

ACCESSIBILITY OF NEW YORK CITY'S TRANSIT SYSTEM

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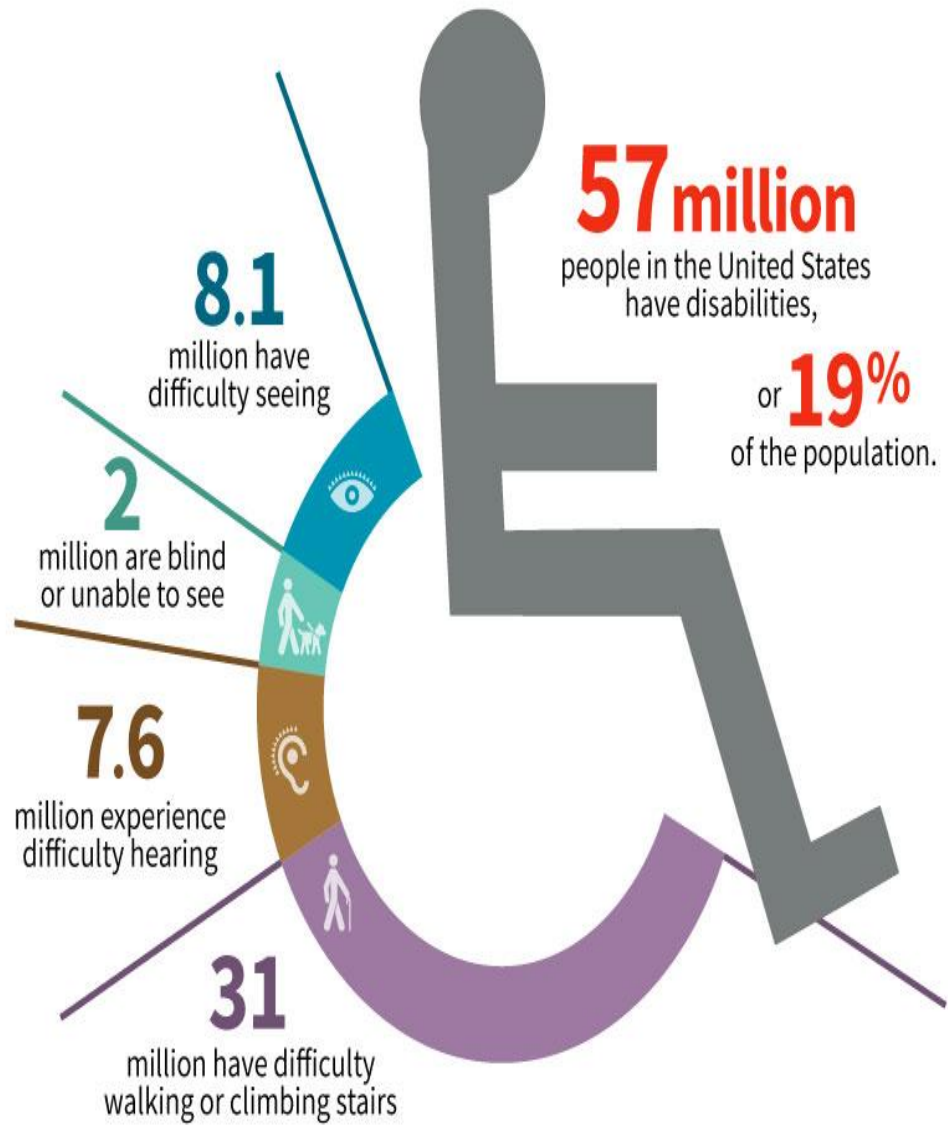
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References

American Disabilities

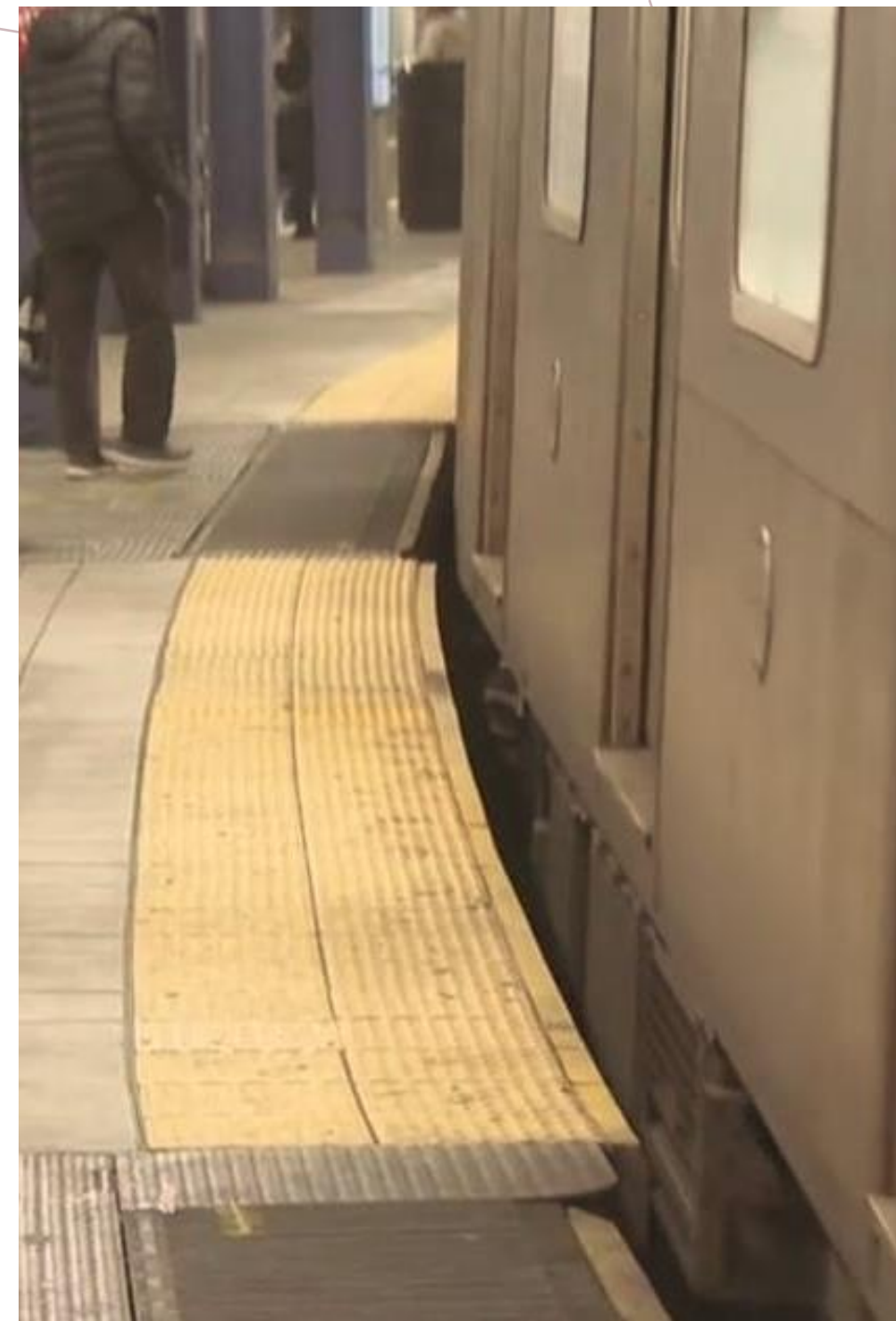


WHY ACCESSIBILITY?

- 1904 - The first underground subway line in New York City was opened without consideration for individuals with mobility challenges.
- July 26, 1990 - Americans with Disabilities Act (ADA) was enacted as a significant civil rights law aimed at preventing discrimination against people with disabilities.
- Key focus of the ADA - To enhance accessibility in public transportation by utilizing ADA-compliant elevators, escalators, handrails, ramps, and wider stairways to support those using mobility devices or service animals.

ACCESSIBILITY CHALLENGES IN NYC SUBWAY STATIONS

- Only 30% of subway stations have elevators or ramps.
- Many platforms do not align properly with subway car doors, complicating boarding and disembarking for passengers with mobility or visual impairments, as well as those with strollers.
- Some stations and train cars lack clear audio or visual signals for train arrivals, making it harder for individuals with hearing or sight challenges.
- Narrow passageways, especially during construction, create further difficulties for those using mobility aids, strollers, or carrying luggage.
- Absence of braille, large-print signs, and wayfinding tiles in some stations hinders navigation for visually impaired passengers.



HOW NYC'S SUBWAY SYSTEM COMPARES TO OTHER MAJOR CITIES IN THE US IN TERMS OF ACCESSIBILITY

New York City	30% of the stations are accessible via Elevators / Ramps
Washington D.C. / San Francisco Bay Area	All metro stations are accessible
Chicago	70% of the rail stations are ADA compliant
Boston	98% of the underground subway stations are accessible

- New York faces unique challenges in improving accessibility due to its vast transit system, the largest in North America, with more subway stations than Boston, San Francisco, Chicago, and Washington combined.
- Additionally, as one of the few cities with a 24/7 transit system, the MTA can only carry out extensive work at the cost of significant disruption, unlike other cities that can schedule such work during off-peak hours.

MTA'S 2020 – 2024 CAPITAL PROGRAM



\$5.2 billion allocated for creating new accessible subway stations.

Nearly \$600 million is dedicated to upgrading elevators for improved reliability.

New elevators for ADA accessibility at 70 stations in all boroughs

After completion, riders will be within two stops of an accessible station.

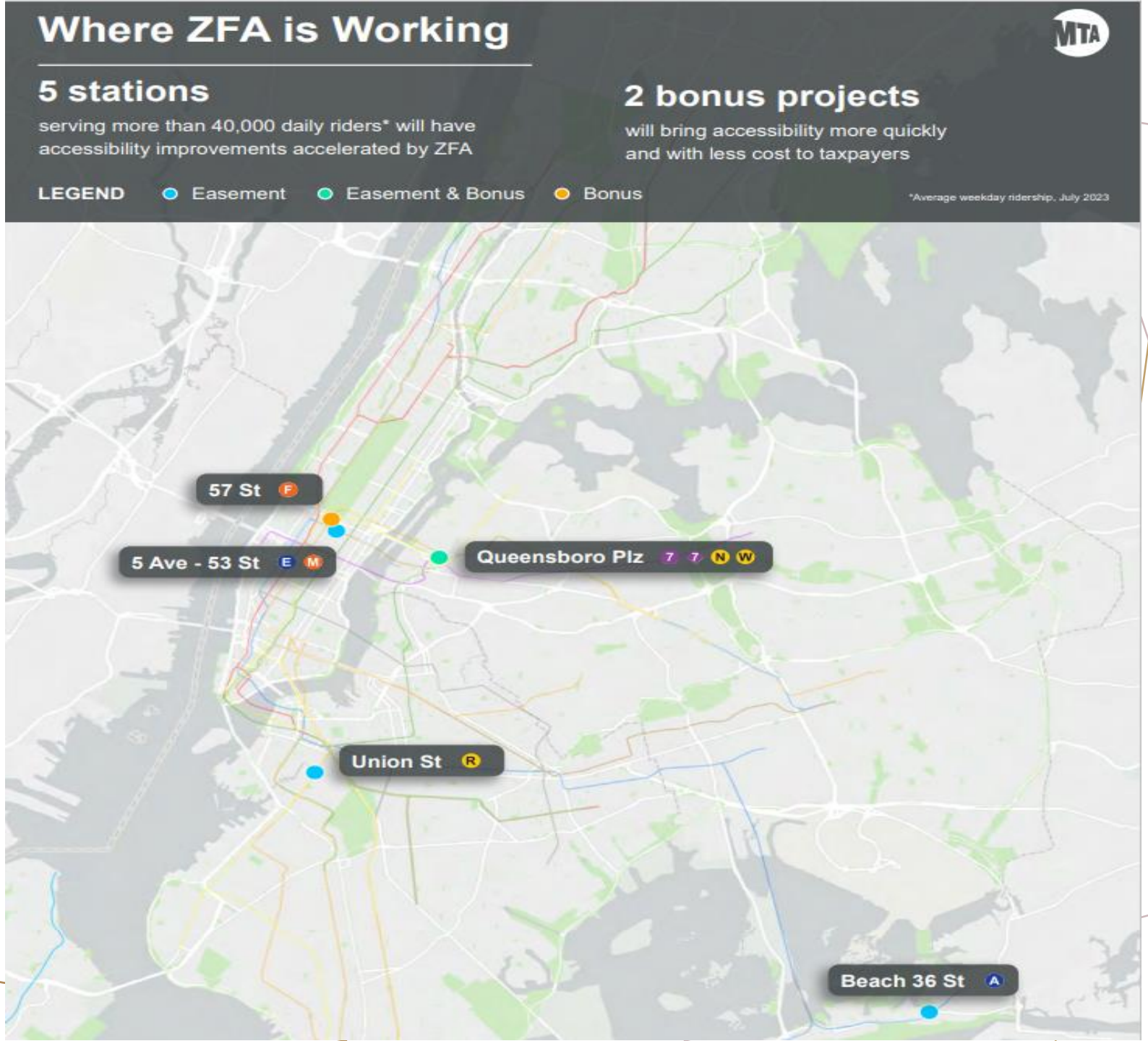
ZONING FOR ACCESSIBILITY

The MTA launched the Zoning for Accessibility (ZFA) initiative in partnership with the New York City government to tackle accessibility issues. Approved by the City Council in October 2021, this initiative aims to increase the number of accessible subway stations by strategically locating them on properties near stations in collaboration with real estate developers.

The ZFA consists of two main components:

1. **Transit Easement:** Property owners planning construction within 50 feet of mass transit stations must now consult the MTA to determine if they need to reserve space for future accessibility or circulation improvements. In return, they receive benefits like zoning floor area exemptions and modified parking requirements.
2. **Transit Improvement Bonus:** This zoning bonus allows property owners in the city's highest density areas to build larger structures than current zoning permits, in exchange for privately funding and constructing station improvements, such as new elevators and stairs.

ZFA APPROVED PROJECTS:



IMPACT OF THE 2020 – 2024 CAPITAL PROGRAM

Number of accessible subway stations increased to 151 from 113 in 2019

The first Wide Aisle Gates were introduced at Sutphin Blvd-Archer Av-JFK Airport in Queens and Atlantic Av-Barclays Ctr in Brooklyn providing a more accessible way for riders

Increase in the use of the NaviLens program, a free smartphone app that converts visual information into accessible formats

Installation of accessible boarding area floor decals at more than 15 subway stations to guide customers to the optimal boarding location on the platform

Installation of tactile Braille line maps at 66 Street – Lincoln Centre to assist blind and low-vision customers by providing information about all stations on the line, offering an alternative to print maps or digital screens

MTA'S 2025 – 2029 CAPITAL PROGRAM

\$7.1 billion allocated for creating new accessible subway stations.

At least 60 subway stations and 6 railroad stations slated for ADA improvements

Overall system accessibility to increase to over 50%

70% of subway rides to take place to or from accessible stations



ANTICIPATED IMPACT OF THE 2025 – 2029 CAPITAL PROGRAM

Number of accessible subway stations to increase to 211 from 151 in 2024

Replacement of 45 subway station elevators to minimize disruptions to the subway for PWD / Parents with strollers

Installation of new fare gate systems in over 150 subway stations to improve fare collection and accessibility

The LIRR will reach 98% accessibility by making at least four additional stations accessible & at least two Metro North stations to be made accessible

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THANK YOU