide fully accessible units. Lower the kiosk or replace it so that the height is 24–36 inches from the bottom of the exhibit frame to the finished grade. **(short-term)**

Bicentennial Campground sits approximately 100 yards from

the parking area at Battery Wallace. Campers must walk in from the parking area. Due to the steep grade on the route to the campground from the parking area, a programmatic solution of allowing campers with disabilities to drive their vehicle to their camping facility is recommended. Provide two accessible parking spaces with a shared access aisle and vertical signage at the camping facility. If the programmatic solution of accessible parking spaces near the accessible camping units is in place, the fire gate must be replaced with a more accessible system that can be easily operated by someone with physical disabilities. The area just beyond the fire gate, will require grading to provide a level area for a vehicle to stop and then to continue its descent to the camping facility. Two of the three camping units at the camping facility will be made accessible (recommend the north and west units). A firm and stable ground surface, such as brown crushed shale, is needed at the designated accessible camping units as well as along the access routes to the portable toilet, trash receptacle and information kiosk. Replace the sand tent pad with a firm and stable surface. Replace the picnic tables and portable toilet with accessible units. Replace the hardware on the food storage boxes so that they can be operated by a person with limited dexterity. **(mid-term).**

The Kirby Cove camping facility has five camping units, each having at least three tent pads, picnic tables, and a fire ring. Two of the three camping units will be made accessible (recommend Area 1 and Area 3). Area 1 has three tent pads with sand surfaces and Area 3 has four. The sand will be replaced with a firm and stable surface that allows use of tent stakes and other tent securing devices. For both sites, the natural dirt/grass surface for this camping unit as well as for the outdoor recreation access route to the comfort station and to the outdoor constructed features within the camping unit must be replaced with a surface that is firm and stable. Either the crushed and compacted brown shale or a paved surface is proposed for use at this location. The required clear space shall be provided around the tent pads, picnic tables, food storage box, and fire ring at both sites. Both Area 1 and Area 3 have three existing picnic tables and two at each site will be placed with accessible units. Hardware on the food storage box is not accessible to individuals with impaired dexterity and should be replaced. At the Area 1 site, an outdoor recreation access route shall be created to the scenic viewing area west of the tent pad at the highest elevation. Add an accessible picnic table at the scenic viewing area.

There are three comfort stations with pit toilets at Kirby Cove

Campground. The outdoor recreation access route to the northwest comfort station closest to Area 3 will be graded to correct for excessive running slope.

The outdoor recreation access route to the day use picnic area at Kirby Cove shall be graded to 10 percent maximum running slope and resurfaced with brown shale and a landing provided at the base. The day use area has two levels and the lower level can be easily renovated for accessibility. Improvements include resurfacing the area to raise the ground level at the fixed picnic tables to meet the height requirement for knee clearance. Replace the non-fixed picnic table with an accessible unit. Relocated to the south side of the picnic area to ensure clear ground space on all usable sides. The upper level of the day use area is not accessible due to excessive slope caused by terrain. An equivalent scenic viewing experience can be gained at Battery Spencer or from camping Area 1.

7. Kirby Cove Trails (mid-term)

Although called “trails” the following do not meet the definition of a trail within Kirby Cove Campground: Kirby Cart Trail, Kirby Cove Spur Trail (East), Kirby Cove Spur Trail (West). Instead, these paths are pedestrian routes developed to provide access to elements within the camping facility

and, as such, are Outdoor Recreation Access Routes. The Kirby Cart Trail requires accessibility improvements to correct excessive running slopes by constructing it as a switchback trail from the parking lot to the bridge.

The main Kirby Cove Trail begins with stairs at the parking lot, intersects with the Kirby Cove Cart Trail, cuts directly through the middle of the camping units, intersects with the Kirby Cove Connector Trail, and ends at the Battery and day use picnic area. The trail has areas that meet Condition for Exception 1 which states, “Compliance would not be feasible due to terrain” (Draft Final – Outdoor, 1019) due to the five sets of stairs. However, the other facets of the trail need to remain in compliance to the maximum extent feasible. The section of the Kirby Cove Connector Trail at the end of the bridge before meeting the Kirby Cove trail should be addressed with grading and rerouting to correct excessive slope issues.

8. Tennessee Valley Road (long-term)

Tennessee Valley Road is classified as a road but maintained by the park and utilized by visitors as a trail, and therefore was assessed as such. This trail is the main access point from the Tennessee Valley parking lot to many trailheads and Tennessee Cove. The total length of the trail has two surface materials; asphalt for the first half and compacted and

crushed brown shale surface for the last half. The asphalt portion of the trail requires patching of the surface in areas where potholes have created tread obstacles and openings exceeding maximum requirements. The second half of trail requires reroute, grade and resurface of portions of the trail to correct tread obstacles and excessive slope.

9. Lower Tennessee Valley Trail (long-term)

The Lower Tennessee Valley Trail is comprised of a natural compacted dirt surface with one section where a wood bridge has been installed to elevate the trail over an area in the wetlands. The trail has two trailheads that join with the Tennessee Valley Road at each, and provides an alternative route through the wetlands for visitors. Due to runoff from Tennessee Valley Road and the hillsides, portions of the Lower Tennessee Valley Trail become non firm and non stable. The recommendation is to remove the existing surface and install boardwalk for the total length of this trail at 6 ft wide.

10. Rhubarb Trail (long-term)

While the entire length of the Rhubarb trail measures 1400 linear ft, the National Park Service owns and manages only 100 ft of the trail and Marin County is responsible for the rest. Therefore, only the first 100 ft of this trail was assessed

by NCA. The major deficiencies noted were tread obstacles up to 4 inches due to tree roots and stairs at 66 ft from the trailhead. This portion of the trail can be maintained as accessible to the maximum extent feasible and therefore the park shall address the tread obstacle deficiencies and continue to maintain the natural compacted dirt surface of the trail.

11. Trails Meeting Conditions of Exception

A number of trails in the Tennessee Valley/Marin Headlands area of GGNRA meet the Final Draft Guidelines for Outdoor Developed Areas Conditions for Exception. Meeting one or more conditions for exception means that the trail would not have to be made physically accessible. In these instances, programmatic alternatives would need to be explored. The following trails meet condition(s) for exception due to excessive slope, more than 30% of the entire length exceeding slope/tread obstacles, or no accessible trail that feeder trails:

- Battery Wagner Trail

- Oakwood Valley Loop Trail

- Oakwood Valley Trail

- Old Springs Trail

- Tennessee Beach Overlook Trail

- Pirates Cove Beach and Pirates Cove Trail

12. **Miwok Livery**

The Miwok Livery, formerly a Portuguese dairy ranch, is now the property of the National Park Service and is operated through a collaborative agreement as the Miwok Stables Center. The Center offers an equestrian instruction and trail riding program to the public as well as outreach programs for at-risk youth, therapeutic riding lessons and enrichment programs. It boards up to 50 horses, both privately owned and those used for public programs. The livery has several structures, including barns, stables, sheds, housing and a riding arena. Several of these are the original ranch structures requiring attention to historic preservation.

The outreach programs are provided through scholarship programs for children who are unable to afford riding lessons and therapeutic riding for people recovering from cancer. A discontinued program served at-risk youth. The Center does not provide options for customers with physical or cognitive disabilities. If someone with a disability inquires about their services, they are referred to another local program that is “very well funded”, well staffed and can work on a sliding scale. When working with customers who are deaf or have hearing impairments, staff relies on lip-reading for communication. In the spring, there is an annual Easter egg

hunt that attracted 1000 visitors in 2009. This program is open to the public and docents are available to give tours of the Miwok area. No alternative forms of communication are currently offered for this or any other public program. It is recommended that the staff of the Miwok Livery and the Miwok Stables Center receive training on disability awareness and accommodations for people with disabilities. Accommodations shall be provided for people with physical and cognitive disabilities and people with vision and hearing impairments. Assistive listening systems, interpreters and other forms of alternative communication must be advertised and available upon request.

Two areas for visitor parking are located south of the main barn complex: one just south of the office and the other across the road from the hay storage barn. Due to excessive slope, ground surfaces of both areas being non firm and non stable, and inaccessible paths of travel; the recommendation is to create a parking space on the west side of the barn complex next to the main office with a route allowing direct access to the porch outside of the main office should be provided. The recommended accessible route of travel from the proposed parking space is the north route around the complex which requires that the ground surface be repaired to provide a firm and stable surface.

In the main barn complex and the 8-horse stable, there is a change in level at the entrances to all of the common areas: the main office, the dressing room, the Camp Room, the viewing area of the riding arena, the two tack houses and the locker room. A design consultant is required to determine what modifications may be made for public access based on the historic significance of the structures. None of the horse stalls in the stables are accessible for people who cannot maneuver a change in level. Providing one accessible stall is recommended (stall number 9 in the main barn complex) which can be accomplished by providing a ramp and landing to the north door.

The portable toilet, picnic table and bench at the north end of the breezeway should be replaced with accessible units and located on an accessible route. At the east doors to the hay barn a solid drain grate or other covering is recommended to provide an accessible route through the Hay Barn doors.

REQUEST FOR PUBLIC COMMENT
Proposed Accessibility Improvements at Golden Gate
National Recreation Area
OCEAN BEACH

Ocean Beach is San Francisco's largest and widest beach stretching from the Cliff House to Fort Funston. A mile of the beach along the Promenade is open for public recreation. The area is open for walks, activities like playing Frisbee or flying a kite, and fishing along the shoreline. Fire rings are also available. Casual swimming at this beach is discouraged due to the strong rip currents.

1. Parking (mid-term)

There are three parking lots serving Ocean Beach. The main parking lot with entry to the Promenade is owned and managed by the City of San Francisco. Since this parking lot is not owned by GGNRA, it was not formally assessed.

However, the parking lot does serve the GGNRA Promenade, and thus it is highly recommended that the park management continue to work with the City of San Francisco to evaluate the accessible routes from the accessible parking spaces to the Promenade. There are areas where running slope, cross slope and changes in level should be corrected to meet the minimum accessibility standards.

There are north and south parking lots owned and managed by GGNRA. At the north parking lot of Ocean Beach there are a total of 63 spaces, two of which are marked as accessible. One additional van accessible parking space shall be added and designated with vertical van accessible signage. The south parking lot has a total of 61 spaces, with two spaces designated as accessible. One additional van accessible parking space shall be added.

2. Visitor Orientation and Wayfinding (mid-term)

A raised line tactile orientation map as part of an information kiosk at the accessible routes of entry to the Promenade and pedestrian points of entry for the north and south parking lots is recommended. The map of the area should tactually denote the layout of the coastal area, accessible routes and stairs at the Promenade, and other relevant amenities such as accessible restrooms, scenic viewing areas and fire rings.

3. Point Lobos Viaduct-Ocean Beach Promenade (long-term)

The Ocean Beach Promenade has a number of areas along the one mile stretch where the where there is excessive running and/or cross slope, as well as changes in level due to deterioration of the concrete surface. Those areas will be

graded and resurfaced to provide an accessible path of travel.

4. Beach Access (long-term)

There are 27 designated stairways from the Promenade to the beach and one maintenance ramp with no current accessible route from the Promenade to the beach. The Promenade is approximately one mile long and therefore requires a minimum of one beach access route constructed to coincide with an area of pedestrian access to the beach. Entry 16, located near the midpoint of the Promenade, is recommended for design and construction of a beach access route. This location has easy access from the parking lot and would provide access to the beach fire building programs permitted between entry points 15 and 20. Directional signage should be installed along the Promenade and at entry 16 designating it as the accessible means of access to the beach.

5. Benches, Viewing Scopes and Trash Receptacles (mid-term)

There are a total of 27 benches along the Promenade, spaced approximately every 200 feet and all lacking armrests and adequate clear ground space available next to the benches for shoulder-to-shoulder seating. Based on the best practices adopted by park management, 50 percent of the total

number of benches is recommended to have back support, at least one armrest and clear ground space for adjacent wheelchair companion seating. There are a total of four viewing scopes (two sets of two) along the Promenade, and all viewing scopes have the eye piece set at 60 inches above the ground. It is recommended that an additional wheelchair accessible viewing scope be placed near stairway 16, the recommended beach access point from the Promenade. The addition of an accessible viewing scope will require that a section of the sea wall be lowered to allow a full view using the lowered scope.

6. Restroom Building at Sloat Blvd (mid-term)

The accessible route from the accessible parking spaces to the restroom building is overgrown and covered by sand and the curb ramp at the northwest corner of the restroom building has excessive running slope. This section of curb ramp should be removed and reconstructed to correct the running slope. There are two benches at the viewing area of the circle drive. Add or replace one bench to provide back support, armrests and position to accommodate shoulder to shoulder wheelchair seating adjacent to the bench.

Placement of the bench should be carefully considered so that the wheelchair seating space or viewing arc are not obstructed by the support post of the cable fence.

The operating controls for the rinsing showers at the restroom building require adjustment or replacement to not exceed 5 lbs. of force for operation. The current drinking fountain will be replaced with a new combination hi-low drinking fountain with the required clear ground space for a forward approach. There are required fixes to grab bars, lavatory controls and toilet set heights in the restrooms have been identified and reported for work orders.

REQUEST FOR PUBLIC COMMENT

Proposed Accessibility Improvements at Golden Gate National Recreation Area

ALCATRAZ PASSENGER VESSELS (CONCESSION)

Visitor use programs and facilities to Alcatraz Island were assessed in Phase II. Three altered passenger vessels The Flyer, The Clipper, and Hornblower Hybrid have since been added to the Alcatraz Cruises fleet and were assessed in Phase III. Many of the same accessibility issues identified with the passenger vessels in Phase II are also present with the new vessels that have been added to the fleet. The elements assessed in this section are not assets of the National Park Service, thus deficiencies and recommendations for improving access are

given in greater detail in this section of the narrative report since the information will not be recorded in FMSS.

1. Pier 33

Pier 33 serves as the point of departure for visitors to Alcatraz Island. Pier 33 falls under the auspices of the San Francisco Port Authority. The paved asphalt route to the gangway should be graded and resurfaced to provide an accessible route with less than 5 percent running slope. The gangway is positioned on a hydraulic lift so that it can be raised and lowered with the tidal fluctuations minimizing the incline of the gangway as it transitions onto the passenger vessel. No accessibility issues were identified with the ticketing booths for Alcatraz Cruises.

2. Passenger Vessels: The Flyer, The Clipper and The Hornblower Hybrid

The U.S. Access Board initiated accessibility standard development for passenger vessels in 1998 and has since released draft guidelines in 2000, 2004, 2006 and 2008. It should be noted that the three passenger vessels assessed in this phase are considered “Altered” and were brought into operation between 2008 and 2009. Therefore, draft guidelines serve as the best and most current available information on accessibility guidelines for passenger vessels and should be applied in the alteration of these vessels.

Onboard Communications with Passengers

Announcements regarding the voyage and safety onboard are made via a public address system. The announcements, as presented, are not accessible to people who are deaf or hard of hearing. A flat panel monitor, currently available in the main cabin, projects a slide show of GGNRA images during the voyage and is not presently accessible to people with visual impairments. An LED or electronic message board is recommended for use in the main cabin to provide a visual display of announcements for passengers. The slide presentation should be audio described. In addition, it could be adapted to include the public announcements. Whenever communication is made with the public on board, the communication should be available both visually and aurally to ensure all passengers get the information.

Cabin, Dining Areas and Food Service Counters

The furnishings in the main cabin present a number of barriers to accessibility. Issues ranged from non-fixed tables and chairs throughout the main cabin not providing 36 inch clear width for accessible routes and a minimum 60 inch diameter turning space; tables not being cane detectable; low contrast colors for obstacles in path of travel; comment

box out of reach ranges. Recommendations include: arranging tables and chairs in the main cabin to maintain the appropriate requirements for path of travel; add a foot rail to the high cafe tables to make cane detectable; paint the vertical support post a high contrast color from the walls; and lower the comment box to within reach range.

All three passenger vessels provide food concessions. The top surface of the service counters are out of reach range and therefore, a portion of the counter surface on each vessel should be lowered to a 36 inch height above the finish floor for a minimum length of 36 inches. Menus should be provided in alternative formats including large print and Braille.

Onboard Single User Restrooms

The single user restrooms have a number of deficiencies. The issues include improper signage; light switch for the single user restroom on the Hornblower Hybrid is on a timer with a turning mechanism that may not be usable by people with limited dexterity. Recommendations include installation of accessible signage mounted at the latch side of the doors to include the pictogram, raised letters and Braille; and an operating mechanism on the light switch should be replaced by a switch that can be used with a closed fist. In addition,

doors to the restrooms require adjustment to 5 lbs. of force to open; a full length mirror should be installed or lowering of the existing mirror; toilet paper dispensers should be relocated beneath the grab bar; and the pipe under the lavatories should be insulated.

Men's and Women's Restrooms

The Flyer and Clipper are altered passenger vessels and therefore single user restrooms were added as mentioned above. The existing men's and women's restrooms could not be altered.

Access to Stern and Bow

Each passenger vessel has doors at the stern and bow allowing passengers to occupy the open deck areas while in transit. Each door has a threshold creating a change in level up to 1 5/8 inches. A minimum of one door at both the stern and bow should be made accessible with a double ramp and automatic door to allow passengers with disabilities the same opportunity to access the decks. The passenger vessel owners should work with the Administrative Authority, in this case the United States Coast Guard to ensure the vessels will still be in compliance as required by the US Coast Guard if alterations are made as recommended above.

Access to Upper Decks

The Flyer and Clipper have upper decks with stairs and the handrails do not have handrail extensions at the top and the bottom. Therefore the handrails should be replaced and installed with the appropriate extensions. In addition, the low overhead clearance in the stairways should be covered with protective padding and cautionary signage should be installed. The passenger vessel owners should work with the Administrative Authority, in this case the United States Coast Guard to ensure the vessels will still be in compliance as required by the US Coast Guard if alterations are made as recommended above.

Hornblower Hybrid Energy Demonstration

The Hornblower Hybrid has a recumbent bicycle set up inviting passengers to peddle and generate energy to power the vessel. The demonstration is not usable by someone who has limited ability in their lower extremities. Therefore, an additional station is recommended as an alternative such as a hand crank stationary bike that can be accessed by a person seated in a wheelchair.