



**Local Law 68 (2005)
Accessible Water Borne Commuter Services Facilities Transportation Act
New York City Department of Transportation
Report for July 1, 2019**

Section 19-711 of the New York City Administrative Code sets forth the semi-annual reporting requirements for Chapter 7 of Title 19 within the Administrative Code, also known as the Accessible Water Borne Commuter Services Facilities Transportation Act. In accordance with such reporting requirements, the New York City Department of Transportation (DOT) Ferry Division hereby submits the following:

Staten Island Ferry:

1. **Violations, Fines, Complaints and Litigation:**
Five (05) 311 Service Requests, No (00) ARTS/CCU Customer Comments, No (00) Ferry Survey Comments, No (00) Customer Comments. See attached spreadsheet.
2. **Safety and Training Procedures Implemented Pursuant to §19-708:**
In July 2005, the Ferry Division availed itself of an offer made by the Staten Island Center for Independent Living (SICIL) to assist in the development of a training program, which was specifically focused on the disabled. To this end, representatives from SICIL met with DOT and Global Maritime and Transportation School (GMATS) staff and assisted in developing a “disabled component” to the GMATS Training Program. This component has come to be known as the Disability Etiquette Training Course.

These components continue to be integrated into both the Standards of Training Certification and Watch keeping training and the Crowd Control and Crisis Management training, which all licensed officers are required to attend. The training includes an overview of the broad spectra of disabilities, including what to look for and how to deal with disability related issues during both routine and emergency situations.

As of February 2010, Customer Service Training is now required for all employees that deal directly with the traveling public. Incorporated into Customer Service Training is a portion called Sensitivity Training, wherein the techniques and strategies that are learned are likely to improve interactions between the crews and passengers with disabilities. Sensitivity Training is hosted by the Staten Island Center for Independent Living, a local organization, whose mission is to assist individuals with disabilities in obtaining or maintaining their independence in their community.



When performing scheduled emergency drills for the vessels and shore-side facilities, scenarios have been developed to include rendering assistance to disabled passengers. These scenarios and drills include emergency responses for a variety of potential events including fire, evacuation and general emergencies. The St. George and Whitehall Station Bills identify crew members whose primary emergency response duties are to assist disabled passengers when responding to site emergencies.

3. Other Compliance Information:

The Ferry Division continues to maintain two Talking Kiosks in Whitehall and St. George Terminals. These kiosks were installed in 2007 and 2008, respectively, in an effort to provide directional information to vision-impaired passengers to travel throughout the terminal and to other transit connections through the use of way-finding interactive software.

In addition to the Talking Kiosks, the Staten Island Ferry has worked with the Staten Island Center for Independent Living to create food and drink menus in Braille. These menus are available at the snack bar aboard the vessels. Also, tenants in the retail spaces of the terminals offer Braille menus for their venues as well. Furthermore, as of March of 2010, Ferry schedules are offered in Braille and in nine (9) foreign languages such as Italian, Spanish, Chinese, Haitian, Korean, Arabic, Bengali, Polish and Russian. In March of 2011 other documents were made available in Braille, including ferry safety announcements and fire/emergency procedures. As of January 2019, 30 foreign language versions of the Staten Island Ferry schedule are available in our Passenger Service Office or online.

Effective April 20, 2017, DOT promulgated rules establishing general boarding requirements as well as the procedure for permitting lower level boarding access. This procedure clarifies the current practice that allows passengers, most of whom are persons with disabilities, to board through the boarding doors on the ferry's lower level. Additionally, as of September 2017, lower level boarding is now available to all passengers.

Private Ferries:

1. Violations, Fines, Complaints and Litigation:
None.
2. Safety and Training Procedures Implemented Pursuant to §19-708:



All ferry boat operators that use DOT-owned ferry landings must obtain landing slot licenses from DOT. These licensees are required to comply with all applicable laws, including §19-708 of the Administrative Code.

3. Other Compliance Information:

Mechanized bow-loading slips continue to be in use at Pier 11 (total of eight), E. 34th Street (total of two), and Slip 5 of the Battery Maritime Building (total of one).

Mechanized side-loading slips continue to be in use at Pier 11 Slip D (total of 2) and E. 34th Street (total of 4). The Terminal at Pier 11 features two push button operated ADA automatic doors at the east and west entrances.

DOT budgeted \$14 million for Fiscal Year 2008 towards adapting city-owned commuter ferry facilities to comply with Chapter 7 of Title 19 of the Administrative Code. EDC retained the services of a team of architectural/engineering consultants to design the required improvements. The design team has investigated current conditions, evaluated the landings in terms of necessary improvements, met with disability advocate groups, and developed designs for the modification of the facilities. Construction of modifications at Pier 11 began in the fall of 2009, work at E. 34th Street in the summer of 2010, and work at Yankee Stadium in the fall of 2011. Yankee Stadium is currently out of service as no operators have requested landing slot licenses at this location. All construction was completed by year end 2012. Efforts were made to achieve the maximum amount of compliance feasible during this period.

A handwritten signature in blue ink, appearing to read "Denise D'Urso", written over a horizontal line.

Deputy Commissioner
Ferry Division

Date		Name		Summary		Action	
03/04/19	DPICONFERENCE@YAHOO.COM	"Disability door is not working."	"Staten Island Ferry Terminal, Whitehall Side Manhattan. Handicapped push bar is not operational and needs to be fixed."			Facilities Management contacted, door repaired, customer contacted.	
03/06/19	Anonymous	"Customer reports the button on the door for the disabled is not working. The automatic doors did not open."				Facilities Management contacted, door repaired, ticket updated.	
03/26/19	Anonymous	"I am disabled and I got to the ferry at 2:30 AM and there were delays. I asked to speak to the supervisor because they wanted us to sit at the lower level because of an inspection. I asked to lean on the railing of the steps because there is nowhere for us to sit after standing for 25 mins."				Facilities Management contacted, door repaired, customer contacted.	
05/03/19	Johnson, Cleopatra	The security at the ferry denied me access when I tried to board through the lower level Disability Access. I was informed unless there is a visible disability that they can see such as a neck brace or a cane. I missed the boat and I asked to speak to a supervisor and he said that is correct. I must receive a card from 311. The supervisor's name is Gonzalez.				Customer Contacted. The upper level was closed due to federally mandated security sweeps. Customer was advised that she could have sat in the ADA lower level waiting area.	
05/31/19	Ginco, Young					Customer contacted, information on how to apply for full access to lower level boading given to passenger. This process is IAW local law and boading procedures.	