

# UPDATE 2016

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

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## AMERICANS WITH DISABILITIES ACT DRAFT TRANSITION PLAN



**Department of  
Transportation**

## Introduction

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The New York State Department of Transportation (NYSDOT) is committed to providing safe and accessible facilities and services to all citizens. Consistent with the Americans with Disabilities Act (ADA) regulations, NYSDOT works to ensure that there is no discrimination against individuals on the basis of disability in its programs and services. NYSDOT seeks to address and eliminate structural barriers associated with its public facilities, and works with the Federal Highway Administration (FHWA) to provide training and technical assistance to its staff.

To ensure that NYSDOT meets the requirements of the United States Department of Justice (USDOJ), NYSDOT relies on the revised Department of Justice [regulations](#) for Titles II and III of the ADA as published in the Federal Register on September 15, 2010. These regulations adopted enforceable accessibility standards called the 2010 ADA Standards for Accessible Design. These standards set minimum requirements – both scoping and technical – for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.

NYSDOT continues to make progress towards compliance with ADA accessibility requirements on State-owned facilities. Based on the latest update of the ADA inventory, 82 percent of NYSDOT (state-owned) sidewalks and 66 percent of curb ramps met accessibility standards. [Table 1 – ADA Inventory Summary](#) represents sidewalk and curb ramp accessibility progress to date, with details for each of NYSDOT’s 11 regions.

NYSDOT is fully committed to providing accessible facilities statewide. As the State addresses the rehabilitation and replacement of its infrastructure, these facilities are brought into compliance with current standards. NYSDOT also seeks additional opportunities to enhance accessibility through corridor safety projects, especially in areas of high demand. Based on projected federal and State transportation resources, NYSDOT estimates that by 2027 approximately two-thirds of the State’s population that are currently within one-quarter mile of an inaccessible sidewalk or curb ramp will see that facility corrected and brought into compliance. The State will continue to work towards accelerating this timeline.

While NYSDOT undertakes capital improvements to address these locations, it also addresses ADA throughout its programs and services in additional ways:

- Through design and construction guidance and standards that ensure that all new construction is ADA compliant and that all capital improvements to the State’s roadways (including the rehabilitation of existing infrastructure) consider the needs of all users including addressing ADA requirements;
- By regularly updating NYSDOT’s inventory of infrastructure that requires ADA upgrades, and using this inventory in capital programming and planning, to ensure that the backlog of ADA needs is addressed;
- Through information and guidance provided in program documentation that is shared with other governmental entities or with others applying for funding from NYSDOT;
- By ensuring that modal projects where NYSDOT has a funding role (including transit and rail projects) are ADA accessible;
- By ensuring ADA compliance when state-owned and NYSDOT facilities are maintained and upgraded;
- Through ongoing education and training of NYSDOT staff; and
- Through periodically updating its ADA Transition Plan to ensure NYSDOT is making significant progress in addressing ADA needs. This Plan is an update of the NYSDOT 2009 Transition Plan.

In this latest update of its ADA Transition Plan, NYSDOT will highlight its current progress in bringing its facilities up to ADA standards, and describe our plans for making continued progress in all areas moving forward.

For additional information about this Transition Plan, contact:

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Comments and suggestions regarding this ADA Transition Plan and the listings of structural barriers are welcome at any time. Comments may be submitted online at: [NYSDOT ADA Transition Plan – Homepage](#); or in person at any of the Department’s 11 [Regional Offices](#).

## **NYSDOT Guidance and Standards**

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One way in which NYSDOT has underscored its commitment to ADA accessibility since the 1990s is by assuring that its policies and design practices are reviewed on an ongoing basis and are consistent with the latest guidelines and requirements of Federal ADA regulations. NYSDOT provides technical design guidance through manuals, specification sheets, Engineering Bulletins and Engineering Instructions. Some recent examples of NYSDOT guidance that has been updated to reflect ADA standards are provided below.

### **NEW CONSTRUCTION AND DESIGN STANDARDS**

The NYSDOT [Highway Design Manual](#) contains pedestrian facility design guidance in Chapter 2 (Design Criteria), Chapter 7 (Resurfacing, Restoration and Rehabilitation – also known as 1R, 2R, and 3R respectively) and Chapter 18 (Pedestrian Facility Design). Section 6.1 of Chapter 18 "Pedestrian Facility Design under the Americans with Disabilities Act (ADA)" directly addresses ADA. Sections 18-1 "Introduction", 18-2 "Chapter Objectives" and 18-3 "Policy" provide the broad policy framework within which NYSDOT accomplishes ADA compliance. The Department continues to update this guidance as needed. Some examples are provided below.

- Accessibility Standards Updates: When constructing new pedestrian facilities such as sidewalks, walkways and crosswalks, NYSDOT utilizes the standards found within Chapter 18 of the NYSDOT Highway Design Manual (HDM). The updated Chapter 18 standards for accessibility are based on the [2011 Proposed Guidelines for Pedestrian Facilities in the Public Right of Way](#) (PROWAG). These proposed standards (awaiting final publication in the Federal Register by the US Access Board) are the most up to date and applicable guidelines for accessible pedestrian facilities along streets and roadways. Recent updates have been made to Chapter 18 with Engineering Bulletins (EB) 13-023 and 13-054, and Engineering Directive (ED) 15-004 to address compatibility with the PROWAG standards. Updates were made to HDM Chapter 7 with EB's 13-054 and 14-036 to address guidance for evaluating, replacing and reporting locations of curb ramps on the Department's resurfacing (1R) projects. The Department is continuing to undertake a

thorough review of its guidance, manuals and specification sheets to ensure that they reflect the latest PROWAG standards.

- Provision of Accessible Curb Ramps when Streets, Roads or Highways are Altered through Resurfacing: In 2013, the US Departments of Justice and Transportation issued a [Joint Technical Assistance](#) memorandum that clarified that curb ramps must be made ADA accessible, not only when a facility is reconstructed or rehabilitated, but also when it is resurfaced. While ADA does not need to be addressed during maintenance activities such as when filling potholes, the inclusion of resurfacing treatments required adjustments to NYSDOT guidance. NYSDOT addressed this update in October 2014 with modifications and additions to NYSDOT's [Highway Design Manual Chapter 7](#). In addition to the technical changes, a new section was added to ensure project engineers report ADA improvements when resurfacing projects are completed on the Department's transportation network. This effort will allow for the continuous update of NYSDOT's inventory of ADA locations (see *ADA Inventory* below).
- Complete Streets: A Complete Street is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. The New York State Complete Streets Act was signed into law on August 15, 2011, and went into effect on February 15, 2012. The Complete Streets Act requires NYSDOT and other entities to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. Complete Street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures. While NYSDOT was already addressing many aspects of Complete Streets through its existing policies and procedures (including its Highway Design Manual and a pedestrian generator checklist), NYSDOT recently updated [Chapter 18 of the Highway Design Manual](#) to formalize the processes by which it will address the requirements of New York State's Complete Streets Act. The latest Highway Design Manual update replaces and updates previous processes to ensure that NYSDOT comprehensively addresses and documents Complete Streets considerations for its capital projects. Chapter 18, Appendix A is a "Complete Streets Checklist" to be used during project planning, design and construction. If a project is found to need

Complete Streets consideration, the region's bicycle/pedestrian coordinator is provided an opportunity to comment on the project. The checklist follows a project through the earliest stage of planning (at the initial project proposal), through project scoping and into design approval, ensuring identification of access and mobility issues or opportunities within a project. The checklist, developed with stakeholder input can be found at: [Capital Projects Complete Street Checklist Chapter 18, Appendix A](#)

- Replacement of Non-Compliant Pedestrian Signals. In an effort to improve pedestrian safety the Department developed a Pedestrian Safety Action Plan that supports and is consistent with this Transition Plan. [The Plan](#), released in June 2016 includes, as an option, the replacement of non-compliant pedestrian signals with Accessible Pedestrian Signals (APS) at existing signalized intersections. At each proposed intersection, ADA accessibility issues would be identified, documented and corrected as part of the existing project or added as a deficient location in this Transition Plan. In addition, in June 2015, NYSDOT released a Traffic Safety and Mobility Instruction ([TSMI 15-01](#)) on the “Applicability of Americans with Disability Act Guidelines on Traffic Signals” This instruction provides general direction and specific policy regarding ADA requirements at signalized intersections.

## **NYSDOT's ADA Inventory & Investments**

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### ***Sidewalks, Ramps & Crosswalks***

NYSDOT monitors the status of its roadway infrastructure relative to ADA needs through a comprehensive inventory of locations on the state owned transportation infrastructure that include sidewalks, curbs and crosswalks. In the summer of 2008, NYSDOT completed an initial statewide ADA data collection effort. This was the first statewide inventory of pedestrian facilities and data concerning ADA-related conditions of sidewalks, crosswalks and curb ramps. This initial inventory was created by searching and visually checking the NYSDOT's VISIDATA digital photolog files and other resources for more than 15,000 miles of State Highway to identify and rate sidewalks and intersections. This inventory was reviewed in 2014, and facilities that had been addressed since 2008 were removed from the inventory of ADA needs. NYSDOT will continue to update this inventory as additional projects are completed.

The following are the ratings and definitions utilized to assess the condition of each sidewalk, curb ramp or crosswalk feature:

- Rating 1 - Not Applicable: A facility not considered to require accessibility, for example, limited-access highways.
- Rating 2 - Not Accessible: Significant discontinuity such as steps, no ramps, more than 100 feet of unpaved walkway, heaving, vertical displacement, other severe distress, flooding.
- Rating 3 - Partially Accessible: Not designed to current standards, for example, problems with the geometry of sidewalks, ramps and landings, absence of detectable warnings, lack of handrails.
- Rating 4 - Accessible: May need additional improvements, such as no detectable warnings at curb ramp locations, insufficient width.
- Rating 5 - Fully Accessible: Visual appearance suggests facility is designed to current standards, presence of detectable warnings at curb ramp locations.

See [Appendix A](#) for examples of each of these ratings. For this ADA Transition Plan, access-limited facilities are defined as those locations that have a rating of 2 or 3.

The inventory of sidewalks and curb ramps in these plans includes only those facilities that are under NYSDOT jurisdiction. They do not include facilities owned by municipalities. For more detailed information on which roads are under NYSDOT jurisdiction, see the Department's Highway Data Services Bureau [website](#).

## **Existing Conditions**

For each NYSDOT Region, a report of deficient sidewalks and intersections has been created from the revised 2014 inventory and is available on this web site to facilitate public review. The reports in [Appendix B](#) identify sidewalk segments that limit accessibility for individuals with disabilities and intersections with curb ramp or crosswalk issues. The reports list the information by county and within each county, by route number. The issues that inhibit accessibility range from erosion, encroaching shrubs and branches, poles that reduce the width of the sidewalk or unpaved areas that prevent a disabled person from using the sidewalk. In addition, [Table 1 – ADA Inventory Summary](#) represents sidewalk and curb ramp accessibility progress to date, with details for each NYSDOT Region summarized by county.

## **Existing Deficiencies Inventory**

The inventories provided in this Transition Plan are as accurate as possible as of the date of publication. This information will be updated periodically, as data is modified and improved. All reported summaries, costs, tables and lists of deficient locations in this Transition Plan are for planning level decision making purposes only. Some regional assessments have gone beyond a visual assessment and reflect engineering level evaluations of actual compliance with ADA Standards.

The current list of deficiencies statewide is based on the ADA data inventory as of August 2014 and is as follows:

- 395 miles of Sidewalks
- 14,264 Curb Ramps

NYSDOT's Regional Offices independently estimated the costs of addressing all of the modifications and improvements needed to assure ADA accessibility. NYSDOT has estimated this cost is about \$470 million (2014 \$ uninflated). These costs do not include Right of Way (ROW), and for sidewalks it does not include saw cutting driveways, or excavation to additional depth for driveways, curbing, grading, or turf establishment. These costs are planning level estimates for the non-accessible inventory, and do not necessarily include all of the investments that will be required to continually bring the system into compliance. Based on projected federal and State transportation resources, NYSDOT will focus its capital investments at locations that serve the most people and meet the highest demands. By 2027, NYSDOT expects to improve access to two-thirds of the State's population that are currently within a quarter mile of an inaccessible facility. As additional resources become available, more locations will be addressed.

## **Accomplishments**

Since the last revision of the ADA Transition Plan in 2009, NYSDOT has continued to address the ADA needs of its pedestrian network. While improvements to the existing facilities continue to be a priority, NYSDOT also adds new sidewalks and curb ramps to fill existing gaps or enhance pedestrian access, where appropriate, as new projects move forward. All sidewalks, curb ramps and crosswalks that have been installed are reported and identified as new or updated in the ADA inventory database. All capital projects that address ADA needs are reported in NYSDOT's



corporate database which contains all projects identifying information such as location, cost, schedule and accomplishments.

During the period from 2009 to 2014, NYSDOT has improved 110 miles of deficient sidewalks and 3,541 deficient street crossings. In the same timeframe, there were 195 miles of new sidewalks and 1,062 new street crossings installed. NYSDOT remains committed to complying with the ADA regulations consistent with all initiatives, policies and procedures to provide safe and convenient access to all road users.

### **Plan and Schedule for Improvements**

Based on the existing condition of the pedestrian network, NYSDOT will continue to address known ADA deficiencies in its next capital program. Based on projected federal and State transportation resources, NYSDOT estimates that by 2027, approximately two-thirds of the State's population that are currently within one-quarter mile of an inaccessible sidewalk or curb ramp will see that facility corrected and brought into compliance. The State will continue to work towards accelerating this timeline. The necessary improvements will be scheduled as part of existing highway capital projects; as stand-alone projects to address sidewalk, crosswalk and curb ramp repair, rehabilitation and reconstruction; or by cities towns, villages, counties and authorities performing sidewalk and curb ramp corrective maintenance on NYSDOT-owned facilities pursuant to applicable statutes, project-level agreements and intergovernmental highway maintenance contracts and paving projects, as required.

### **Local Programs Guidance**

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NYSDOT's Local Programs Bureau provides support and guidance to local agencies and entities undertaking projects that receive state or federal transportation funding through NYSDOT. ADA compliance and consideration applies to all public facilities regardless of ownership and funding source.

Among the programs administered by this Bureau are:

- Locally Administered Federal Aid Projects: The Local Programs Bureau provides guidance to New York State municipalities, non-governmental organizations (NGOs) and their consultants to help understand the steps, activities, approvals and other requirements

needed to ensure that Federally Aided projects are developed, designed and constructed in accordance with Federal and State requirements. “ADA Accessibility Compliance” guidance was added to Chapter 13 of the Procedures for Locally Administered Federal aid Projects ([PLAFAP](#)) manual. Chapter 13 revisions include an ADA Compliance Checklist, a sample ADA Transition Plan and a cost estimator for ADA compliance work on sidewalks. The chapter and associated appendices were distributed in September 2015.

- The Consolidated Local Street and Highway Improvement Program (CHIPS) provides State funds to municipalities to support the construction and repair of highways, bridges, highway-railroad crossings, and other facilities that are not on the State highway system. CHIPS funding is provided each year through the State budget. The Local Program’s Bureau has included an “ADA Accessibility Compliance” section in the CHIPS Guidelines. These documents and supporting resource materials can be found on the [CHIPS website](#). One of the items on the checklist is “Photos of ADA-Compliant Curb Ramp Installations”. When curb ramps are installed or upgraded as part of a project, photos documenting ADA compliance must be submitted. NYSDOT reviews ADA compliance before reimbursing a local agency for transportation improvements funded with CHIPS funds.
- The Transportation Alternatives Program (TAP) established in federal transportation law provides federal funding for programs and projects including: on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation; enhanced mobility; rail trail projects; projects that provide safe routes to schools; and projects for the planning, designing, or construction of boulevards and other roadways, typically in the right-of-way of former Interstate Highway System routes or other divided highways. All projects using TAP funds must be in compliance with ADA. Further, when NYSDOT releases a TAP grant funding opportunity, all applicants are required to attend training to ensure they are aware of the requirements for the use of the federal funds, including ADA requirements.

Each of NYSDOT’s regions has a group/unit of Regional Local Program Liaisons (RLPLs) who provide technical assistance on a variety of Local Programs, as needed. The Local Programs Bureau staff also provides annual training to localities, and provide regular updates to local industry interest groups at its annual meetings.

## Other NYSDOT Facilities

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### *Rest Areas*

Rest areas on New York State's interstate highway corridors provide services essential to the traveling public. Rest Areas are important safety respites for drivers traveling long-distance, and are also a unique pedestrian environment where motorists (many of whom are unfamiliar with the local area) get out of their vehicles and experience the local environment. Some rest areas function as gateways to the state or to specific tourism regions of the state, and can be a traveler's first impression of the State. NYSDOT maintains 38 [Rest Areas](#). These facilities must comply with ADA standards. Design guidance for rest areas is found in [Chapter 27 of the Highway Design Manual](#).

NYSDOT conducts Quality Assurance (QA) surveys of rest areas annually to evaluate rest area conditions from a customer service perspective. ADA compliance has been addressed in several elements of the survey form. To the extent that any ADA deficiencies noted in these reviews are of a minor nature (such as door or sink height adjustments), these are addressed as part of routine maintenance. However, many of the rest areas on the state system are more than 30 years old, and require larger capital improvements. This will take time to address, based on the availability of capital funds for these improvements. As NYSDOT undertakes capital projects at rest areas, it ensures that the latest ADA standards are incorporated into the design. As examples of recent rest area upgrades:

- In 2010, NYSDOT upgraded the Kanona and Campbell rest areas in Steuben County, including bringing facilities and parking areas up to ADA standards.
- NYSDOT reconstructed the Worcester rest area on I-88, including ADA compliant restrooms and parking facilities. The fully reconstructed facility was opened in November 2015.
- With funding provided in the 2015-2016 State budget, NYSDOT developed plans to refurbish and prepare the Wells Bridge rest area for public use. Reconstruction is underway. All facilities will be ADA compliant.

## ***Buildings***

In 2009, NYSDOT staff conducted quality assurance surveys of the "public spaces" of NYSDOT-owned buildings to evaluate conditions from a public access perspective. These are primarily maintenance facilities (office buildings are owned or leased by the New York State Office of General Services). ADA compliance has been addressed in several elements of the survey form, similar to the survey form for rest areas. The surveys revealed that modern facilities are ADA compliant and that some of the older facilities exhibited accessibility barriers. Some of the noted barriers have been resolved via maintenance attention while other structural barriers require longer-term, engineered, expensive solutions.

Since 2009, NYSDOT has made several improvements at its maintenance facilities throughout the State – such as parking lot redesign, ramps and driveway aprons. For example, NYSDOT's Southern Tier/Central New York Region upgraded restrooms at the bridge maintenance/30 West facility. Two of NYSDOT Long Island residencies made ADA compliant parking lot improvements including a designated handicap parking stall and lowering the driveway apron to accommodate a wheel chair. Upgrading these facilities continues to be an ongoing effort.

## ***Plan and Schedule for Improvements***

NYSDOT buildings vary considerably in age and condition. Major improvements, or replacements, have been made on a site-by-site basis as funding becomes available. Regional Offices give ADA-related maintenance a high priority. Major ADA-related improvements will be scheduled as overall strategies for capital improvements are developed.

## ***Park-and-Ride Lots***

NYSDOT owns, operates and leases park-and-ride facilities across the state to support access to transit and ridesharing. In general, all park-and-ride lots built since the enactment of ADA have been built in compliance with applicable standards. As NYSDOT undertakes capital projects to build or upgrade park and rides, it incorporates the latest ADA standards into the design. Maintenance at many park-and-ride lots is carried out through independent agreements with local

municipalities.

Demand for park-and-ride facilities is particularly high in the lower Hudson Valley where NYSDOT's Regional Office has developed or made significant upgrades to these facilities in Saugerties, Kingston, Newburgh and Monroe. In each these facility projects, ADA accessibility was addressed as a key element of the project design.

### *Plan and Schedule for Improvements*

NYSDOT owns approximately 50 park-and-ride lots, and provides funding to support other such lots. NYSDOT assures that park-and-ride lots are ADA compliant as new lots are added, and addresses ADA issues as facilities are modified and maintained. NYSDOT will look to expand its inventory of park-and-ride facilities to include a more comprehensive assessment of ADA accessibility gaps into its asset management and planning strategies over the course of this plan.

## **Modal Programs**

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While in most cases, NYSDOT does not own modal infrastructure that provides passenger service (transit, rail, and aviation), it does administer a number of funding programs that provide significant capital support to modal agencies. These programs require ADA accessibility in all vehicles purchased or projects constructed with funds that flow through NYSDOT. Some examples of NYSDOT's ADA support are described below.

### **TRANSIT**

NYSDOT administers the Statewide Mass Transportation Operating Assistance Program (STOA), which provides more than \$5 billion per year in transit operating assistance. For non-MTA systems, more than \$100 million is applied annually to providing ADA complementary para-transit service. In 2014, \$580 million was spent on para-transit services statewide.

NYSDOT also directly administers Federal Transit Administration (FTA) programs that are used to purchase accessible vehicles and enhance transit facilities ensuring that they are ADA accessible. NYSDOT works with the New York State Office of General Services to develop an Adult Bus contract that many of the public systems use to purchase accessible vehicles (a lift or ramp is required as part of the bid), and the FTA Enhanced mobility for Seniors and Individuals

with Disabilities (Section 5310) program requires that grantees use this contract to purchase buses. There are 1,119 active 5310 vehicles in the State today.

Similarly NYSDOT administers State capital programs that provide match to federally funded transit projects that contribute to bringing transit systems across the state into compliance with ADA requirements with accessible and low-floor buses, and announcement systems and other technology to provide limited sight and hearing riders with accessible real-time information.

NYSDOT also provides assistance to transit operators in meeting ADA requirements. For example, in 2014, NYSDOT assisted the Capital District Transportation Authority in developing its ADA Transition Plan. The discussion included requirements in fixed route transit services, para-transit services, signing and bus stops and shelters. NYSDOT regularly works with transit systems to address ADA programs and assists during FTA triennial reviews.

As another example, NYSDOT and the Central New York Regional Transportation Authority (CNYRTA) partnered with Easter Seals to provide several ADA training sessions across the state to bring operators and ADA service coordinators up-to-date on changes to ADA, and to help with both policy updates and operations training. The Department is developing additional training sessions for local agencies that will focus on the information/guidance in the PLAFAP (see p. 9). NYSDOT will continue to provide assistance and customized training to local transportation agencies upon request.

## **RAIL**

NYSDOT is actively supporting development and revitalization of facilities that support Amtrak's passenger rail service along the Empire and Adirondack Corridors, extending from New York City to Albany, west to Buffalo and Niagara Falls, and north to Montreal. ADA compliance is a component of any facility improvement. As examples, in 2012, NYSDOT completed the Buffalo Depew Station Improvements project to upgrade the Amtrak passenger rail station. This project was funded through a Federal Railroad Administration grant and included final design and construction of ADA accessible restrooms, unisex employee restroom, construction of ADA compliant entrance ramps to the station, improvements to walkways around the station, reconstruction of the ticket counters, upgrading doors and lighting, rehabilitation of the parking lot

with pavement striping for ADA compliant parking spaces, installation of new signs, and providing a TTY/TDD<sup>1</sup> capable public phone.

Other rail projects that are currently under construction include passenger rail station improvements in Rochester, Schenectady, and Niagara Falls. These projects provide improvements to station amenities including ADA compliant restrooms, ticket counters, ramps, and parking stalls. In addition, the Rochester and Niagara Falls stations will include ADA compliant high level boarding platforms. Amtrak received a waiver from the Federal Railroad Administration to retain the low-level platform at Schenectady station due to geometric constraints of the track and site, however, the platform surface will be rebuilt to be smooth and include detectable warning strips. Boarding of passengers who use wheeled mobility devices and those passengers who choose to avoid climbing up/down the onboard stairs will be accomplished through the use of a station based mobile lift stored in an enclosure situated on the newly constructed platform.

One of the challenges of maintaining ADA compliance in passenger rail facilities is that no single entity is responsible for maintenance of all facilities used in the service. To determine who has responsibility and to assist with ADA compliance efforts, NYSDOT and Amtrak recently created a table outlining which agency is responsible for maintenance at each of the passenger rail facilities throughout the state. This table was included in NYSDOT's recent service contract with Amtrak. The Department remains committed to ADA compliant facilities.

## **AVIATION**

NYSDOT's Aviation Program supports compliance with all federal and state Civil Rights regulations including ADA compliance. Most commercial and General Aviation airports in the state are locally or privately owned and are subject to federal and state-aid requirements if they receive grants under those programs.

The State owns two airports: Stewart International and Republic. Stewart is operated under a 99-year lease by the Port Authority of New York and New Jersey (PANYNJ) which is also subject to all federal and state requirements, including ADA compliance. State-owned Republic Airport is a General Aviation airport open to the public operated by NYSDOT through consultant contracts.

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<sup>1</sup> TTY/TDD text telephone/telecommunication device for the deaf

Tenants at the airport offer air charter services among other services. Terminal facilities at the airport and public areas leased by tenants meet accessibility requirements. Any new State or tenant projects at Republic are required to meet ADA requirements as applicable.

In addition, the Aviation Capital Program administered by NYSDOT provides funds for airport infrastructure projects for eligible public-use airports. Grant agreements for projects funded under this program spell out requirements for grant recipients to comply with federal aid requirements as described in the Procedures for Locally Administered Federal Aid Projects (PLAFAP) (see p. 9).

## **Training**

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NYSDOT provides periodic training to ensure that its staff is informed and aware of the latest ADA requirements. As recent examples, NYSDOT sponsored two trainings conducted by FHWA and NYSDOT staff in June 2014 on “Designing Pedestrian Facilities for Accessibility”. The first training focused on educating NYSDOT employees regarding the Department’s Highway Design Manual, Federal regulations and changes, and enforcing ADA as an integral element in NYSDOT’s mission. The second training focused on external partners, Metropolitan Planning Organizations and some larger sponsors highlighting their needs and requirements. The training covered maintenance of facilities and access routes, best practices and adherence to applicable laws and regulations. More than 300 participants attended both trainings. Recordings of these sessions are available upon request by using the comment form at: [NYSDOT ADA Transition Plan – Homepage](#).

NYSDOT conducted another round of comprehensive training courses in 2016, including hundreds of NYSDOT and external consultant staff participants. These training courses included ‘Preliminary Design of Pedestrian Facilities’, ‘Final Design of Pedestrian Facilities’ and ‘Construction Inspection of Pedestrian Facilities’. Slides and video recordings from these training sessions are [available](#) to the public on the NYSDOT Highway Design Manual page. This resource page also includes other key resources to support the successful design, construction and inspection of pedestrian facilities.



NYSDOT also provides annual training to localities that include ADA guidance during annual meetings with the town and county highway superintendents, and during the year, as conference opportunities present themselves.

## **ADA Transition Plan - Future Actions**

### **1 – Develop Asset Management and Capital Program Strategies**

Continue to support ADA needs in NYSDOT’s capital program. NYSDOT will monitor its ADA Transition Plans to identify and prioritize projects that correct non-compliant locations. To the extent possible, NYSDOT will prioritize the programming of ADA improvements. In addition, NYSDOT will continue to monitor compliance with ADA standards in any capital projects funded through the Department.

### **2 – Ensure the Success of NYSDOT’s Plan for Data Maintenance**

Revision 80 to NYSDOT’s [Highway Design Manual Chapter 7](#) (October 2014) includes a new section (7.9) requiring the reporting of any ADA improvements. The instructions require creating a table that identifies the locations of all ADA improvements. NYSDOT will monitor and institutionalize this effort statewide. This information will be used to update the ADA inventory, prioritize needs and develop future revisions of the Transition Plan.

### **3 – Add ADA Assets to the Enterprise Asset Management System (EAMS)**

NYSDOT is implementing an Enterprise Asset Management Information System. While bridges and pavements are the foundational assets in this system, future plans are to include the ADA inventory database in EAMS, and to integrate the data collection, updates, reporting and prioritization process in this system.

### **3 – Share Information with Localities**

As part of NYSDOT’s Local Program outreach to groups such as the County Highway Superintendents or through grant opportunities such as the Transportation Alternatives Program, NYSDOT will provide information to localities on ADA requirements. In addition, NYSDOT anticipates that it will support the Federal Highway Administration (FHWA) in providing periodic

workshops and webinars to keep agencies up-to-date and informed on ADA compliance standards.

#### **4 – Provide Training**

NYSDOT will provide additional trainings and technical assistance to Department staff to ensure staff is up-to-date on current requirements. NYSDOT will also support all FHWA efforts in providing information and training to MPOs, local agencies, consultants and contractors.

#### **Conclusion**

NYSDOT is committed to creating a safe, walkable environment for all, and has a comprehensive, proactive approach to addressing ADA compliance. This includes:

- guidance for State and local officials;
- maintenance and regular update of a comprehensive inventory of ADA needs on state-owned highway facilities;
- inclusion of ADA considerations in capital projects as well as local or modal projects funded through NYSDOT;
- ongoing review of all guidance documents to ensure they reflect the latest standards; and
- providing training opportunities to staff, localities, consultants and contractors.

Bringing the existing State system into complete compliance will be challenging, given the extent of the system. NYSDOT's current estimates of ADA needs is likely understated due to unknown factors such as the need to acquire additional right-of-way, the need to meet the latest standards, and the need to adapt to changing design standards or federal guidance. However, the Department is committed to making ADA investments in its system with a goal of significantly improving access over the next ten years to the populations that are within a quarter mile of an existing inaccessible location. NYSDOT will also continue to review all projects funded through NYSDOT to ensure ADA compliance.

For additional information about this Transition Plan, contact:

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Comments and suggestions regarding this transition plan and the listings of structural barriers are welcome. Comments may be submitted online at: [NYSDOT ADA Transition Plan – Homepage](#).

Comments may also be submitted in writing to:

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