ADA COMPLIANCE REVIEW

Long Island Rail Road
Floral Park Station

Prepared For:

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ADA COMPLIANCE REVIEW

Long Island Railroad
Floral Park Station
Floral Park, NY
VERTEX Project No. 43116

1.0 INTRODUCTION

The Vertex Companies, Inc. (VERTEX) and our subcontractor NV5, Inc. (NV5) are pleased to submit this technical review of the American with Disabilities Act (ADA) status of Floral Park Station in the context of the future improvements proposed in the Long Island Rail Road (LIRR) Third Track Expansion Project (Proposed Project) as described in the document, Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement, Long Island Rail Road, November 28, 2016, (DEIS). The purpose of this review is to evaluate the compliance of the Floral Park Station and the surrounding pedestrian access points to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and to determine the compatibility of any necessary ADA improvements at this location with the overall scope, goals, and standards of the Proposed Project as presented in the DEIS. This review is based on information and technical data found in the relevant portions of the DEIS, a site visit and accessibility review performed by NV5, a site review performed by VERTEX, and research completed by VERTEX covering the standards of relevant jurisdictions regarding Floral Park Station and the Proposed Project.

The Proposed Project involves adding a third rail road track within the LIRR Right-of-Way (ROW) from Floral Park Station to Hicksville Station as well as the modification, retrofitting, and widening of all infrastructure necessary to accommodate the third track. Within the Village of Floral Park improvements associated with the Proposed Project include the modification of the Central Platform of Floral Park Station for 78 feet on the southern side of the platform and the modification and/or widening of the mainline /Hempstead Branch railroad bridges over the Floral Park LIRR Station Parking Lot, South Tyson Avenue and Plainfield Avenue (as shown on DEIS drawings: T-PP-001, T-PP-002, T-PP-003, T-PP-042 and T-PP-043). In addition, to reduce impacts to properties adjacent to the LIRR right-of-way, LIRR has proposed to construct a

retaining wall along the LIRR ROW adjacent to Terrance Avenue. The DEIS contains only conceptual designs for these improvements, so determining the exact limits of the proposed work is not possible; however, it is anticipated that the sidewalk and sidewalk ramps in the vicinity of the LIRR mainline bridge supports at the Floral Park Station Parking Lot (easternmost lot only), South Tyson Avenue/ Atlantic Avenue and Plainfield Avenue will be impacted.

2.0 INFORMATION SOURCES

The following sources were utilized in the technical review of Floral Park Station's ADA compliance:

- Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement, Long Island Rail Road, November 28, 2016, (DEIS).
- Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement – Appendix 1-A: Draft Preliminary Engineering Technical Memorandum, Long Island Rail Road, November 22, 2016 (Preliminary Engineering Technical Memorandum).
- New York Building Code Chapter 11: Accessibility, New York Department of Buildings, 2014.
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities, U.S. Architectural and Transportation Barriers Compliance Board, 2016.
- Site Visit conducted by NV5 on January 16th, 2016.
- Google Earth™ Aerial Photography, Imagery date: October 11, 2014.

3.0 FINDINGS

3.1 Compliance

VERTEX's review of aerial photography and the Preliminary Engineering Technical Memorandum, along with NV5's site visit to Floral Park Station, identified deficiencies in the accessibility of the station and the surrounding pedestrian pathways. The inspection encompassed the Floral Park Station itself and associated intersections, including:

- Carnation Ave/Caroline Place;
- Carnation Ave/Atlantic Ave;
- Tulip Ave/Caroline Place;
- Tulip Ave/Atlantic Ave;
- South Tyson Ave/Tyson Ave Extension;
- South Tyson Ave Extension/Atlantic Ave;
- Plainfield Ave/Woodbine Ct/Magnolia Ave;
- Plainfield Ave/Stewart Street; and
- Plainfield Ave/Terrance Ave.

The area reviewed is not in compliance with current ADAAG/PROWAG standards. The following provides a list of the more prominent deviations from ADA compliance that have been identified as a result of this technical review:

- Of major concern, the Floral Park Station does not have an accessible route from the street level to the train platform. Access to the platform is achieved by several stairways and a single escalator, none of which meet the minimum requirements for wheelchair accessibility. There is no ramp, let alone an ADA compliant ramp or elevator at the Floral Park Station. Illustrative examples of compliant elevator or ramps are provided at the end of this report in Appendix A.
- At the street intersections at and proximate to the Floral Park Station, most of the pedestrian signals are missing or non-compliant.

- All sidewalk ramps are non-compliant and in several locations, the ramps are missing altogether.
- There are obstructions and tripping hazards located along many of the pedestrian pathways at and proximate to the Floral Park Station.

Pictures of typical non-compliant conditions present at Floral Park Station are provided in Appendix B of this document.

3.2 Scope of the LIRR Expansion Project

Alterations to a primary function area triggers ADA compliance obligations. This means accessible paths to travel, including from parking locations, must be made ADA compliant. The platform is a primary function area at the Floral Park Station.

While the Floral Park Station may not require major modifications to accommodate the addition of the third track on the LIRR Mainline, the DEIS explicitly states that 78 feet of the southern edge of the central platform will need to be modified to accommodate the third track at the eastern end of Floral Park Station. In addition, the design shows a very short transition for the switch that connects the proposed third track to the Hempstead Branch track, which would require trains to move very slowly through Floral Park Station. To maximize utility and ensure the safety of trains travelling on the new third track, a high speed switch would likely be installed at the point where the new track connects to the Hempstead Branch, so that the speed of trains would not have to be unduly limited through Floral Park Station. Given the physical constraints in proximity to Floral Park Station (which includes accommodating the third track at a point where the LIRR Hempstead Branch begins) and the transition length needed for the high speed switch that will likely be required to connect the proposed third track to the existing track for the Hempstead Branch at Floral Park Station, more detailed engineering and design will likely reveal that more intrusive modifications to the Floral Park Station may be required for the Proposed Project. Though not explicitly shown in the project conceptual plans, it is also likely that modification of the pedestrian pathways on and adjacent to the LIRR ROW will be necessary to accommodate the proposed railroad bridge over Tyson Avenue. These aspects of the Proposed Project place the modification

of Floral Park Station within the scope of work for the project; however, the DEIS does not list Floral Park Station among those to be modified to conform to ADA. To the extent that the already disclosed and yet to be specified changes to the Floral Park Station constitute an alteration to a primary function area under the ADA, the station must be brought into full compliance with the ADA. Based on the scope and estimated cost of the Proposed Project, cost should not preclude the LIRR from making the necessary ADA improvements.

The "Station Improvements and Modifications" section of Chapter 13 (Construction) of the DEIS identifies five stations to be modified, specifically New Hyde Park Station, Merillon Avenue Station, Mineola Station, Carle Place Station, and Westbury Station. In the same section of the DEIS, the DEIS states that all modified stations "would accommodate the new third track, enhance pedestrian access and ADA accessibility, improve platforms and passenger waiting areas, and meet the requirements of the LIRR station guidelines and applicable codes" (Chapter 13, Page 13-12). Based on this statement, it is logical and reasonable to conclude that the necessary modifications to Floral Park Station to achieve ADA compliance would be within the scope of the Proposed Project. However, the DEIS does not list the Floral Park Station among the stations that will be brought into ADA compliance.

In addition to the statements about ADA compliance in Chapter 13 of the DEIS, Table 3-1 (Design Criteria), in the Preliminary Engineering Technical Memorandum specifies a minimum of two ADA compliant ramps per platform in the design criteria for modified stations (Chapter 3, Page 3-4).

VERTEX's review of the conceptual plans in the Preliminary Engineering Technical Memorandum found that upgrades to achieve ADA compliance are indicated on the plan sheets for the other five stations modified as a part of the Proposed Project; however, no such upgrades are indicated among the modifications shown on the plan sheets for Floral Park Station.

4.0 CONCLUSIONS

Given the following features of the Proposed Project as described in the DEIS:

- Floral Park Station will be modified as a part of the Proposed Project;
- The Proposed Project contains design criteria specifically to achieve ADA compliance in all stations modified as a part of its scope; and
- Every station designated to be modified as a part of the Proposed Project will receive the necessary upgrades to achieve ADA compliance, except the Floral Park Station.

It is VERTEX's opinion that any modifications to Floral Park Station that are needed to achieve ADA compliance should be included in the scope of the Proposed Project. These improvements should, at a minimum, consist of two ADA compliant ramps or elevators per platform (depending on the space available for improvements), as well as ADA compliant pedestrian signals and sidewalk ramps at all pedestrian access points on the LIRR ROW and the modification of all pedestrian pathways modified as a part of the Proposed Project.

Attachment A: Example of ADA Accessibility Options

Floral Park Long Island Railroad Station
Example of ADA Accessibility Options
New York, New York
Project No. 43116

Photograph: 1 **Description:** Photo depicts an example of an ADA ramp.	
Photograph: 2 **Description:** Photo depicts an example of an ADA elevator.	

Floral Park Long Island Railroad Station
Example of ADA Accessibility Options
New York, New York
Project No. 43116

Photograph: 3 **Description:** Rendering depicts an ADA ramp enabling train station access.	

Attachment B: Photos of Existing Conditions

Photo No.: 1
Location: S/W/C of Tulip Ave and Caroline Pl
Direction: South

Comments: Non-Compliant Ramp; Missing detectable warning strip; Obstructions restrict landing; Missing push button; Non-compliant pedestrian signal; Missing ramp.

Photo No.: 2
Location: S/W/C of Tulip Ave and Caroline Pl
Direction: North

Comments: Non-Compliant Ramp; Missing detectable warning strip; Obstructions restrict landing.

Photo No.: 3
Location: S/W/C of Tulip Ave and Caroline Pl
Direction: West

Comments: Missing ramp; Missing push button; Non-compliant pedestrian signal; tripping hazard.

Photo No.: 4
Location: S/W/C of Tulip Ave and Caroline Pl
Direction: North

Comments: Tripping Hazard

Photo No.: 5
Location: Intersection of Carnation Ave and Atlantic Ave
Direction: South

Comments: Non-Compliant Ramp; Missing detectable warning strip; Obstructions restrict landing.

Photo No.: 6
Location: S/W/C South Tyson Ave and Tyson Ave Extension
Direction: South

Comments: Non-Compliant Ramp; Missing detectable warning strip.

Photo No.: 7
Location: N/E/C Tyson Ave Extension and Atlantic Ave
Direction: Northeast

Comments: Non-Compliant Ramp; Missing detectable warning strip; Missing ramp.

Photo No.: 8
Location: N/E/C Plainfield Ave and Terrance Ave
Direction: North

Comments: Non-Compliant Ramp; Missing detectable warning strip.