



Local Law 68 (2005)
Accessible Water Borne Commuter Services Facilities Transportation Act
New York City Department of Transportation
Report for July 1, 2024

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:

One (01) 311 Service Requests, Three (03) ARTS/CCU Customer 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 Watchkeeping 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 spectrum 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:

In May 2023 the Department of Transportation partnered with the Port Authority of New York and New Jersey and NJ Transit and entered into a Proof-of-Concept agreement with Signapse AI through the annual Transit Tech Lab challenge. Signapse uses artificial intelligence (AI) to automatically translate written text to sign language video, enabling faster accessible content for the deaf community. The proof of concept aims to give near real-time American Sign Language (ASL) translations of service schedule announcements, including interruptions, delays, and safety announcements for the Staten Island Ferry. The company's final presentation took place this week and no determination has been made yet if we will move forward with Signapse. The next step would be to demo the AI technology in the Staten Island Ferry Terminals. The next meeting is scheduled for late July 2023. Testing a tool like this demonstrates that the SIF is willing to go beyond what is required by the ADA and to explore new technologies and methods of communicating with all of our customers.

In 2018 the Ferry Division began collaborating with a technology company to develop a visual display announcement system for the ferry terminal waiting rooms. Screens were installed in both ferry terminal waiting rooms, allowing hearing impaired passengers to read the schedule for upcoming ferries, including delays and cancellations, as well as announcements that are being made on the public address system. The system went live in July of 2020.

The Staten Island Ferry has worked with the Staten Island Center for Independent Living to create food and drink menus in braille. These menus will be available at the snack bar aboard the vessels. Also, tenants in the retail spaces of the terminals will offer braille menus for their venues. 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 2011, other documents were made available in braille, including ferry safety announcements and fire/emergency procedures. A Language Line 1 Solution Phone is available in the Passenger Service Office in St. George Terminal. It is a dual-handset phone that connects the users to an interpreter. The interpreters can translate English into more than 200 languages.



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.

Private Ferries:

1. Violations, Fines, Complaints and Litigation:

None (00) ARTS/CCU Customer Comment.

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. In December 2023, contracted work to install an ADA compliant flip-ramp on a third, non-mechanized bow-loading slip was completed at E. 34th Street Ferry Landing.

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 advocacy groups, and developed designs for the modification of the facilities. Construction of modifications at Pier 11 began in the fall of 2009 and work at E. 34th Street in the summer of 2010. All construction was completed by year-end 2012. Efforts were made to achieve the maximum amount of compliance feasible during this period.

On January 20, 2022, two magnetic signs were installed at E. 34th Street to assist passengers who are deaf or hard of hearing. The magnetic signs show which slips a route is boarding so passengers who are deaf or hard of hearing can receive the information visually. The information continues to be provided verbally as well.

Deputy Commissioner
Ferry Division

Local Law 68 Complaint Information July 2024

Type	Service Request #	Name	Incident Date	Complaint/Information	Resolution
311 Service Request	311-17972799	Fred Valente	3/18/2024	caller stated that there is no sign showing where people with disabilities can enter the ferry and the guards do not know.	Closed; Information Given; In Compliance
ARTS/CCU	DOT-642061-Y9D5	Donnie Chill	3/26/2024	Of the 5 escalators available at Whitehall - 3 working ones are set to go down. The remaining 2 escalators are out of service for over 2 months. Those are the ones that go up. There is ZERO WORKING UP ESCALATORS!!!! When is the DOT planning on fixing this problem? If the DOT does not plan on fixing it then open up the damn lower level for boarding. Bad enough that the deckhands don't wait for people to board now commuters have to scramble up the stairs to the furthest slip to board. Do your job!	Closed; Information given
ARTS/CCU	DOT-643158-G6S9	Michael Cox	4/3/2024	How can the NYC DOT allow every single escalator to be out of service all at the same time. And, then not allow boarding of the ferry from the lower level. Hell, I can't even remember the last time all the escalators were operating at the same time. Who's cousin has the repair contract? Hasn't the NYC DOT even heard of the Americans with Disabilities Act?	Closed; Information given
ARTS/CCU	DOT-643771-M9X4	Alex Judah	4/8/2024	South Ferry Management, NYDOT, And elected officials A disabled person, protected under Title 2, and federal laws as ADA. Veteran Discrimination Laws as this person "required reasonable accommodations " and needed to sit down was told he had no right to enter the Ferry and to stand outside. Your policy to require people to wait outside to attack the homeless is misguided and unconstitutional. We are advancing a complaint and possible lawsuit if this conduct continues. Seating Is needed downstairs	Closed; Information given and passenger did not provide additional onformation