

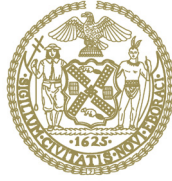
THE NEW YORK
CITY COUNCIL

COREY JOHNSON
SPEAKER

September 2019

Zoning for Transit Accessibility

A **LET'S GO** Report



THE COUNCIL OF
THE CITY OF NEW YORK
CITY HALL
NEW YORK, NY 10007

COREY JOHNSON
SPEAKER

TELEPHONE
(212) 788-7210

Dear Fellow New Yorkers,

Our public transit is at the heart of our great city.

Unfortunately our public transit system is struggling in many ways, and as I outlined in our Let's Go report, we have to find a way to take control and do better.

Among many concerns, one critical issue facing our transit network is the inability of millions of people – many seniors, the disabled, parents with young children, and others with limited mobility – to navigate our system because of a lack of full accessibility.

This is not simply a quality of life consideration, it's a key pillar of the Americans with Disabilities Act.

We have to do everything in our power to ensure that our public transit allows for people to move around our city, getting to work, school, home, and everywhere else. If we don't do that we're limiting the potential of hundreds of thousands of our fellow New Yorkers.

What follows in this report is a set of practical ideas – within our control as a City to implement – to better coordinate private development with expanding transit accessibility for the disabled community and all New Yorkers. While it will not solve the problem in one fell swoop, we can make real progress towards a more accessible and equitable city.

The Council looks forward to working alongside its partners at the Department of City Planning, the Metropolitan Transportation Authority, New York City Transit, and the transportation and disability advocacy communities to advance this work, including introducing the zoning proposals in 2020. Further, we hope this report continues to draw attention to this pressing issue, building on the work of our partners while expanding the tools that can be used to make our city more accessible

Sincerely,

Corey Johnson
Speaker

Rafael Salamanca
Chair, Committee on Land Use

Francisco Moya
Chair, Subcommittee on
Zoning and Franchises

Margaret Chin
Chair, Committee on Aging

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This report is accompanied by an interactive website on transit accessibility:

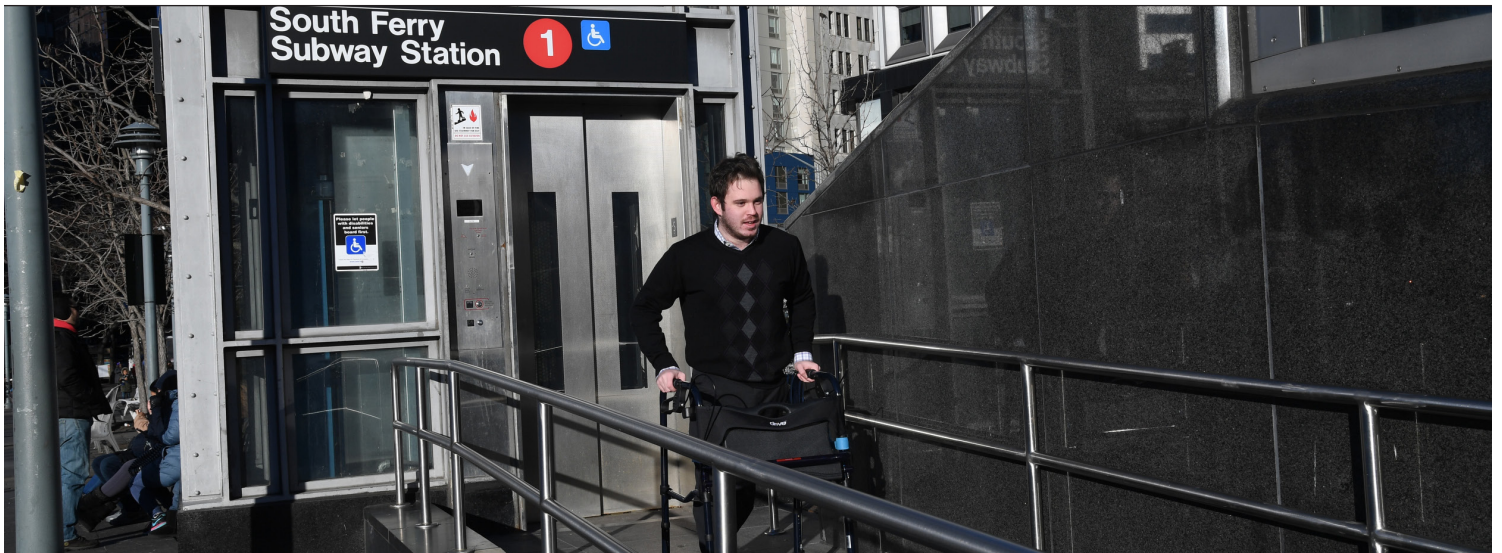
<https://council.nyc.gov/data/increasing-accessibility/>

Acknowledgments

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Executive Summary



The 1990 Americans with Disabilities Act (“ADA”)¹ prohibits discrimination against individuals based on disability in all areas of public life, including access to commercial establishments and government services such as public transportation. In New York, a city dependent on public transportation, the ADA represents a promise of equal access for hundreds of thousands of residents with disabilities. But the task of retrofitting a vast, early 20th century system reliant upon thousands of staircases presents a difficult challenge.

In the years following the passage of the ADA, the Metropolitan Transportation Authority’s (MTA) New York City Transit (NYCT) division worked with the Federal Transit Administration (FTA) on a plan to bring ADA accessibility to “key stations” in the NYCT subway system, arriving at the goal of 100 key stations by year 2020.² With 11 key stations remaining under its 2020 target, NYCT continues to work to reach this goal.

However, despite much progress, today only 23% of subway and Staten Island Railway (SIR) stations are fully ADA-accessible (113 out of 493), defined in the law as “readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs.” While the MTA has committed to fund accessibility at 71 stations in its next Capital Program, progress remains slow and extremely expensive.³ Most stations were designed and constructed over a century ago without any consideration for accessibility; many have narrow platforms and limited entry and exit passages. Decades’ worth of accumulated, highly complex utility infrastructure is often present between the stations and street level. Depending on the engineering of the station,

Executive Summary

ADA access typically adds \$30 to \$50 million in costs to the MTA (and potentially far higher) at the most complex stations.⁴

But there is a policy tool with untapped potential that could help accelerate implementation of ADA access and save millions of public dollars: zoning.

Zoning offers the potential to require or incentivize new private development to align design and construction with improved station access, including ADA improvements such as elevators. Using zoning tools to incorporate the construction of ADA access into private development projects could, over time, save hundreds of millions of MTA capital dollars that could be devoted to additional stations to help bring the goal of system-wide access closer to reality. There are already numerous examples across New York City where zoning tools are used to better align private development with public benefits such as affordable housing, open space, and historic preservation.⁵

Unfortunately, despite the urgent moral imperative to upgrade stations so that all New Yorkers can safely access the subway, zoning tools to facilitate station improvements are currently available only in select areas of the city and are often encumbered by an onerous

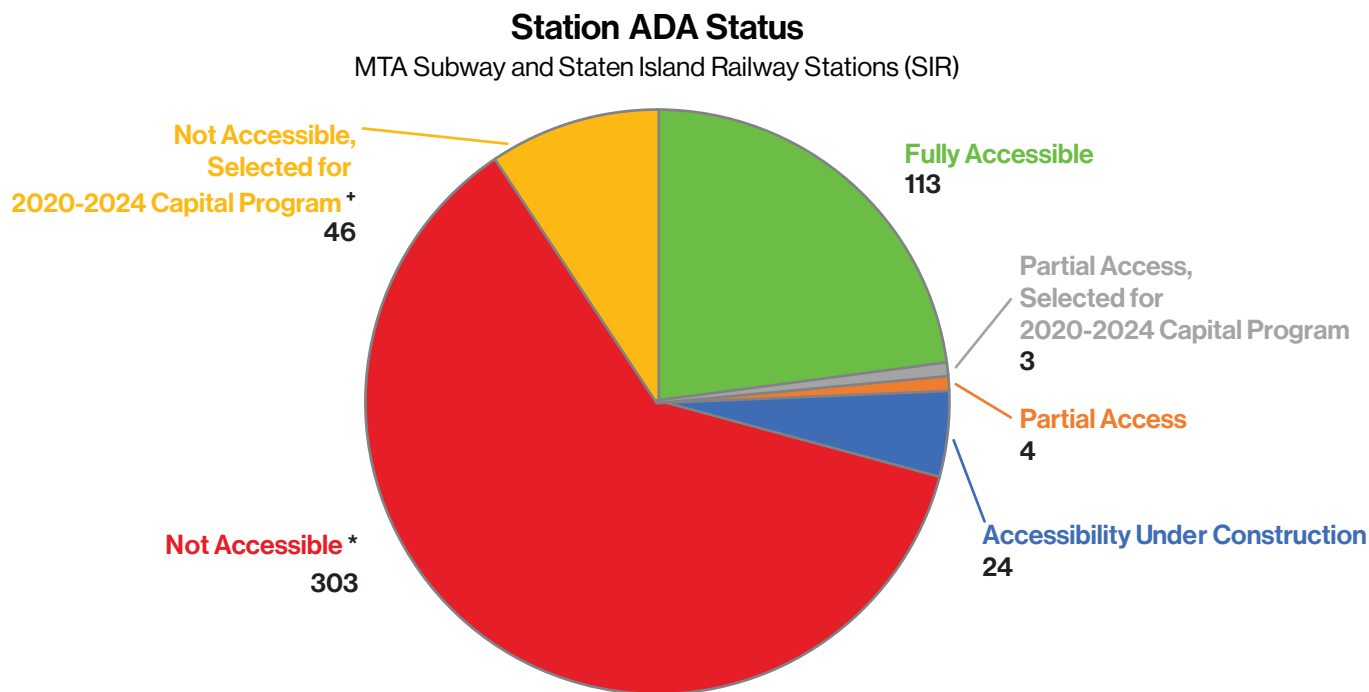
review process.

There is an existing zoning tool to require station-adjacent private developers to consult with the MTA to determine whether easements – the right for the MTA to utilize a portion of the property – would help facilitate station access improvements. But this tool only exists in limited geographies along the partially-built Second Avenue Line, and select Special Districts.

Another existing tool, a special permit to allow a density bonus in exchange for significant station access improvements only exists in high-density commercial districts and can require many years of public review. Fewer than ten development projects have implemented the special permit since it was created in 1982.⁶

As a result, New York is forgoing potential opportunities to facilitate ADA access improvements throughout the city in a cost-effective way.

The following proposals would comprehensively strengthen Zoning for Transit Accessibility in New York City and accelerate the implementation of ADA accessibility at dozens of stations, helping us finally deliver on the promise of transit equity for all riders.



* The MTA has committed to selecting an additional 22 stations from this category for the 2020-2024 Capital Program.

+ The MTA's list of selected stations (dated 9/19/2019) counts Bryant Park (BDFM) and 5 Av (7) as one station, whereas this report counts them as two separate stations.

Recommendations for Further Study

1. Require Transit Easement Volume Certifications Throughout the Transit System

New station access points such as elevators are challenging to fit onto existing sidewalks without obstructing space available to pedestrians, and they can require expensive excavation and relocation of utilities. Coordination with private development sites in constructing ADA access improvements can save the MTA tens of millions of dollars, compared to the cost of building directly on the sidewalk, and can also improve the pedestrian environment and street safety. Extending requirements for transit access easements to sites throughout the system would ensure that all opportunities to accelerate ADA access through cooperation with private development are evaluated and executed where applicable.⁷

The City Council will work with the MTA and the Department of City Planning (DCP) to apply the easement requirement throughout the transit system.

2. Expand and Expedite Zoning Bonuses for Station Improvements

a. Expand to geographies across the City, where appropriate

A zoning bonus for implementing subway station access improvements is currently available in only a limited portion of the highest-density districts. There are numerous stations in additional areas where ADA access improvements might be more quickly and efficiently implemented, by offering developers a density bonus in exchange for incorporating the improvements within their new building or nearby.

The City Council will work with the MTA, DCP, and other stakeholders to identify the stations with the greatest potential to be helped by this tool, and to advance zoning changes that would implement an expansion of eligibility.

b. Expand eligibility for the bonus to additional development sites, beyond those directly adjacent to stations.

Right now in those high-density districts where the bonus tool exists, only developers directly adjacent to a station are eligible to participate. The bonus should be opened to other development sites located close to the station.

The City Council will work with the MTA and DCP to consider and define additional eligibility and to advance zoning changes to implement an expansion of eligibility.

c. Expedite the review process

The subway station improvement bonus currently requires a full ULURP review that typically takes over two years from the beginning of the application process to its final approval.

The City Council will work with DCP and the MTA to consider accelerated review processes that maintain a role for public input.

3. Consider Additional Required Site Planning in High-density Districts

The City Council will work with DCP and the MTA to examine potential opportunities to expand site planning requirements for development sites directly adjacent to subway stations in order to better facilitate goals of pedestrian circulation and sidewalk capacity.

4. Ensure Regular Maintenance of Elevators and Escalators

The City Council will explore legislation to increase enforcement and penalties for private property owners responsible for maintaining MTA access elevators.

The MTA should ensure that all future contracts with private developers include strict standards on elevator maintenance and mechanisms for enforcement, or penalty for lack of compliance.

Next Steps: Over the coming months, the City Council will work with DCP and the MTA to further study and review these ideas with stakeholders to arrive at final recommendations with a goal to implement in 2020.

Background



Over 550,000 New Yorkers – a population greater than that of Atlanta – are estimated to have an ambulatory disability. Considering the over half-million stroller-aged children, and over 1.2 million seniors, millions of New Yorkers’ daily lives are impacted by our inaccessible subway system.

For seniors and parents with young children, the lack of elevators in New York City subway stations creates a burden that can discourage use of the system. For people with disabilities, the lack of accessibility is a barrier representing the denial of a public service, an urgent human rights imperative that must be addressed. The system’s inaccessibility makes it difficult for New Yorkers with disabilities to participate in the workforce or attend school, while contributing to isolation from family, friends, and civic life.

For those with disabilities, the lack of elevators in New York City subway stations is a significant hurdle. Many are forced to “climb mountains” to reach their destination. A subway ride that should take minutes can easily turn into

an hours-long journey because individuals with mobility issues are either forced to first travel in the opposite direction of their destination in order to reach an accessible station, or are rerouted after arriving at their destination station only to find out that the elevator is out of service.⁸ The MTA maintains a website with Elevator and Escalator Status that can be checked before a trip begins, but this does not always solve for unpredicted outages.

In cases where elevators are out of service, wheelchair users have been forced to get back on the train and travel back to the station where they began, or to a different accessible station, and then take a bus to their destination, or completely give up on travel altogether.⁹ One person described the experience this way: “whenever we plan to travel, we always have to plan for a lot more time than it would take someone normally to travel around the city.”¹⁰ The added time and obstacles New Yorkers with disabilities face in navigating the city imposes social and economic costs that cannot be overstated.

Of the over 8.5 million New Yorkers...

6.5%	have an ambulatory disability
13.6%	are age 65 and older
6.5%	are under the age of 5

2017 ACS 5-Year Population Estimate (most recent year for which data is available)



President George H. W. Bush signs the Americans with Disabilities Act on July 26, 1990.

Americans with Disabilities Act of 1990 and New York City Transit

The ADA law of 1990 prohibits discrimination on the basis of disability in all areas of public life. Among other protections, the law requires public entities to provide equal opportunity with regard to public transportation. As a public entity providing transportation services, the MTA (including NYCT), is broadly subject to its requirements.

After the passage of the ADA, the NYCT bus network achieved full accessibility within a relatively short time-frame and has now operated a fully accessible fleet for more than two decades. As part of the law's enactment, NYCT was given a mandate to identify key stations and develop a plan to make those accessible by 2020.¹¹ Key stations were to be selected considering the following criteria:

1. Stations where passenger boardings are 15% higher than the average, unless it is close to another accessible station.
2. Transfer stations within the subway system.

3. Major multi-modal nodes, such as stations connecting with bus terminals, intercity or commuter rail stations, passenger ferries, airports, or large commuter parking facilities.
4. Stations at the end of a line, unless it is close to another accessible station.
5. Stations serving major activity centers, such as large employers, institutions of higher education, health care facilities, or other large facilities that serve individuals with disabilities.¹²

NYCT submitted its 1992 key station plan to the FTA, agreeing to make 54 subway stations accessible to persons with disabilities by 2010¹³; the plan was amended in 1994, to target 100 stations by 2020. With 11 final key stations remaining under its 2020 target, NYCT continues to work towards fulfilling its key stations targets.

Only 113 of the 493 subway and SIR stations are fully accessible

However, currently only 113 out of 493 subway and SIR stations are fully accessible. An additional seven stations are partially (i.e., in one direction) accessible, and construction is underway at a further 24 stations. The MTA is currently undertaking an engineering review of every station in the system and recently announced its intent to fund full ADA accessibility at an additional 71 stations in the 2020-2024 Capital Program. Forty-nine of these stations have been announced, with 22 more stations still to be selected.

For now, large service gaps persist, and of the 122 New York City neighborhoods served by the subway system, 62—one of every two—remain without an accessible station.

Based on the key stations criteria of prioritizing the stations most heavily used and those serving transfer points and major activity centers, most currently-ADA-accessible stations are in Manhattan, leaving large ADA

deserts in the outer boroughs and Upper Manhattan that the MTA is beginning to address with the stations selected for the next Capital Program. Low-income communities of color in areas like the Bronx and Central Brooklyn have especially few ADA-accessible stations, exacerbating existing barriers to employment for communities that are most in need.

Out of the 21 Staten Island Railway stations, five (24%) are currently ADA accessible and three have been selected for upgrades for the next Capital Program.

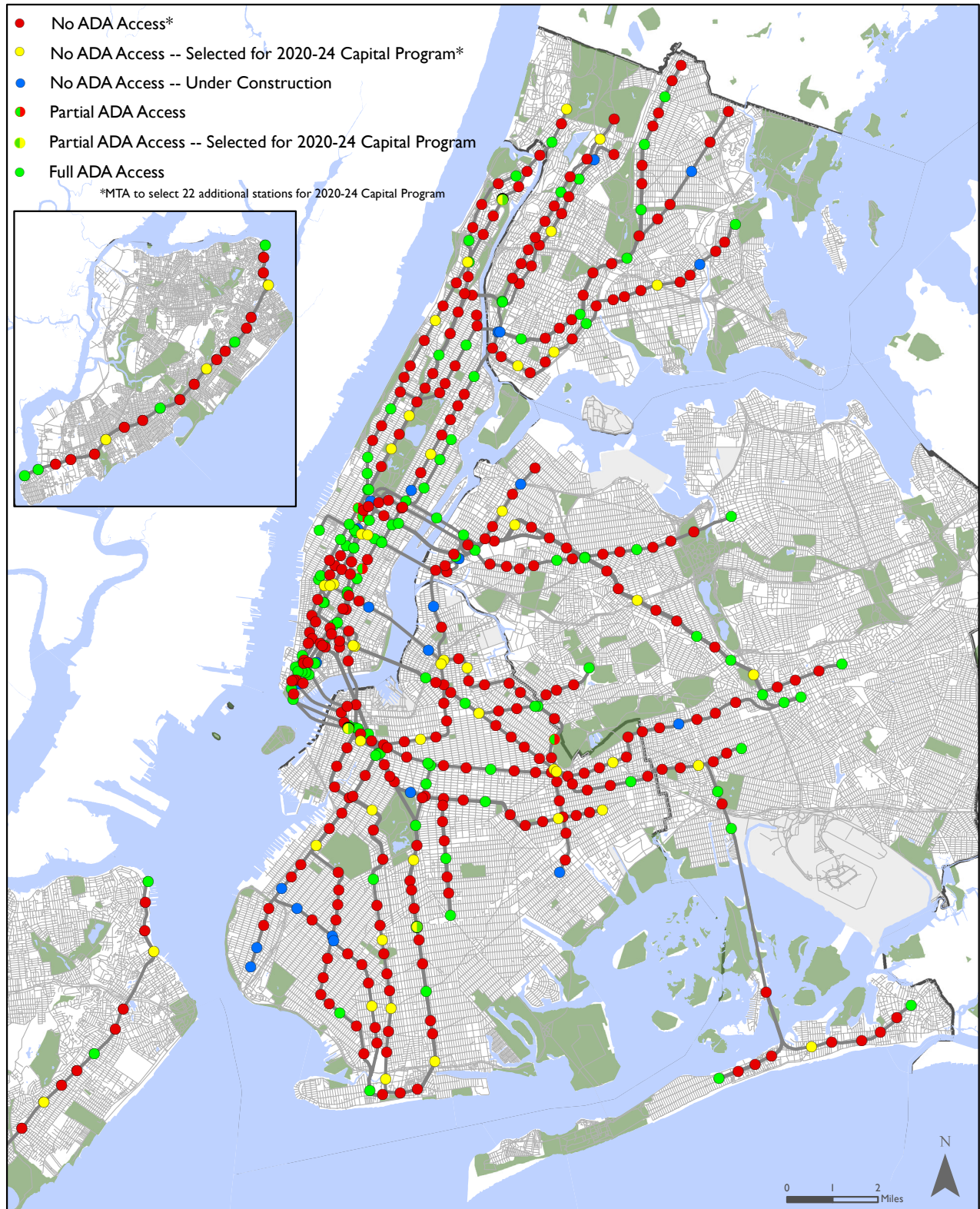
In addition to a general, system-wide shortage of accessible stations, there are also widespread issues with operability and maintenance of those facilities that are in place.¹⁴

Several recent studies have shown that breakdown issues are pervasive.^{15,16} Furthermore, a 2017 City Comptroller's report found poor records of elevator preventative maintenance by the MTA.¹⁷ However, elevator performance may be gradually improving. According to the MTA's Elevator and Escalator Performance Dashboard, NYCT has achieved greater than 95% average availability (percent of time an elevator is running) for the 308 elevators throughout the subway system in 2018 and 2019.¹⁸

Despite this progress, a recent report by TransitCenter found that privately-managed elevators are often the worst-performing in the system.¹⁹ When considering zoning tools that would incentivize construction of privately-managed elevators, we must be mindful of potential legal and policy measures that could help ensure maintenance of these facilities.

An interactive version of this map is available at: <https://council.nyc.gov/data/increasing-accessibility/>

ADA Access Status September 2019



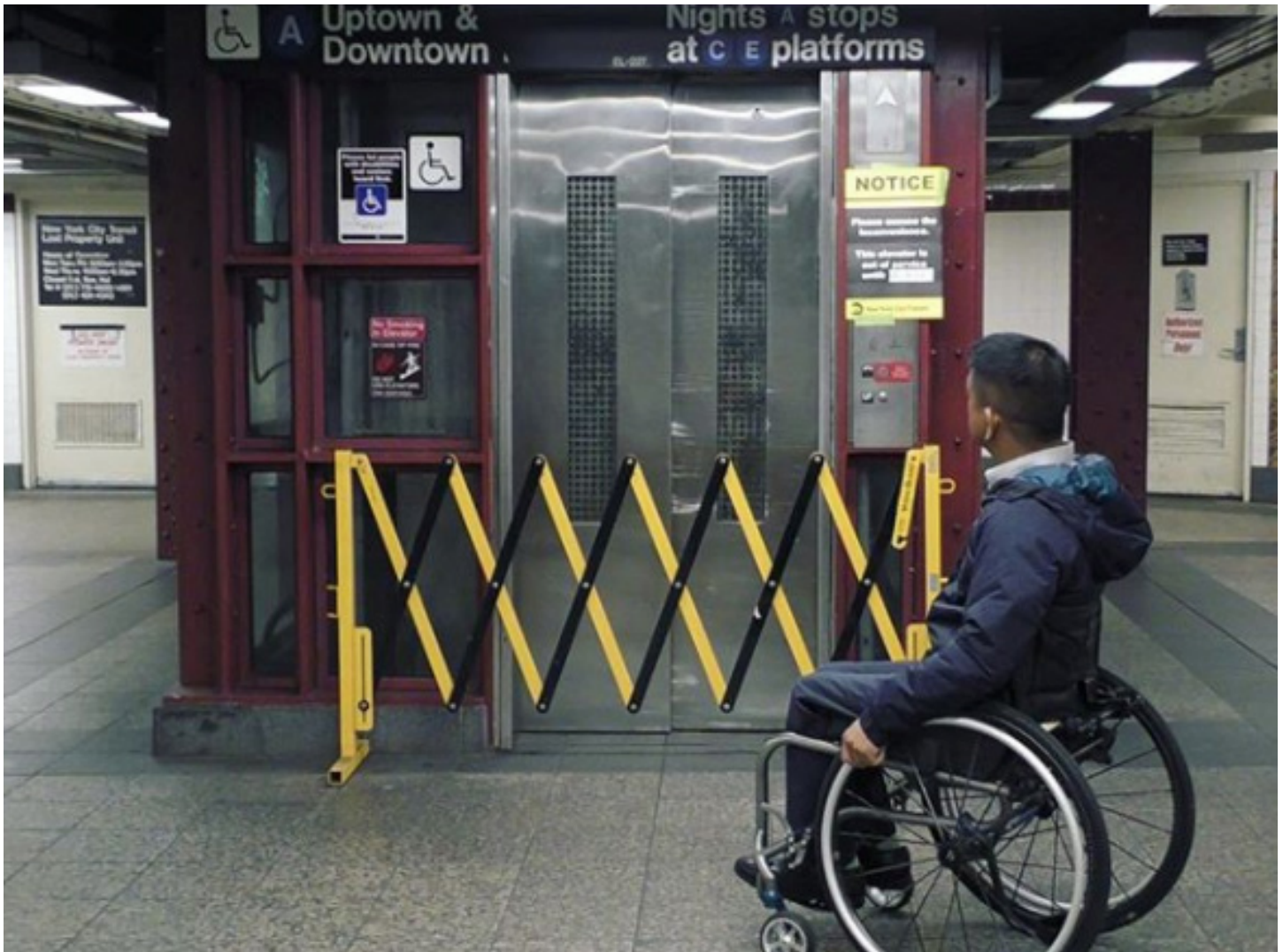
Background

The MTA does provide, in accordance with the ADA, paratransit services through its Access-a-Ride program, a private transportation service offered to people whose disabilities prevent them from accessing public transportation.²⁰ Access-A-Ride is not always a “door to door” service, and instead offers “feeder service” rides to accessible subway or bus stops for individuals capable of making the transfer.²¹ Rides must be scheduled 24-hours in advance, making unplanned trips for riders not practical. Further, Access-A-Ride costs the MTA over \$500 million annually and has been plagued by poor service for years.²²

Access-a-Ride does not replace the MTA's ADA obligations to make key stations accessible, and it does not satisfy NYCT's obligations to make the subway accessible whenever NYCT undergoes alterations to any of its stations.²³

The fact that 77% of subway stations are not fully accessible creates an enormous challenge for people with disabilities to take advantage of public transportation. The Council is actively exploring ways to address and improve accessibility by considering how to broaden the applicability and scope of certain existing, proven zoning tools citywide.

The City Council looks forward to consulting and collaborating with the MTA and the Department of City Planning to build upon the shared policy goals of long-term transit infrastructure planning and increased accessibility, in the context of an established, familiar zoning framework.



Existing Zoning Tools



The New York City Zoning Resolution (“Z.R.”) currently includes several different kinds of mechanisms to facilitate transit-related improvements. These mechanisms include mandatory improvements for certain sites located directly adjacent to an existing subway stair entrance; a mandatory assessment of the requirement (if any) for a transit-related easement volume in specific locations; a special permit establishing a density (floor area) bonus for significant station improvements in high-density areas; and the newly created Midtown East density bonus system applicable only to that particular special subdistrict.

Transit Easement Volume Certifications (Special Transit Land Use District Chapter, and Other Sections)

In 1974 the City approved the “Special Transit Land Use District,” a zoning tool requiring developers along the future Second Avenue subway line to consult with the MTA and City Planning Commission (“CPC”) regarding the provision of easements to facilitate station access improvements.²⁴ If it is determined through this consultation that a transit easement volume is necessary to accommodate future station improvements, these may be constructed as a part of the new development, or an easement volume could be set-aside for future construction.



Future site of the 116th Street Second Avenue Subway Station

While this “check-in” requirement for easement assessments has been in effect for decades along the planned Second Avenue line and select additional stations within other Special Districts, DCP has recently begun expanding it to other locations as part of neighborhood rezonings. It was added during the public review process for the Inwood neighborhood rezoning by an A-text application, and it was part of the Greater East Midtown and East Harlem rezonings.²⁵

Subway Stair Relocation (Z.R. Section 37-40)

The most widespread existing tool is the requirement to relocate subway stairs, from the sidewalk into new developments, in certain high-density commercial districts (Special Midtown, Special Lower Manhattan, Special Downtown Brooklyn, Special Union Square District, the Court Square stations within the Special Long Island City District, and eight additional stations listed in a table) for new development on zoning lots with at least 5,000 square feet of lot area.²⁶ The zoning text provides that this provision “may also require satisfaction of additional obligations under the Americans with Disabilities Act of 1990 (ADA), including the ADA Accessibility Guidelines.

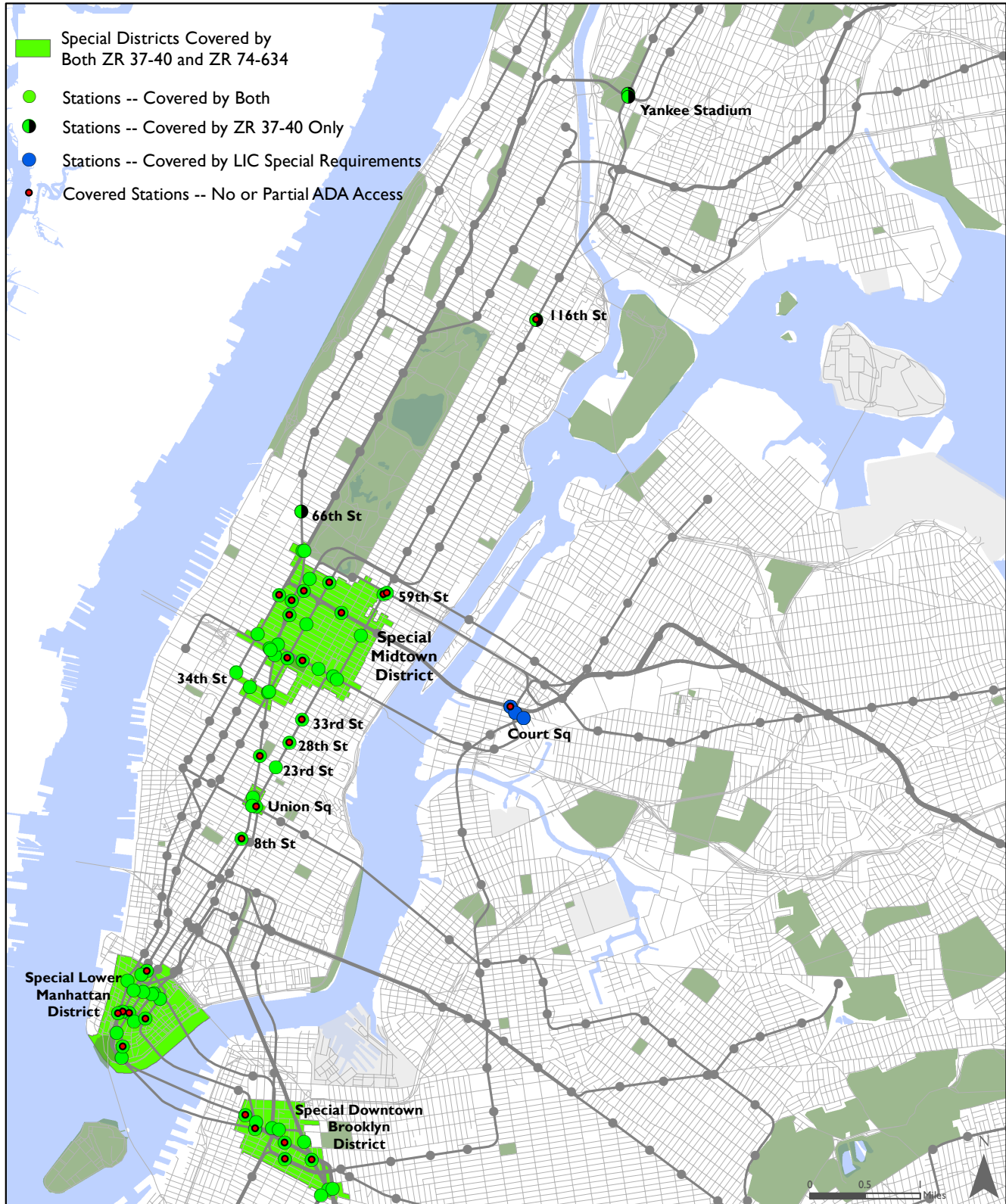
The New York City Transit Authority should be consulted with regard to any such obligations.”

The Subway Stairs Relocation Requirement was recently expanded to apply to the 116th Street station on the 6 line, as part of the East Harlem Neighborhood Rezoning follow-up actions.²⁷

Easement

An easement is a legal right to use another's land for a specific limited purpose. The party granted the easement has the legal right to use the property but the legal title remains with the owner of the property.

Stations Currently Covered by Stairs Relocation (ZR 37-40) or Special Permit Bonus for Station Improvements (ZR 74-634)



Special Permit for Bonus for Station Improvements (Z.R. 74-634)

In order to facilitate more significant subway station improvements, Z.R. Section 74-634 establishes a zoning special permit for a 20% floor area bonus, available in select high-density commercial districts in Manhattan and Downtown Brooklyn. The Special Midtown, Special Lower Manhattan, Special Downtown Brooklyn, and Special Union Square Districts have sections that also reference Z.R. Section 74-634 and list specific subway stations for eligibility.²⁸ A mandatory version of this tool also exists around Court Square, in the Special Long Island City District.²⁹ An application for this bonus, subject to a zoning special permit, requires a full ULURP application with extensive environmental analysis and public review. This may partially explain why, according to a 2014 DCP study, only ten projects sought the 74-634 special permit (or the Court Square version) between 1982 and 2014.³⁰

The most recently approved 74-634 special permit project was for 45 Broad Street, in which a bonus from 15 FAR to 18 FAR (consisting of approximately 71,000 square feet of development) will facilitate the construction of full ADA access at the Broad Street J/Z station, saving the MTA upwards of \$20 million in capital costs.³¹

East Midtown

In 2017, DCP created a new mechanism as part of the East Midtown Subdistrict of the Special Midtown District, allowing certain qualifying sites to obtain between 2.7 and 5.4 additional FAR, in exchange for the provision of specified transit system improvements for targeted facilities within the district.³² This mechanism includes an option for financial contributions into a “Public Realm Improvement Fund,” an interest-bearing account overseen by a “Public Realm Improvement Fund Governing Group” consisting of 13 members – seven from City agencies appointed by the Mayor, one from a citywide civic organization appointed by the Manhattan Borough President, one for the Manhattan BP, one from the City Council Member representing the local district, one from the Council Speaker, one from Community Board 5, and one from Community Board 6. The Governing Group maintains the list of eligible and priority improvements for allocation of the funds and is required to annually update this list and the “Concept Plan” and to provide information on how funding has been allocated to date.



Rendering of the future Broad Street Station elevator

Existing Zoning Tools: Shortcomings and Challenges

It is all too easy to find examples of missed opportunities for recent station-adjacent developments to contribute to station access. One recent rezoning application, for a development at the Bronx terminus of the 2 line presented an ideal opportunity to incorporate an elevator, for the 241st Street station as part of the new development.³³ Without a requirement for an easement or an applicable zoning bonus incentive, however, there was no way to facilitate the inclusion of station improvements and address our system's urgent accessibility need.

In another example, accessibility at the 86th Street 4/5/6 station, one of the busiest in the entire system, has been delayed by over a decade, in part due to the lack of applicable zoning tools to require easements or incentivize improvements. In 2007, the large property at the southeastern corner of Lexington Avenue and 86th Street was redeveloped into an 18-story, mixed-use building with retail space on the lower-floors and 119 luxury condominium units above (pictured to the right). Despite the significant size and scale of this development, no zoning mechanism was available to require the property owner to consult with the MTA to create an easement to facilitate improvements to the station entrance.



The Upper East Side's busiest station had to wait until this year to finally gain limited ADA accessibility, with completion of a development across the street which will incorporate new subway stairs and a new elevator, but only to the uptown local 6 platform – though the latter will be in the sidewalk rather than within the building.³⁴ This development was only subject to a new entrance requirement because the two-story building that previously occupied the site had the subway stairs integrated within it.

Recommendations



1. Require Transit Easement Volume Certifications Throughout the Transit System

Cooperation with private development sites in constructing ADA access improvements can save the MTA millions of dollars in the excavation and utility relocation costs that are often necessary when building in the public right-of-way. At certain stations, constructing ADA access elevators may not even be structurally feasible or possible to build in a manner that does not obstruct the sidewalk without securing easements from adjacent property owners.

Extending requirements for transit access easements to sites throughout the system would ensure that all potential opportunities to accelerate ADA access improvements through cooperation with private developers are evaluated and executed where applicable.³⁵

The City Council will work with the MTA and DCP to apply the easement requirement at subway stations throughout the city.

2. Expand and Expedite Zoning Bonuses for Station Improvements

The existing 74-634 special permit allows a floor area bonus of up to 20% in exchange for subway station improvements. In the high-density commercial districts where it is currently available, the bonus has the potential to facilitate full ADA access improvements from the street to the platform, saving the MTA anywhere from \$20 to over \$50 million in capital costs.

Despite this potential, fewer than ten developments have ever used this bonus, in part because of its limited geographical availability as well as the length and complexity of the public review process generally required for a ULURP special permit. The following three reforms would greatly increase the number of stations that could benefit from this zoning tool:

a. Expand the geographic applicability

There are numerous stations outside of the existing eligible areas where ADA station improvements might be most rapidly and efficiently implemented by offering developers a density bonus in exchange for incorporating the improvements within their new building or otherwise providing resources for implementation. While some sites and areas may lack the scale and/or real estate value to facilitate full station overhauls, they may still have the potential to generate incremental improvements that make portions of stations accessible and accelerate the implementation of accessibility improvements at that station.

The City Council will work with the MTA and DCP to identify the stations with the greatest potential to be helped by this tool and to advance zoning changes that would implement an expansion of eligibility.

Recommendations

b. Expand eligibility to additional development sites beyond those directly adjacent to stations

Right now in those high-density districts where the bonus tool exists, only developers directly adjacent to the station are eligible to participate. However, in some cases it is quite feasible for access improvements to be constructed off-site in the public realm.

The City Council will work with the MTA and DCP to consider and define wider eligibility.

c. Expedite the review process

The subway station improvement bonus currently requires a full ULURP review that typically takes over two years from the beginning of the application process to its final approval.

The City Council will work with DCP and the MTA to consider accelerated review processes that maintain a role for public input.

4. Consider Additional Required Site-planning in High-density Districts

The City Council will work with DCP and the MTA to examine potential opportunities to expand site-planning requirements for development sites directly adjacent to subway stations in order to better facilitate goals of pedestrian circulation and sidewalk capacity.

5. Ensure Regular Maintenance of Elevators and Escalators

The City Council will explore legislation to increase enforcement and penalties for private property owners responsible for maintaining MTA access elevators.

The MTA should ensure that all future contracts with private developers include strict standards for elevator maintenance and mechanisms for enforcement and/or penalty for lack of compliance.

Next Steps



The City Council understands that the MTA and DCP share its commitment to unlock the potential of zoning to facilitate faster implementation of citywide transit accessibility and will work together over the coming months to refine these proposals.

As the proposals are researched and refined, the City Council will convene roundtable discussions of disability, seniors, transit advocates, private developers, and technical experts to ensure that these changes are most effective at advancing accessibility and that the voices of those who have long advocated for transit accessibility and those who would implement development are all included in the process.

References

- 1 Full text of the ADA and explanations of related definitions and regulations available at https://www.ada.gov/ada_intro.htm
- 2 Office of the State Comptroller, A Report By the New York State Comptroller: Metropolitan Transportation Authority – New York City Transit, Rapid Transit Services for Persons with Disabilities (2001), pages 1-2, available at <https://www.osc.state.ny.us/audits/allaudits/093004/01s69.pdf>
- 3 James Barron, For Disabled Subway Riders, the Biggest Challenge Can Be Getting to the Train, N.Y. Times, July 26, 2018, available at <https://www.nytimes.com/2018/07/26/nyregion/disabled-subway-riders-elevators.html> ; MTA, MTA Announces 70 NYC Transit Stations to Receive \$5.5 Billion in Accessibility Improvements Under Proposed 2020-2024 Capital Plan <https://apps.cio.ny.gov/apps/mediaContact/public/view.cfm?parm=F1F2BE1D-E5C6-14E5-80DCC69BE836F173-CD1047A0-BDAB-0865-97131926E9C12694>
- 4 MTA, Capital Program 2015-2019. Available at http://web.mta.info/capital/pdf/WEB2015-2019Program_reduced.pdf
- 5 For example, Inclusionary Housing (N.Y.C. Zoning Resolution Section 23-154), the Special Hudson River Park District (N.Y.C. Zoning Resolution Section 89), the Theater Subdistrict of the Special Midtown District (N.Y.C. Zoning Resolution Section 81), or the widely available Plaza Bonuses in commercial districts, among others.
- 6 N.Y.C. Department of City Planning. History of NYC Transit Bonuses 1982-2014, available at https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/vanderbilt-corridor/history_of_transit_bonuses.pdf
- 7 As established in N.Y.C. Zoning Resolution Section 37-40, a lot size of 5,000 square feet is considered to be the minimum feasible size for including an easement; zoning lots smaller than this could be exempt. Easements may also not be feasible for the lowest-density zoning districts.
- 8 Barron, July 26, 2018; David Meyer, Disability Advocates Want to Give Andy Byford's Subway Accessibility Plan Some Teeth, StreetsblogNYC, July 18, 2018, available at <https://nyc.streetsblog.org/2018/07/18/disability-advocates-want-to-give-andy-byfords-subway-accessibility-plan-some-teeth/>
- 9 Barron, July 26, 2018; Meyer, July 18, 2018; Complaint CIDNY, et al. v. MTA, et al. (Apr. 25, 2017) at pages 3 and 20.
- 10 Meyer, July 18, 2018.
- 11 49 CFR §37.47(c) – (d). Unless an extension has been granted allowing for accessibility to be achieved for all key stations by year 2020, public entities operating public transportation services (such as NYCT) were required under the ADA to make key stations accessible no later than July 26, 1994. In NYCT's case, an extension has been granted.
- 12 49 CFR § 37.47(b).
- 13 Office of the State Comptroller, A Report By the New York State Comptroller: Metropolitan Transportation Authority – New York City Transit, Rapid Transit Services for Persons with Disabilities (2001), pages 1-2, available at <https://www.osc.state.ny.us/audits/allaudits/093004/01s69.pdf>.
- 14 Complaint CIDNY, et al. v. MTA, et al. (Apr. 25, 2017), page 34, available at <https://www.cidny.org/wp-content/uploads/2018/03/CIDNY-v.-MTA-SDNY-Complaint.pdf>
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- 17 New York City Comptroller Scott M. Stringer. Stringer Audit Reveals Serious Gaps in MTA's Maintenance and Repair of Elevators and Escalators. May 1, 2017, available at <https://comptroller.nyc.gov/newsroom/stringer-audit-reveals-serious-gaps-in-mtas-maintenance-and-repair-of-elevators-and-escalators/>
- 18 MTA, Elevator and Escalator Performance Dashboard, available at <http://eedashboard.mta.info/>
- 19 TransitCenter. The EI-Evaders. November 12, 2018. Available at <https://transitcenter.org/2018/11/12/el-evaders/>
- 20 Access-a-Ride, available at <https://www1.nyc.gov/nyc-resources/service/992/access-a-ride> (last accessed Feb. 8, 2019).
- 21 MTA, guide to Access-A-Ride Service, available at <http://web.mta.info/nyct/paratran/guide.htm>
- 22 Citizens Budget Commission, Access-A-Ride, Ways to Do the Right Thing More Efficiently. Available at https://cbcny.org/sites/default/files/media/files/ACCESS-A-RIDE_0.pdf
- 23 Under the ADA, "alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements, and changes or rearrangement in the plan configuration of walls and full-height partitions." Alterations do not include "normal maintenance, reroofing, painting or wallpapering, or changes to mechanical and electrical systems...unless they affect the usability of the building or facility." United States Access Board, ADA Standards for Transportation Facilities, available at <https://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities/single-file-version> (last accessed Jan. 14, 2019).
- 24 N.Y.C. Zoning Resolution Section 95-00
- 25 N.Y.C. Planning Commission, Uniform Land Use Review Procedure Application No. N 18025A ZRM Special Inwood District Rezoning, available at <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/180205a.pdf>; N.Y.C. Planning Commission, Uniform Land Use Review Procedure Application No. N 170359 ZRM East Harlem Neighborhood Rezoning, available at <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/170359.pdf>; N.Y.C. Planning Commission, Uniform Land Use Review Procedure Application No. N 170186(A) ZRM East Midtown Subdistrict

Rezoning, available at <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/170186a.pdf>

- 26 N.Y.C. Zoning Resolution Section 37-40
- 27 N.Y.C. Planning Commission, Uniform Land Use Review Procedure Application No. N 190236 ZRM East Harlem Follow-Up Actions, available at <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/190236.pdf>
- 28 N.Y.C. Zoning Resolution Section 74-634
- 29 N.Y.C. Zoning Resolution Section 117-44
- 30 N.Y.C. Department of City Planning. History of NYC Transit Bonuses 1982-2014, available at https://www1.nyc.gov/assets/planning/download/pdf/plans-studies/vanderbilt-corridor/history_of_transit_bonuses.pdf
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- 33 New York City Planning Commission. Application No. C 180083 ZMX, available at <https://www1.nyc.gov/assets/planning/download/pdf/about/cpc/180083.pdf>
- 34 Amy Zimmer. "MTA's Deal With Developer to Alter 86th St. Subway Station Angers Locals." DNAInfo, March 21, 2016. <https://www.dnainfo.com/new-york/20160321/upper-east-side/locals-angered-by-developers-plans-alter-ues-subway-station>
- 35 As established in N.Y.C. Zoning Resolution Section 37-40, a lot size of 5,000 square feet is considered to be the minimum feasible size for including an easement, zoning lots smaller than this could be exempt. Easements may also not make sense for the lowest density zoning districts.

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Additional photos were provided by Munson Park of the MTA, Colin Wright of Transit Center, and Marcel Negret of the Regional Plan Association.

Appendix: ADA Status by Station

Station Name	Line(s)	ADA Status
231st St	1	Full Access
Cortlandt St	1	Full Access
South Ferry	1	Full Access
137th St - City College	1	Next Capital Plan
168th St	1	Next Capital Plan
Van Cortlandt Park - 242nd St	1	Next Capital Plan
103rd St	1	Not ADA
116th St - Columbia University	1	Not ADA
125th St	1	Not ADA
145th St	1	Not ADA
157th St	1	Not ADA
181st St	1	Not ADA
191st St	1	Not ADA
207th St	1	Not ADA
215th St	1	Not ADA
238th St	1	Not ADA
Cathedral Pkwy (110th St)	1	Not ADA
Marble Hill - 225th St	1	Not ADA
Rector St	1	Not ADA
Dyckman St	1	Partial: Next Capital Plan
59th St - Columbus Circle	1-2	Full Access
66th St - Lincoln Ctr	1-2	Full Access
18th St	1-2	Not ADA
23rd St	1-2	Not ADA
28th St	1-2	Not ADA
50th St	1-2	Not ADA
79th St	1-2	Not ADA
86th St	1-2	Not ADA
Canal St	1-2	Not ADA
Christopher St - Sheridan Sq	1-2	Not ADA
Franklin St	1-2	Not ADA
Houston St	1-2	Not ADA
34th St - Penn Station	1-2-3	Full Access
72nd St	1-2-3	Full Access
96th St	1-2-3	Full Access
Chambers St	1-2-3	Full Access
Times Sq - 42nd St	1-2-3	Full Access
14th St	1-2-3	Next Capital Plan
Wakefield - 241st St	2	Not ADA
135th St	2-3	Full Access
Borough Hall	2-3	Full Access
Fulton St	2-3	Full Access
116th St	2-3	Not ADA
125th St	2-3	Not ADA
Central Park North (110th St)	2-3	Not ADA
Clark St	2-3	Not ADA
Hoyt St	2-3	Not ADA
Park Pl	2-3	Not ADA
Wall St	2-3	Not ADA
Eastern Pkwy - Bklyn Museum	2-3-4	Under Construction
Bergen St	2-3-4	Not ADA
Grand Army Plaza	2-3-4	Not ADA
Atlantic Av - Barclay's Center	2-3-4-5	Full Access
Franklin Ave	2-3-4-5	Not ADA
Nevins St	2-3-4-5	Not ADA
149th St - Grand Concourse	2-5	Under Construction
233rd St	2-5	Full Access
3rd Ave - 149th St	2-5	Full Access
Brooklyn College - Flatbush Ave	2-5	Full Access
Church Ave	2-5	Full Access
E 180th St	2-5	Full Access
Gun Hill Rd	2-5	Full Access
Pelham Pkwy	2-5	Full Access
Simpson St	2-5	Full Access
174th St	2-5	Not ADA
219th St	2-5	Not ADA
225th St	2-5	Not ADA
Allerton Ave	2-5	Not ADA
Beverly Rd	2-5	Not ADA
Bronx Park East	2-5	Not ADA
Burke Ave	2-5	Not ADA

Station Name	Line(s)	ADA Status
Freeman St	2-5	Not ADA
Intervale Ave	2-5	Not ADA
Jackson Ave	2-5	Not ADA
Nereid Ave (238 St)	2-5	Not ADA
Newkirk Ave	2-5	Not ADA
President St	2-5	Not ADA
Prospect Ave	2-5	Not ADA
Sterling St	2-5	Not ADA
West Farms Sq - E Tremont Av	2-5	Not ADA
Winthrop St	2-5	Not ADA
145th St	3	Not ADA
Harlem - 148 St	3	Not ADA
Crown Hts - Utica Ave	3-4	Full Access
Junius St	3-4	Next Capital Plan
New Lots Ave	3-4	Next Capital Plan
Kingston Ave	3-4	Not ADA
Nostrand Ave	3-4	Not ADA
Pennsylvania Ave	3-4	Not ADA
Rockaway Ave	3-4	Not ADA
Saratoga Ave	3-4	Not ADA
Sutter Ave - Rutland Road	3-4	Not ADA
Van Siclen Ave	3-4	Not ADA
149th St - Grand Concourse	4	Under Construction
161st St - Yankee Stadium	4	Full Access
Fordham Rd	4	Full Access
Mosholu Pkwy	4	Next Capital Plan
167th St	4	Not ADA
170th St	4	Not ADA
176th St	4	Not ADA
183rd St	4	Not ADA
Bedford Park Blvd - Lehman College	4	Not ADA
Burnside Ave	4	Not ADA
Kingsbridge Rd	4	Not ADA
Mt Eden Ave	4	Not ADA
Woodlawn	4	Not ADA
Bowling Green	4-5	Full Access
Fulton St	4-5	Full Access
138th St - Grand Concourse	4-5	Not ADA
Wall St	4-5	Not ADA
Borough Hall	4-5	Partial: Next Capital Plan
125th St	4-5-6-6 Express	Full Access
Brooklyn Bridge - City Hall	4-5-6-6 Express	Full Access
Grand Central - 42nd St	4-5-6-6 Express	Full Access
86th St	4-5-6-6 Express	Next Capital Plan
Lexington Ave - 59th St	4-5-6-6 Express	Not ADA
Union Sq - 14th St	4-5-6-6 Express	Not ADA
68th St - Hunter College	4-6-6 Express	Under Construction
23rd St	4-6-6 Express	Full Access
51st St	4-6-6 Express	Full Access
Bleecker St	4-6-6 Express	Full Access
Canal St	4-6-6 Express	Full Access
103rd St	4-6-6 Express	Not ADA
110th St	4-6-6 Express	Not ADA
116th St	4-6-6 Express	Not ADA
33rd St	4-6-6 Express	Not ADA

Appendix: ADA Status by Station

Station Name	Line(s)	ADA Status
77th St	4-6-6 Express	Not ADA
96th St	4-6-6 Express	Not ADA
Astor Pl	4-6-6 Express	Not ADA
Spring St	4-6-6 Express	Not ADA
28th St	4-6-6 Express	Partial ADA
Gun Hill Rd	5	Under Construction
Baychester Ave	5	Not ADA
Eastchester - Dyre Ave	5	Not ADA
Morris Park	5	Not ADA
Pelham Pkwy	5	Not ADA
Brook Ave	6	Next Capital Plan
E 149th St	6	Next Capital Plan
Cypress Ave	6	Not ADA
E 143rd St - St Mary's St	6	Not ADA
Elder Ave	6	Not ADA
Longwood Ave	6	Not ADA
Morrison Av - Soundview	6	Not ADA
St Lawrence Ave	6	Not ADA
Whitlock Ave	6	Not ADA
Westchester Sq - E Tremont Ave	6-6 Express	Under Construction
Hunts Point Ave	6-6 Express	Full Access
Pelham Bay Park	6-6 Express	Full Access
Parkchester	6-6 Express	Next Capital Plan
3rd Ave - 138th St	6-6 Express	Not ADA
Buhre Ave	6-6 Express	Not ADA
Castle Hill Ave	6-6 Express	Not ADA
Middletown Rd	6-6 Express	Not ADA
Zerega Ave	6-6 Express	Not ADA
74th St - Broadway	7	Full Access
103rd St - Corona Plaza	7	Not ADA
111th St	7	Not ADA
33rd St	7	Not ADA
40th St	7	Not ADA
46th St	7	Not ADA
52nd St	7	Not ADA
69th St	7	Not ADA
82nd St - Jackson Hts	7	Not ADA
90th St - Elmhurst Av	7	Not ADA
34th St - Hudson Yards	7-7 Express	Full Access
Court Sq	7-7 Express	Full Access
Flushing - Main St	7-7 Express	Full Access
Grand Central - 42nd St	7-7 Express	Full Access
Junction Blvd	7-7 Express	Full Access
Times Sq - 42nd St	7-7 Express	Full Access
Woodside - 61st St	7-7 Express	Full Access
5th Ave - Bryant Pk	7-7 Express	Next Capital Plan
Hunters Point Ave	7-7 Express	Not ADA
Mets - Willets Point	7-7 Express	Not ADA
Vernon Blvd - Jackson Ave	7-7 Express	Not ADA
Queensboro Plz	7-7 Express-N-W	Not ADA
175th St	A	Full Access
Aqueduct Racetrack	A	Full Access
Far Rockaway - Mott Ave	A	Full Access
Howard Beach - JFK Airport	A	Full Access
Inwood - 207th St	A	Full Access
Beach 67th St	A	Next Capital Plan
181st St	A	Not ADA
190th St	A	Not ADA
Aqueduct - North Conduit Av	A	Not ADA
Beach 25th St	A	Not ADA
Beach 36th St	A	Not ADA
Beach 44th St	A	Not ADA
Beach 60th St	A	Not ADA
Dyckman St	A	Not ADA
81st St	A-B-C	Next Capital Plan

Station Name	Line(s)	ADA Status
96th St	A-B-C	Next Capital Plan
103rd St	A-B-C	Not ADA
116th St	A-B-C	Not ADA
135th St	A-B-C	Not ADA
72nd St	A-B-C	Not ADA
86th St	A-B-C	Not ADA
Cathedral Pkwy (110th St)	A-B-C	Not ADA
125th St	A-B-C-D	Full Access
59th St - Columbus Circle	A-B-C-D	Full Access
145th St	A-B-C-D	Not ADA
168th St	A-C	Full Access
Franklin Ave	A-C	Full Access
Fulton St	A-C	Full Access
Utica Ave	A-C	Full Access
155th St	A-C	Not ADA
163rd St - Amsterdam Av	A-C	Not ADA
Broadway Junction	A-C	Not ADA
Chambers St	A-C	Not ADA
Clinton - Washington Aves	A-C	Not ADA
High St	A-C	Not ADA
Kingston - Throop Aves	A-C	Not ADA
Lafayette Ave	A-C	Not ADA
Liberty Ave	A-C	Not ADA
Nostrand Ave	A-C	Not ADA
Ralph Ave	A-C	Not ADA
Rockaway Ave	A-C	Not ADA
Shepherd Ave	A-C	Not ADA
Van Siclen Ave	A-C	Not ADA
14th St	A-C-E	Full Access
34th St - Penn Station	A-C-E	Full Access
42nd St - Port Authority Bus Term	A-C-E	Full Access
23rd St	A-C-E	Not ADA
Canal St - Holland Tunnel	A-C-E	Not ADA
Spring St	A-C-E	Not ADA
50th St	A-C-E	Partial ADA
Jay St - MetroTech	A-C-F	Full Access
Hoyt - Schermerhorn Sts	A-C-G	Next Capital Plan
Euclid Ave	A-C-S	Full Access
Ozone Park - Lefferts Blvd	A-S	Full Access
Rockaway Park - Beach 116 St	A-S	Full Access
Rockaway Blvd	A-S	Next Capital Plan
104th St	A-S	Not ADA
111th St	A-S	Not ADA
80th St	A-S	Not ADA
88th St	A-S	Not ADA
Beach 105th St	A-S	Not ADA
Beach 90th St	A-S	Not ADA
Beach 98th St	A-S	Not ADA
Broad Channel	A-S	Not ADA
Grant Ave	A-S	Not ADA
Bedford Park Blvd	B-D	Under Construction
161st St - Yankee Stadium	B-D	Full Access
Kingsbridge Rd	B-D	Full Access
Tremont Ave	B-D	Next Capital Plan
155th St	B-D	Not ADA
167th St	B-D	Not ADA
170th St	B-D	Not ADA
174th-175th Sts	B-D	Not ADA
182nd-183rd Sts	B-D	Not ADA
Fordham Rd	B-D	Not ADA
Grand St	B-D	Not ADA
7th Ave	B-D-E	Not ADA
47th-50th Sts - Rockefeller Ctr	B-D-F-M	Full Access
Broadway - Lafayette St	B-D-F-M	Full Access
Herald Sq - 34th St	B-D-F-M	Full Access
42nd St - Bryant Pk	B-D-F-M	Next Capital Plan
W 4th St - Washington Sq	B-D-F-M A-C-E	Full Access
DeKalb Ave	B-D-N-Q-R	Full Access
Atlantic Av - Barclay's Center	B-Q	Full Access
Kings Hwy	B-Q	Full Access

Appendix: ADA Status by Station

Station Name	Line(s)	ADA Status
Church Ave	B-Q	Next Capital Plan
Sheepshead Bay	B-Q	Next Capital Plan
7th Ave	B-Q	Not ADA
Brighton Beach	B-Q	Not ADA
Newkirk Ave	B-Q	Not ADA
Prospect Park	B-Q-S	Full Access
62nd St	D	Under Construction
Bay Pky	D	Full Access
18th Ave	D	Not ADA
20th Ave	D	Not ADA
25th Ave	D	Not ADA
50th St	D	Not ADA
55th St	D	Not ADA
71st St	D	Not ADA
79th St	D	Not ADA
9th Ave	D	Not ADA
Bay 50th St	D	Not ADA
Ft Hamilton Pkwy	D	Not ADA
Norwood - 205th St	D	Not ADA
Coney Island - Stillwell Av	D-F-N-Q	Full Access
Atlantic Av - Barclay's Center	D-N-Q-R	Full Access
36th St	D-N-R	Next Capital Plan
25th St	D-N-R	Not ADA
4th Av - 9th St	D-N-R	Not ADA
Prospect Ave	D-N-R	Not ADA
Union St	D-N-R	Not ADA
Jamaica - Van Wyck	E	Full Access
World Trade Center	E	Full Access
Kew Gardens - Union Tpke	E-F	Full Access
Briarwood - Van Wyck Blvd	E-F	Next Capital Plan
75th Ave	E-F	Not ADA
Forest Hills - 71st Av	E-F-M-R	Full Access
Jackson Hts - Roosevelt Av	E-F-M-R	Full Access
Jamaica Ctr - Parsons / Archer	E-J-Z	Full Access
Sutphin Blvd - Archer Av	E-J-Z	Full Access
Lexington Ave - 53rd St	E-M	Full Access
5th Ave - 53rd St	E-M	Not ADA
Court Sq - 23rd St	E-M	Not ADA
Queens Plz	E-M-R	Full Access
Steinway St	E-M-R	Next Capital Plan
Woodhaven Blvd - Queens Mall	E-M-R	Next Capital Plan
36th St	E-M-R	Not ADA
46th St	E-M-R	Not ADA
63rd Dr - Rego Park	E-M-R	Not ADA
65th St	E-M-R	Not ADA
67th Ave	E-M-R	Not ADA
Elmhurst Ave	E-M-R	Not ADA
Grand Ave - Newtown	E-M-R	Not ADA
Northern Blvd	E-M-R	Not ADA
21st St - Queensbridge	F	Full Access
Jamaica - 179th St	F	Full Access
Roosevelt Island - Main St	F	Full Access
Ave I	F	Next Capital Plan
Delancey St - Essex St	F	Next Capital Plan
Kings Hwy	F	Next Capital Plan
Neptune Ave	F	Next Capital Plan
169th St	F	Not ADA
18th Ave	F	Not ADA
57th St	F	Not ADA
Ave N	F	Not ADA
Ave P	F	Not ADA
Ave U	F	Not ADA
Ave X	F	Not ADA
Bay Pky	F	Not ADA
Ditmas Ave	F	Not ADA
East Broadway	F	Not ADA
Lower East Side - 2nd Ave	F	Not ADA
Parsons Blvd	F	Not ADA
Sutphin Blvd	F	Not ADA
York St	F	Not ADA
Church Ave	F-G	Full Access

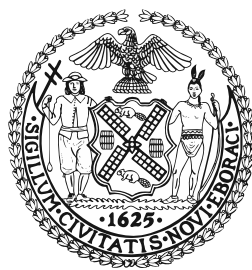
Station Name	Line(s)	ADA Status
7th Ave	F-G	Next Capital Plan
15th St - Prospect Park	F-G	Not ADA
4th Av - 9th St	F-G	Not ADA
Bergen St	F-G	Not ADA
Carroll St	F-G	Not ADA
Ft Hamilton Pkwy	F-G	Not ADA
Smith - 9th Sts	F-G	Not ADA
14th St	F-M	Next Capital Plan
23rd St	F-M	Not ADA
Lexington Ave - 63rd St	F-Q	Full Access
W 8th St - NY Aquarium	F-Q	Not ADA
Greenpoint Ave	G	Under Construction
Long Island City - Court Sq	G	Under Construction
Classon Ave	G	Next Capital Plan
Metropolitan Ave	G	Next Capital Plan
21st St	G	Not ADA
Bedford - Nostrand Aves	G	Not ADA
Broadway	G	Not ADA
Clinton - Washington Aves	G	Not ADA
Flushing Ave	G	Not ADA
Fulton St	G	Not ADA
Myrtle-Willoughby Aves	G	Not ADA
Nassau Ave	G	Not ADA
111th St	J	Not ADA
85th St - Forest Pky	J	Not ADA
Alabama Ave	J	Not ADA
Cleveland St	J	Not ADA
Cypress Hills	J	Not ADA
Halsey St	J	Not ADA
Kosciuszko St	J	Not ADA
Flushing Ave	J-M	Full Access
Hewes St	J-M	Not ADA
Lorimer St	J-M	Not ADA
Marcy Ave	J-M-Z	Full Access
Delancey St - Essex St	J-M-Z	Next Capital Plan
Myrtle Ave	J-M-Z	Next Capital Plan
Broad St	J-Z	Under Construction
Chambers St	J-Z	Under Construction
Woodhaven Blvd	J-Z	Under Construction
Fulton St	J-Z	Full Access
Broadway Junction	J-Z	Next Capital Plan
Norwood Ave	J-Z	Next Capital Plan
104th-102nd Sts	J-Z	Not ADA
121st St	J-Z	Not ADA
75th St - Eldert Ln	J-Z	Not ADA
Bowery	J-Z	Not ADA
Canal St	J-Z	Not ADA
Chauncey St	J-Z	Not ADA
Crescent St	J-Z	Not ADA
Gates Ave	J-Z	Not ADA
Van Siclen Ave	J-Z	Not ADA
1st Ave	L	Under Construction
Bedford Ave	L	Under Construction
Canarsie - Rockaway Pkwy	L	Under Construction
8th Ave	L	Full Access
Myrtle - Wyckoff Aves	L	Full Access
Union Sq - 14th St	L	Full Access
6th Ave	L	Next Capital Plan
Broadway Junction	L	Next Capital Plan
Grand St	L	Next Capital Plan
Lorimer St	L	Next Capital Plan
3rd Ave	L	Not ADA
Atlantic Ave	L	Not ADA
Bushwick - Aberdeen	L	Not ADA
DeKalb Ave	L	Not ADA
E 105th St	L	Not ADA
Graham Ave	L	Not ADA
Halsey St	L	Not ADA
Jefferson St	L	Not ADA
Livonia Ave	L	Not ADA
Montrose Ave	L	Not ADA

Appendix: ADA Status by Station

Station Name	Line(s)	ADA Status
Morgan Ave	L	Not ADA
New Lots Ave	L	Not ADA
Sutter Ave	L	Not ADA
Wilson Ave	L	Partial ADA
Middle Village - Metropolitan Ave	M	Full Access
Myrtle - Wyckoff Aves	M	Full Access
Central Ave	M	Not ADA
Forest Ave	M	Not ADA
Fresh Pond Rd	M	Not ADA
Knickerbocker Ave	M	Not ADA
Seneca Ave	M	Not ADA
8th Ave	N	Under Construction
New Utrecht Ave	N	Under Construction
Kings Hwy	N	Next Capital Plan
18th Ave	N	Not ADA
20th Ave	N	Not ADA
Ave U	N	Not ADA
Bay Pky	N	Not ADA
Ft Hamilton Pkwy	N	Not ADA
Gravesend - 86th St	N	Not ADA
Canal St	N-Q	Not ADA
57th St	N-Q-R-W	Under Construction
Herald Sq - 34th St	N-Q-R-W	Full Access
Times Sq - 42nd St	N-Q-R-W	Full Access
Union Sq - 14th St	N-Q-R-W	Full Access
23rd St	N-Q-R-W	Not ADA
28th St	N-Q-R-W	Not ADA
8th St - NYU	N-Q-R-W	Not ADA
Prince St	N-Q-R-W	Not ADA
49th St	N-Q-R-W	Partial ADA
59th St	N-R	Under Construction
Jay St - MetroTech	N-R	Full Access
45th St	N-R	Not ADA
53rd St	N-R	Not ADA
Court St	N-R	Not ADA
5th Ave - 59th St	N-R-W	Not ADA
Lexington Ave - 59th St	N-R-W	Not ADA
Astoria Blvd	N-W	Under Construction
Broadway	N-W	Next Capital Plan
30th Ave	N-W	Not ADA
36th Ave	N-W	Not ADA
39th Ave	N-W	Not ADA
Astoria - Ditmars Blvd	N-W	Not ADA
72nd St	Q	Full Access
86th St	Q	Full Access
96th St	Q	Full Access
Ave J	Q	Not ADA
Ave M	Q	Not ADA
Ave U	Q	Not ADA
Beverly Rd	Q	Not ADA
Cortelyou Rd	Q	Not ADA
Neck Rd	Q	Not ADA
Ocean Pkwy	Q	Not ADA
Parkside Ave	Q	Not ADA
Ave H	Q	Partial: Next Capital Plan
86th St	R	Under Construction
Bay Ridge - 95th St	R	Under Construction
77th St	R	Not ADA
Bay Ridge Ave	R	Not ADA
Cortlandt St	R-W	Full Access
Canal St	R-W	Not ADA
City Hall	R-W	Not ADA
Rector St	R-W	Not ADA
Whitehall St	R-W	Not ADA
Times Sq - 42nd St	S	Under Construction
Franklin Ave - Fulton St	S	Full Access
Grand Central - 42nd St	S	Full Access
Park Pl	S	Full Access
Botanic Garden	S	Not ADA
Arthur Kill	SIR	Full Access
Dongan Hills	SIR	Full Access

Station Name	Line(s)	ADA Status
Great Kills	SIR	Full Access
St George	SIR	Full Access
Tottenville	SIR	Full Access
Clifton	SIR	Next Capital Plan
Huguenot	SIR	Next Capital Plan
New Dorp	SIR	Next Capital Plan
Annadale	SIR	Not ADA
Bay Terrace	SIR	Not ADA
Eltingville	SIR	Not ADA
Grant City	SIR	Not ADA
Grasmere	SIR	Not ADA
Jefferson Av	SIR	Not ADA
Oakwood Heights	SIR	Not ADA
Old Town	SIR	Not ADA
Pleasant Plains	SIR	Not ADA
Prince's Bay	SIR	Not ADA
Richmond Valley	SIR	Not ADA
Stapleton	SIR	Not ADA
Tompkinsville	SIR	Not ADA

The MTA is currently undertaking an engineering review of every station in the system and recently announced its intent to fund full ADA accessibility at an additional 71 stations in the 2020-2024 Capital Program. Forty-nine of these stations have been announced, with 22 additional stations still to be selected. This report and accompanying website will be updated upon official release of the next Capital Program. <https://council.nyc.gov/data/increasing-accessibility/>



THE NEW YORK
CITY COUNCIL
