Extending Transit's Reach:

MTA's Strategic Action Plan to Promote Bicycle, Pedestrian, and Micromobility Access to MTA Facilities

Metropolitan Transportation Authority

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Letter from the Chair and CEO

Janno Lieber, Chair and Chief Executive Officer of the Metropolitan Transportation Authority

We're at an exciting moment for transportation in New York. While mass transit remains vital as ever to the region's recovery, there's also been tremendous growth in the use of bikes and scooters, both shared and personal, which is great not only for the environment, but also for the MTA.

The rise of micromobility presents an opportunity to extend the transit system's reach deeper into communities that may not have a train station nearby – in the outer reaches of the five boroughs and in the suburbs. In these areas, having good pedestrian, bike, or scooter access may well make the difference for folks debating whether to take transit or drive. That's why the MTA is now publishing Extending Transit's Reach, a plan to advance a fully integrated, multimodal transportation system.

Three core values drive our mission: equity, accessibility, and safety. Better micromobility connections to transit help improve access to jobs, schools, hospitals, cultural destinations, and more, especially for residents of low-income and historically disadvantaged communities. We want to increase transportation options and shorten commutes while providing safe and convenient pathways to our services for people of all ages and abilities. That means prioritizing the needs of vulnerable user groups as we enhance bicycle, pedestrian, and micromobility infrastructure with our regional partners.

The environmental benefits of this work are self evident. Having fewer cars on the road improves air quality by cutting carbon emissions. It also reduces congestion and the need for parking around stations—creating space for new transit-oriented development in these areas that increases accessibility and provides housing, retail, offices, and other public improvements. And of course, there's a health benefit that comes with promoting a more active lifestyle that includes walking and cycling regularly.

But we can't do it alone, which is why we're looking to strengthen partnerships with the New York City Department of Transportation, the various municipalities and counties that comprise the MTA region, Metropolitan Planning Organizations, advocates, and other community leaders. Together we can improve the transit user experience and create a cleaner, greener New York for decades to come.

Executive Summary

New York State Governor Kathy Hochul signed into law legislation (Chapter 125 of the Laws of 2022, S.7824/A.9036) directing the MTA to create a strategic action plan to improve cycling and pedestrian access at and surrounding our bridges, stations, and other facilities, and on our buses and trains. This plan not only delivers on this mandate, but exceeds it by incorporating micromobility, and other proactive measures to decrease automobile dependence, increase safety, and extend transit's reach throughout the region.

The MTA's vision for this plan is to:

1. Make it easier for New Yorkers to reach public transportation by improving pedestrian, bicycle, and other micromobility access to subway stations, commuter railroad stations, bus stops, and terminals
2. Improve bicycle and pedestrian amenities to extend the reach of the transit network into communities that are less well served by transit and to attract new riders
3. Leverage the MTA's infrastructure assets to promote walking and cycling and enhance safety across the region

Cyclist biking down Second Avenue near the 96 St Subway Station on the (Q) line. (Source: Trent Reeves/MTA.)

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Extending Transit's Reach is guided by the principles of transportation equity, stakeholder engagement, integrated planning, and policy and management.

- **Transportation Equity:** We focused on the areas with the highest need for fair transportation options. Our strategies prioritized areas with large percentages of residents who are low-income, non-white, lack access to a vehicle, or have a disability. Our strategy will guide how we will proactively engage with these communities
- **Stakeholder Engagement:** We developed this plan with a range of outside partners. These included local governments in our service area; the Permanent Citizens Advisory Committee to the MTA (PCAC); and bicycle, pedestrian, and accessibility advocates. Doing so helped us identify issues, coordinate efforts, and find ways to remove barriers or make improvements
- **Integrated Planning:** We are including bicycle and pedestrian access in the planning process for future MTA projects where there are opportunities. MTA funding for projects occurs on a five-year Capital Plan timeline
- **Policy and Management:** We will establish a system to track these improvements and ensure sustained progress

In recent years, the MTA has piloted a variety of strategies to increase access and facilitate active first- and last-mile connections to commuter rail, bridges, buses, and subway stations. These include the installation of bike racks at 60% of Long Island Rail Road and Metro-North Railroad stations, front-of-bus bike racks on four bus routes, a secure bike parking pilot at Grand Central Terminal, the abolition of bike permits onboard commuter rail, and scooter access on the subway. ***Extending Transit's Reach*** builds on these efforts, leveraging the industry's latest best practices and extensive data analysis to identify areas of greatest need within our system. Because much of the property surrounding MTA facilities is not under MTA control, this plan reflects the extensive coordination required with New York City and other regional stakeholders to improve access and connectivity to transit.

Plan Methodology

The MTA used a combination of rigorous data analysis, best practice research, and engagement with both internal and external stakeholders to complete this plan. Specifically, we conducted research and analysis focused on existing conditions for pedestrians, cyclists, and micromobility users at transit facilities across the entire MTA service territory. This included access, demand, need, and indicators of equity and historic disadvantage. The MTA conducted a detailed investigation into transit agency best practices and developed a comprehensive international best practices library tailored to the agency's unique operating context.

The MTA obtained a wide range of input from customers, government partners, advocates, and its own employees during the seven-month process. Between June and September 2022, we received over 500 online comments that covered a range of topics. In addition, the PCAC submitted a series of recommendations in June 2022, as was required by Chapter 125 of the Laws of 2022. The MTA also held meetings with NYC DOT as much of the area surrounding our stations, transit facilities, and bridges in New York City is under their purview.

Metro-North Railroad riders with a folding bike. Source: Emily Provonsha/MTA

Plan Recommendations

The MTA's recommendations to ***Extend Transit's Reach*** are organized in five main categories: Station Access and Mobility; Multimodal Integration; Safe Routes to Transit and Bridges; Demand Management; and Policy, Program Administration, and Performance Management. Each strategy is supported by specific actions that help achieve the vision and goals of the plan. Any street-level improvements outside of our stations and facilities will require coordination with NYC DOT or local and regional stakeholders.

Plan highlights include:

Station Access & Mobility

- Expand the quantity and quality of bike parking at key subway stations, bus stops, and commuter rail stations. MTA will work with NYC DOT and other partners to identify the station locations where it would be most beneficial to install new bike parking
- Enhance bike and pedestrian access and wayfinding at stations. Transport of bikes through stations is complicated by turnstiles, stairs, and space constraints which may deter active first- and last-mile connections. MTA will work to streamline station access and provide safe means of access and navigation

Multimodal Integration

- Increase bike-transit integration. Allowing bikes onboard trains, subways, and buses is challenging due to safety and space limitations, but where possible, the MTA has made it easier for passengers to bring their bikes with them, and we can take additional actions to further improve bike-transit integration
- Increase shared micromobility-transit integration. The MTA will work with our regional partners to integrate micromobility with the transit system to provide as seamless of an experience to customers as possible between modes

Safe Routes to Transit

- Improve conditions for cyclists and micromobility users on MTA bridges. The MTA will work to provide safe, convenient accommodations for pedestrians, cyclists, and micromobility users on MTA bridges where feasible, and we are actively working to improve access on bridges with existing walkways
- Implement strategic safety improvements. In alignment with NYC DOT's Vision Zero approach and other municipal initiatives, MTA will partner with others to implement safety improvements that protect our customers and other road users by continuously investing in and applying policies, infrastructure, and technology with known safety benefits

Demand Management

- Identify strategies, such as targeted incentives and education, that will help facilitate mode shift to more sustainable means of access to stations
- Improve communications to and from our customers about bicycle, pedestrian, and micromobility options to increase transportation choice. MTA will complement the policies and programs in this plan with new communications tools to improve education, outreach, and publicity related to active first- and last-mile connections

Policy, Program Administration, and Performance Management

- Build internal MTA capacity and partnerships. MTA will work with each operating agency and expand regional partnerships with stakeholders such as NYC DOT to implement bicycle and pedestrian improvements on and around transit facilities
- Enhance bicycle, pedestrian, and micromobility data collection, analysis, and performance management. MTA will identify opportunities to integrate bicycle, pedestrian, and micromobility improvements into the capital planning process and develop standard operating procedures to facilitate these first- and last-mile modes
- Seek funding for bicycle, pedestrian, and micromobility programs to improve connectivity to transit. MTA will work to integrate bicycle, pedestrian, and micromobility improvements into much larger capital improvements, and identify dedicated funding for new initiatives

NYCT Train Conductor Graduation. (Source: Marc A. Hermann/MTA.)

I Project Background

Source: Marc A. Hermann/MTA

Source: Romolo DeSantis/MTA

Source: Romolo DeSantis/MTA

The MTA is committed to Extending Transit's Reach and making it easier for riders to access our system by walking, cycling, and using other micromobility devices. These modes complement transit and provide equitable and sustainable ways to get around, decreasing reliance on cars. The MTA has improved bike access to and onboard commuter rail, implemented a pilot program to add front-of-bus bike racks to buses, improved accessibility to subways, and made ongoing improvements to MTA bridges to add safe access for pedestrians and cyclists.

New York State Governor Kathy Hochul signed legislation (Chapter 125 of the Laws of 2022, S.7824/A.9036) directing the MTA to create a strategic action plan to improve cycling and pedestrian access at and surrounding our bridges, stations, and other facilities, and on our buses and trains. In developing ***Extending Transit's Reach***, we specifically looked at:

- Improving bicycle, pedestrian, and micromobility access to subway stations, commuter rail stations, and bus stops, and to and from MTA bridges
- Integrating trip-planning and payments in the future with bike sharing and micromobility services
- Strengthening coordination with municipalities and regional stakeholders

From top to bottom: Person boarding a bus. Shared-use path pavement markings over the main span of the Cross Bay Bridge. Pedestrian crossing signal at the south landing of the Cross Bay Bridge at Beach Channel Drive.

What We've Done

Commuter Railroads

» We have installed conventional bike racks at over 60% of Long Island Rail Road and Metro-North Railroad stations outside of NYC.

» Additionally, there are bike lockers at 18 Long Island Rail Road stations and six Metro-North Railroad stations.

» In September 2021, MTA eliminated bike permits on Long Island Rail Road and Metro-North Railroad trains.

» In February 2022, we partnered with Brooklyn-based startup Oonee to provide and install a secure bike storage pod at Grand Central Terminal with six parking spaces. An additional Oonee pod pilot is located in Brooklyn adjacent to Atlantic Terminal.

» Metro-North Railroad's New Haven Line M-8 trains (413 in total) have wall-mounted bike racks onboard. Onboard bike racks are scheduled for installation in future train procurements across Long Island Rail Road and Metro-North Railroad.

Buses

» Starting in 2015, we installed permanent front-of-bus bike racks on four bus routes: the S53 and S93, which cross MTA's Verrazzano-Narrows Bridge, the Q50, which crosses MTA's Bronx-Whitestone Bridge, and the Bx23 route in the Bronx.

» We installed Pedestrian Turning Warning technology on 2,111 buses so far, and this will be included in all new bus fleet procurements. The technology issues an audio warning to street users when buses are turning.

Subways

» Bikes and scooters are permitted on the subway.

» We are investing $5.2 billion in station accessibility in the 2020-2024 Capital Program, making 79 stations newly ADA accessible and replacing 78 existing subway elevators.

» In June 2022, the MTA committed to creating a stair-free path of travel at 95% of the currently inaccessible subway stations by 2055.

Bridges

» In December 2017, we constructed the Morris Street Pedestrian Bridge over the Hugh L. Carey Tunnel Manhattan Plaza.

» We improved the sidewalk along the main span of the Cross Bay Veterans Memorial Bridge with shared use pavement markings and signage to safely accommodate cycling. An area remains on the south approach of the bridge where cyclists must dismount until an upcoming capital project is complete. We improved bicycle lanes and pedestrian crossings at Lily Pond Avenue on Staten Island near the Verrazzano-Narrows Bridge.

The planning process was driven by several guiding principles:

- **Transportation Equity:** We focused on the areas with the highest need for fair transportation options. Our strategies prioritized areas with large percentages of residents that are low-income, non-white, lack access to a vehicle, or have a disability. Our strategy will guide how we will proactively engage with these communities.
- **Stakeholder Engagement:** We met and collaborated with different partners to develop this plan. These included local governments in our service area; Permanent Citizens Advisory Committee to the MTA (PCAC); and bicycle, pedestrian, and accessibility advocates. Doing so helped us identify issues, coordinate efforts, and find ways to remove barriers or make improvements.
- **Integrated Planning:** We are including bicycle and pedestrian access in the planning process for future MTA projects where there are opportunities. MTA funding for projects occurs on a five-year Capital Plan timeline.
- **Policy and Management:** We will establish a system to track these improvements and ensure sustained progress.

Source: MTA

Source: MTA

To ensure that the plan reflects the needs and priorities of MTA's regional stakeholders, it incorporates the in-depth knowledge and expertise of MTA employees across our agencies—New York City Transit (NYCT), Long Island Rail Road, Metro-North Railroad, Bridges & Tunnels (B&T), Construction & Development (C&D), and MTA Headquarters—to tailor a plan that works within the specific context and constraints of our region. We also coordinated with local governments, agencies, and subject matter experts in our service area, such as the Department of Transportation (NYC DOT), and solicited input from multiple other stakeholders, including our customers, advocacy groups, and micromobility service providers. We investigated existing conditions systemwide and analyzed gaps and opportunities to improve access to MTA facilities. We also identified best practices from peer agencies throughout the country on how to integrate bike, pedestrian, and micromobility with transit. This plan considers micromobility to be any small, low-speed, human- or electric-powered transportation device, including scooters, shared bicycles, and other lightweight, wheeled devices.

Developing *Extending Transit's Reach*

The MTA included the following elements in developing this plan:

» Review of existing conditions and trends in the region, including detailed analysis of available data to identify key gaps and opportunities

» Extensive review of industry best practices from transit agencies and cities across the country and internationally, including outreach to obtain firsthand perspectives on specific operational and design practices

» Comprehensive workshops with MTA staff from all operating agencies and multiple departments and regular coordination

» Close coordination with NYC DOT and other municipalities through a series of meetings on bike lanes, bike parking, transit amenities, and micromobility

» A public comment portal, available on MTA's website, that accepted submissions from June to September 2022, that received more than 500 responses

» Formal input from advocacy groups and the Permanent Citizens Advisory Committee to the MTA (PCAC)

M60 SBS bus on 125th Street. (Source: Marc A. Hermann/MTA.)

This resulting plan reflects the growing interest in walking, cycling, and micromobility across the region and supports other New York State goals including those of the Climate Leadership and Community Protection Act of 2019 and the Complete Streets Act of 2011. The plan also supports social equity goals: many of the riders who depend on our services have lower incomes and are less likely to own a car than the population of the region at large. Increasing mobility options and improving access to the regional transit system will provide greater access to economic opportunity, particularly for residents of historically marginalized communities, while shifting trips away from personal automobiles, reducing traffic congestion and air pollution, and improving the efficiency of the region's transportation system.

Importantly, supporting active transportation modes can also support the growth of transit ridership by expanding access to existing MTA services and making them more convenient. Increased walking, cycling, and use of micromobility has generally not come at the expense of transit ridership, whose recent decline has mainly been due to the impacts of the COVID-19 pandemic on travel patterns. This is because transit and active modes typically support different kinds of trips: The average walking commute trip in the New York metropolitan region is about one mile long, and the average cycling commute trip is five miles (per the 2017 National Household Travel Survey). This is compared to subway and rail commute trips, which average closer to 10 to 20 miles long. And with 45% of people in the region commuting primarily by transit versus 9% commuting primarily on foot or by bike, there is tremendous potential to make investments in walking, cycling, and micromobility that complement transit ridership.

System Accessibility

An accessible transit system that is easy and convenient to use and reachable by walking, cycling, and micromobility benefits all New Yorkers. System accessibility is essential for MTA riders of all abilities, including those with low vision, hearing or cognitive disabilities, or limited mobility.

In October 2021, the New York City Council adopted Zoning for Accessibility (ZFA), which incentivizes private developers to incorporate transit accessibility upgrades in their building projects. ZFA is helping the MTA reach an accessible transit network faster by harnessing opportunities within developments that are adjacent to stations. In June 2022, the MTA committed to creating a stair-free path of travel at 95% of the currently inaccessible subway stations through improvements completed or in procurement by 2055. The announced agreement builds on MTA's mission to enhance accessibility throughout the subway system at an accelerated pace, despite the financial crisis brought on by the COVID-19 pandemic.

Accessibility project, including new elevators, at 57 St Subway Station (N, Q, R, W). (Source: Marc A. Hermann/MTA.)

II Our Vision

The MTA's vision for ***Extending Transit's Reach*** is to:

- Make it easier for New Yorkers to reach public transportation by improving pedestrian, bicycle, and micromobility access to subway, bus, and commuter railroad stations
- Improve bicycle and pedestrian amenities to extend the reach of the transit network into communities that are less well served by transit and to attract new riders
- Use the MTA's infrastructure assets to promote walking and cycling and enhance safety across the region

Subway rider securing their bike to a NYC DOT bike corral before they enter Hoyt-Schermerhorn Subway Station. (Source: Trent Reeves/MTA.)

Plan Goals

A successful plan will advance an integrated, multi-modal transportation system that is:

Equitable, Accessible, and Safe

- Improves access to jobs, school, hospitals, and other destinations, especially for residents of historically marginalized and disadvantaged communities, which may include communities of color, areas with a large percentage of low-income residents, or areas of less transit connectivity
- Focuses on increasing flexibility of modes and shortening commutes for people living beyond a mile from a transit station
- Provides safe and convenient pathways to transit for people of all ages and abilities
- Enhances safety by prioritizing active transportation and vulnerable user groups in the design and operation of MTA infrastructure

Sustainable

- Improves air quality and reduces carbon emissions by shifting away from single-occupancy vehicles to transit, walking, cycling, and micromobility
- Promotes healthy, active lifestyles that include walking and cycling
- Reduces the need for parking around stations, supporting transit-oriented development and reducing peak hour congestion in communities served by the MTA

Integrated

- Promotes flexible, data-driven, and community-oriented planning processes adapted to unique local conditions
- Strengthens partnerships with NYC DOT, municipalities, Metropolitan Planning Organizations (MPOs), counties, and other stakeholders including advocates and community leaders
- Improves the transit user experience by leveraging technology to support multi-modal, shared trip-planning, providing seamless integration between modes
- Aligned with industry best practices and the latest mobility innovations

III Cycling, Walking, and Micromobility Today

The MTA serves a large and diverse region with communities that vary widely in transportation needs. The foundation of the plan included extensive analysis and broad internal and external stakeholder input. Research and analysis focused on existing conditions for pedestrians, cyclists, and micromobility users at transit facilities across the entire MTA service territory, including access, demand, need, and equity. The plan also considers planned projects that will soon be implemented or piloted by MTA, NYC DOT, or other regional stakeholders.

This section summarizes key data and trends that provide context regarding existing conditions for cycling, pedestrian, and micromobility access to MTA facilities and on our buses and trains, helping the plan respond to both regional and local considerations for supporting the use of these modes. The analysis looked at subway stations, bus stops, commuter rail stations, and MTA-owned bridges, often including the immediate area or "walkshed."

Plan Methodology

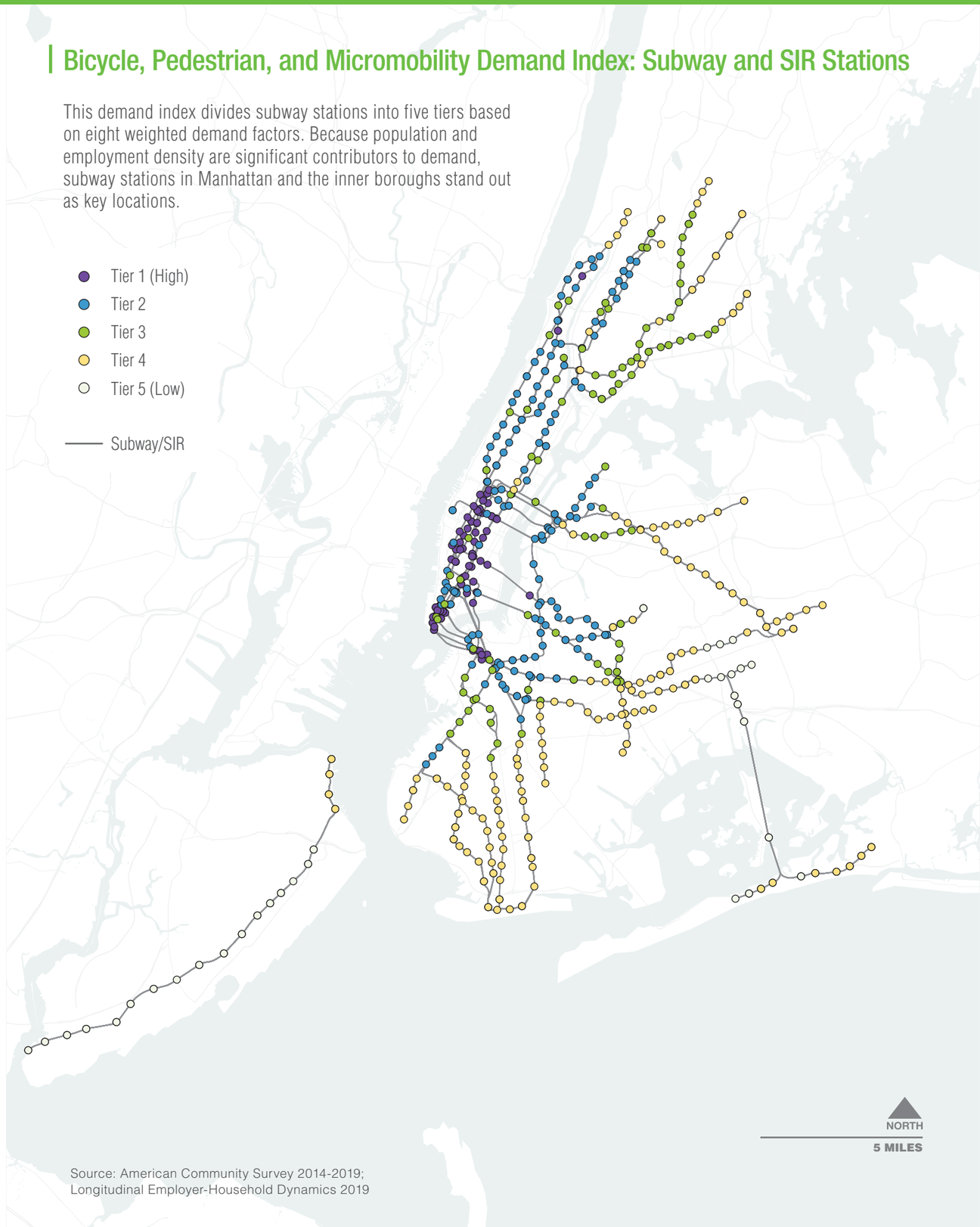
A first step in the planning process was to understand which facilities have characteristics that make them priority candidates for bicycle, pedestrian, and micromobility improvements. For that purpose, the MTA developed equity and demand indices* that evaluate conditions surrounding subway stations, bus stops, commuter rail stations, and bridge access points. Facilities with high equity and demand indices are key candidates to be considered for improved bicycle, pedestrian, and micromobility access.

The map on the right shows how the demand index was used during this planning process, specifically for the NYCT Subway system. The demand index is shown by station in a color gradient; tier 1 stations have both high population and job density, high concentrations of zero-vehicle households, high bike trip density, populations that are 20 to 40 years old, nearby Citi Bike stations and on-street bike lanes, and are within a micromobility service area. Those with lower demand (tier 5) have lower concentrations of these factors.

* Each index is calculated separately for each facility type, which includes NYCT Subway, NYCT Bus, Metro-North Railroad, Long Island Rail Road, and all MTA Bridges. For each element of each facility type, each index is calculated as a weighted average of normalized factors, which then is scaled from 1 to 5. Tier 1 indicates high equity need and/or high demand.

Bicycle, Pedestrian, and Micromobility Demand Index: Subway and SIR Stations

This demand index divides subway stations into five tiers based on eight weighted demand factors. Because population and employment density are significant contributors to demand, subway stations in Manhattan and the inner boroughs stand out as key locations.



Source: American Community Survey 2014-2019; Longitudinal Employer-Household Dynamics 2019

The MTA used the demand and equity indices to balance priority for bike, pedestrian, and micromobility access improvements to MTA facilities. We reviewed existing conditions, data, regional trends, and gaps and opportunities to determine where improvements could be made, the results of which informed our planning throughout this process and featured prominently in stakeholder discussions. Both demand and equity considerations informed the recommendations described later in this plan.

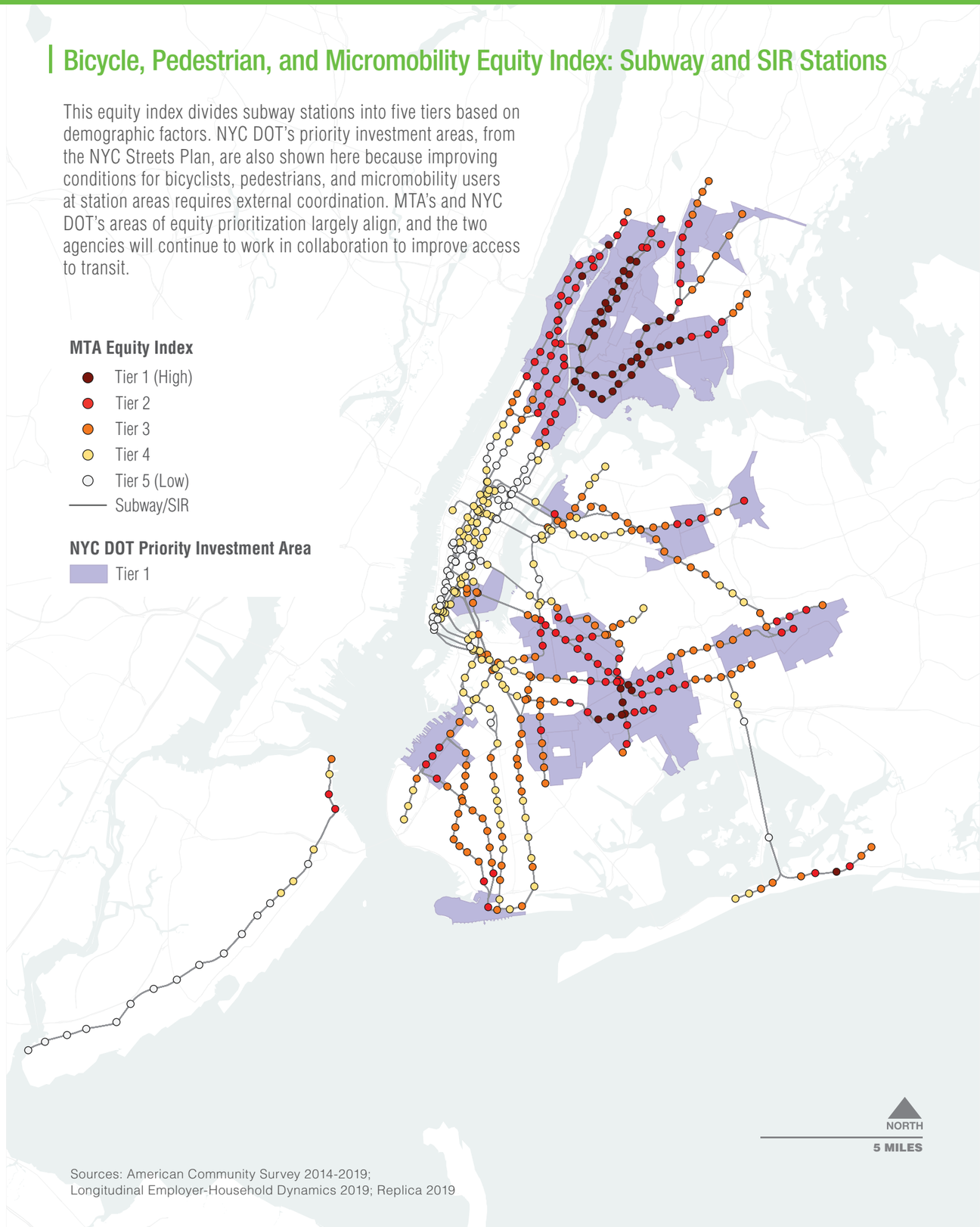
The map on the right shows how the equity index was used, specifically for the NYCT Subway system. The equity index is shown by station in a color gradient; tier 1 stations have the highest concentrations of low-income, minority, and transit-dependent populations in their surroundings.

Expanding bike infrastructure surrounding NYCT Subway Stations will require coordination with NYC DOT because the road network is under their authority. Subway stations with a high equity index are mostly located in the area that NYC DOT defines as Priority Investment Areas (tier 1) in its NYC Streets Plan[1] (shown on this map in purple). These are areas with high concentrations of low-income and minority population, high job and population density, and low previous investment levels from the past 10 years. MTA will continue to work in collaboration with NYC DOT to explore opportunities for synergy to expand the bike network in a way that improves access to transit for our riders equitably.

1 https://www.nyc.gov/html/dot/html/about/nyc-streets-plan.shtml

Bicycle, Pedestrian, and Micromobility Equity Index: Subway and SIR Stations

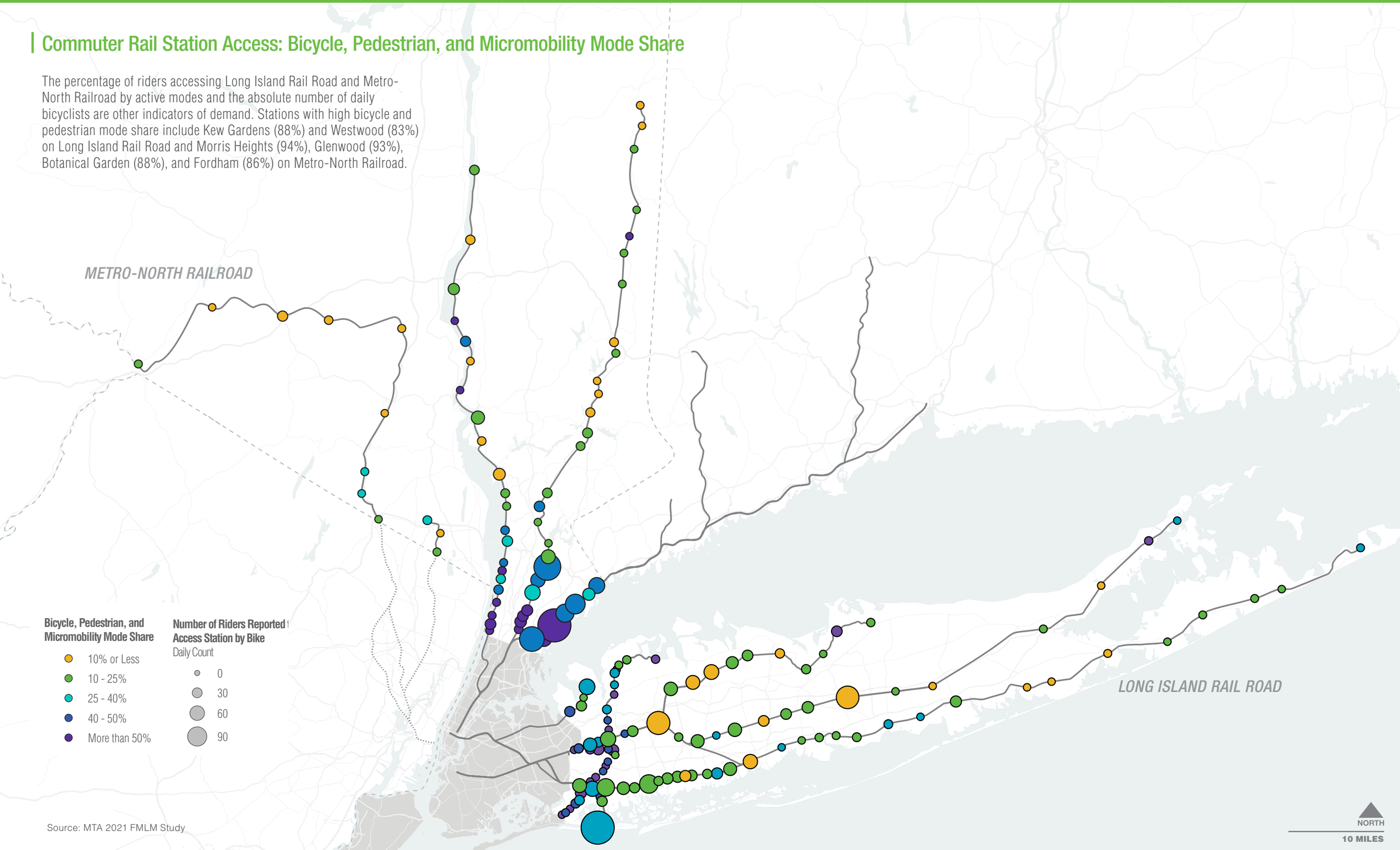
This equity index divides subway stations into five tiers based on demographic factors. NYC DOT's priority investment areas, from the NYC Streets Plan, are also shown here because improving conditions for bicyclists, pedestrians, and micromobility users at station areas requires external coordination. MTA's and NYC DOT's areas of equity prioritization largely align, and the two agencies will continue to work in collaboration to improve access to transit.



Sources: American Community Survey 2014-2019;
Longitudinal Employer-Household Dynamics 2019; Replica 2019

Commuter Rail Station Access: Bicycle, Pedestrian, and Micromobility Mode Share

The percentage of riders accessing Long Island Rail Road and Metro-North Railroad by active modes and the absolute number of daily bicyclists are other indicators of demand. Stations with high bicycle and pedestrian mode share include Kew Gardens (88%) and Westwood (83%) on Long Island Rail Road and Morris Heights (94%), Glenwood (93%), Botanical Garden (88%), and Fordham (86%) on Metro-North Railroad.



Source: MTA 2021 FMLM Study

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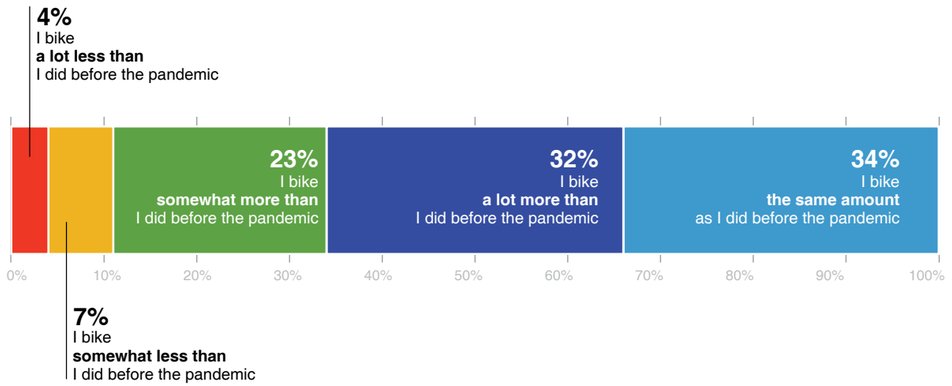
Bicycle Pedestrian and Micromobility
Strategic Action Plan

Cycling Habits Since COVID-19

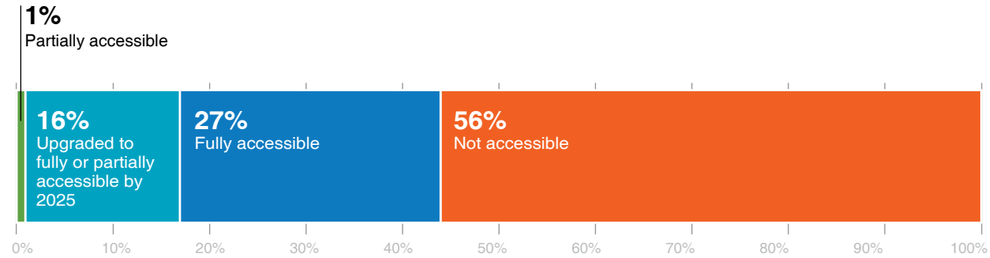


Cycling Trends

Why it Matters: Cycling as a mode of transportation is increasing in popularity across the country, including in New York State and the New York City region. Increasing bike lane and path network connectivity is crucial to facilitating cycling trips and helping to keep all road users safe.

By the Numbers: The "New York Cycling Census," an initiative being conducted by Urban Cycling Solutions with support from NYSERDA, is garnering insights on consumer preferences, barriers, and opportunities from more than 13,700 New Yorkers across the state. Most respondents (over 90%) cycle the same amount or more since the pandemic started, with 66% of respondents increasing their cycling frequency. This growth began even before the pandemic: NYC DOT's 2021 "Cycling in the City" report shows a steady upward trend in total cycling since 2010, continuing through 2020, and NYC DOT is expanding safe bicycle infrastructure to accommodate this growth. E-bike use is surging, both in sales and in pedal-assist Citi Bike use. As such, increasing bike lane and path network connectivity is crucial. Expanding micromobility service and bike lane connectivity with transit are beyond MTA's control, but MTA is interested in working together on this shared goal with our stakeholders.

Subway Station Accessibility by 2025

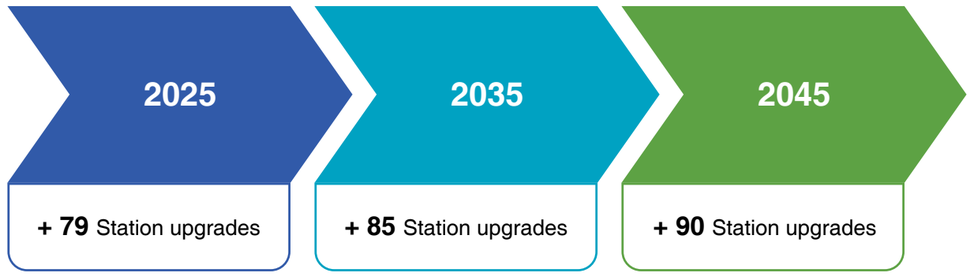


Public Transit Accessibility

Why it Matters: Transit stations and stops should be easy to access and navigate for customers of all ages and abilities. Due in part to the age of the MTA's system and infrastructure, the current state of accessibility as defined by the Americans with Disabilities Act (ADA) is inconsistent.

By the Numbers: In June 2022, Governor Hochul and MTA announced that MTA will add elevators or ramps to create a stair-free path of travel at 95% of the currently inaccessible subway and Staten Island Railway stations, with these improvements completed or underway by 2055. To achieve this goal, the MTA plans to upgrade about 80 to 90 stations every 10 years. Today, less than a third of stations (131 stations, 27%) are fully ADA-accessible. By 2025, 43% of stations will be accessible or underway to becoming accessible. Meanwhile, most commuter rail stations outside of New York City are accessible via elevators or ramps.

Subway Station Accessibility Goals



Access for Cyclists

Why it Matters: Travel on MTA subway, rail, and bus can be challenging with bicycles, limiting the reach of transit and discouraging first- and last-mile connectivity. Expanding bike access on transit could significantly boost transit use but, in many cases, involves logistical challenges related to operations and safety that must be addressed.

By the Numbers (Subway and Commuter Rail): MTA allows bikes on the subway but encourages riders with bikes to avoid rush hour and crowded cars; transportation of bikes through subway stations is further complicated by turnstiles and narrow stairways. On commuter rail, access for cyclists is increasing: Folding bikes and scooters are allowed at all times and riders no longer need permits for full-sized bicycles as of September 2021. Long Island Rail Road has "Bicycle Trains" on weekends during summer months and Metro-North Railroad installed bike racks on 223 of 446 M8 rail cars which mainly operate on the New Haven Line. However, full-sized bicycles are limited on Long Island Rail Road and Metro-North Railroad by number and are prohibited during weekday peak hour service and on some holidays.

By the Numbers (Bus): Starting in 2015, MTA added bike racks (two-bike capacity) on the front of buses servicing four routes: the Bx23, Q50, S53, and S93. Despite some initial concern that the use of front-of-bus racks would contribute to longer dwell times at bus stops, this has not been an issue. MTA plans to keep the front-of-bus bike racks on these bus routes and will study the feasibility of expanding the program in the future to additional routes that cross the Verrazzano-Narrows, Robert F. Kennedy (RFK), Bronx-Whitestone, and Marine Parkway-Gil Hodges Memorial bridges.

Access to Bridges and Tunnels

Why it Matters: Providing dedicated walking or cycling facilities on some bridges is a complex undertaking requiring long-term capital projects. At the same time, the prohibition of walking and cycling across waterways creates barriers to access and can discourage active transportation trips. In 2019, more than 900,000 vehicles crossed MTA bridges and tunnels daily, yielding over a billion dollars in revenue to support MTA transit, and accommodating heavy volumes of interstate and local travel.

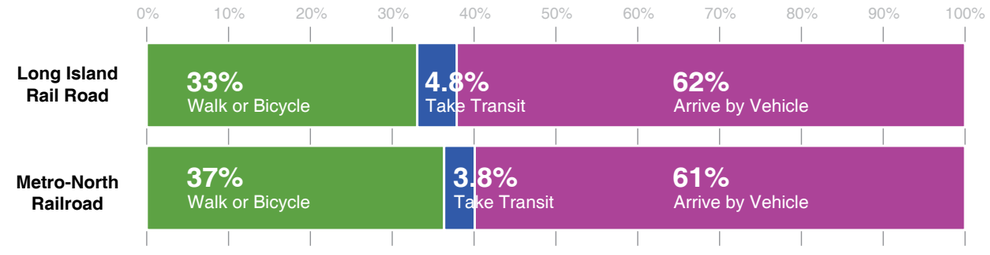
By the Numbers: MTA owns and manages seven bridges and two tunnels across New York City: the Bronx-Whitestone, Cross Bay, Henry Hudson, Marine Parkway, RFK, Throgs Neck, and Verrazzano-Narrows bridges; and the Hugh L. Carey and Queens-Midtown tunnels. Four of the seven bridges have pedestrian walkways: the Cross Bay, Marine Parkway, RFK, and Henry Hudson. However cycling is not currently permitted on any of these except for the main span of the Cross Bay (authorized in October 2022). Cyclists must dismount at the 90-degree turn at the south end of the Cross Bay Bridge until a planned capital project to improve this segment is complete in 2024. Neither tunnel has pedestrian or bicycle access, but the tunnels do accommodate interborough express buses.

MTA has short- and long-term improvement projects planned for several bridges, as detailed later in the plan. These projects aim to widen existing pathways, remove pinch points that prevent cycling, and provide ADA accessibility (e.g., by adding ramps and removing stairs).

Bike corral outside of Jay St-MetroTech (A, C, F, R) Subway Station full of locked bikes. (Source: Trent Reeves/MTA.)

Metro-North Railroad is currently piloting a secure bike storage program at Grand Central Terminal with Oonee Company. (Source: Marc A. Hermann/MTA.)

Commuter Rail Station Access by Mode



Walk or Bike Mode Share	Minimum	Maximum	Average
Long Island Rail Road	0.0% Mattituck and Yaphank	88% Kew Gardens	33%
Metro-North Railroad	1.3% Wassaic	94% Morris Heights	37%

Bike Storage/Parking

Why it Matters: Cycling to a transit station becomes a more attractive option if there are safe and convenient bike racks or secure bike parking. Most MTA subway and commuter rail stations have bike racks (typically “U” or “O” shaped). Few MTA facilities offer secure bike parking in the form of keyed bike lockers that are leased to individual customers, and two locations have secure Oonee Pods. Systemwide, there is tremendous potential to increase the ease of cycling to transit by expanding the availability of convenient, secure, weather-protected bike parking at MTA facilities.

By the Numbers (Subway Stations and Bus Stops): Over two thirds of subway station entrances (68%) have a bike rack within 100 feet of the entrance. In August 2022, MTA staff and interns completed data collection on behalf of NYC DOT to site bike rack clusters at the 37 subway stations in the outer boroughs and end-of-line stations that did not have bike parking within 100’ of the entrance. The MTA will work with the NYC DOT to add additional bike racks within 100 feet of 37 subway stations currently without any bike racks. Less than one-fifth of bus stops serving Select Bus Service (SBS) or express routes (16%) have racks within 100 feet.

By the Numbers (Secure Parking): Secure parking, where bikes are protected against theft, vandalism, and weather, is not as widely adopted. Oonee Pods, an enclosed structure that provides secure bike parking operated by Oonee, are being piloted near two major transit hubs with subway and commuter rail access: Atlantic Terminal (20 spaces) and Grand Central Terminal (six spaces). Oonee is one of many secure bike parking vendors on the market. In 2022, NYC DOT, in partnership with local business improvement districts, piloted curbside Oonee pods with six spaces in Manhattan, Brooklyn, and Queens at transit stations and at select Open Streets. The Port Authority Bus Terminal is planning to add 20 secure bike parking spaces and the City of White Plains recently installed a secure bike parking room at the Metro-North Railroad White Plains Station.

Private and public parking garages may have bike parking available, as garages with over 100 vehicle spaces are required to provide bike parking in New York City. However, security is not guaranteed in these garages, and no comprehensive list of these parking locations is available.

By the Numbers (Commuter Rail): While most users of commuter rail stations arrive by car, approximately one-third arrive by active modes such as walking and cycling. Most commuter rail stations (85% of Long Island Rail Road; 79% of Metro-North Railroad) have open bike racks, but none of the stations within the five boroughs and only a few stations outside of the city (15% of Long Island Rail Road; 11% of Metro-North Railroad) have secure bike lockers. While these lockers offer protection against weather, theft, and vandalism, they require the use of a key for entry and are leased in 12-month intervals to individual customers. Bike locker products and technology have improved since these older models were installed, there is room for improvement regarding app-based or keycard entry and the ability to reserve space on-demand. An on-demand system that allows for more turnover and shorter rental commitments could be more useful for both systems, as well as evaluation of optimal locations for usage.

Bicycle Network Expansion

NYC DOT continues to work on the expansion of the greenway and protected bike lane networks, improving existing facilities and building new connections to commuter rail stations. In 2019/2020 the NYC DOT installed a two-way path along Southern Blvd connecting major trip generators to the Botanical Garden Metro-North Railroad station. In 2022, NYC DOT began the implementation of the Long Island City protected bike network, improving access to the Long Island City and Hunters Point Long Island Rail Road stations. Bike infrastructure improvements near Tremont, Melrose, and Woodlawn Metro-North Railroad stations are also underway.

Outside of the City, numerous bike network projects will increase access to commuter stations. The extension of the Empire State Trail, established by NYS, spanning from Battery Park to Montauk, will improve access to 46 Long Island Rail Road stations, while Suffolk County buffered bike lanes and an Amityville shared-use path will increase access to additional stations. Along Metro-North Railroad, the Hudson Highlands Fjord Trail and Westchester RiverWalk, led by Scenic Hudson, will increase access to several stations along the Hudson River. The Westchester County trail system will serve additional stations on the New Haven and Harlem Lines.

Bicyclists ride in the Second Avenue bike lane. (Source: Trent Reeves/MTA.)

Safe Routes to Facilities

Why it Matters: Bike network connectivity in areas surrounding transit facilities impacts how pedestrians, cyclists and micromobility access subway stations, bus stops, and commuter rail stations. Lack of sufficient infrastructure discourages active modes and can increase the risk of crashes. While MTA does not control the rights-of-way (roads, trails, and sidewalks) surrounding its transit stops and stations, MTA collaborates with municipal partners to identify and address gaps in connectivity to transit. Significant improvements are needed – especially in the more suburban parts of the region – for walking, cycling, and micromobility to be safe, comfortable, and convenient options to access transit for the average rider.

By the Numbers (Subway Stations and Bus Stops): The percentage of streets with bike lane connectivity and bike infrastructure varies greatly across MTA's service area depending on local interest and funding secured to implement bike lane projects. There are many stations with little to no bike infrastructure—sharrows, bike lanes, protected bike lanes, and on-street greenways—in their surrounding walksheds (miles of bike infrastructure compared to total street network miles). There are 106 subway stations with bike infrastructure coverage on 10% or less of their total surrounding street network, but there are several (21 stations) where 50% or more of their surrounding streets have bike infrastructure. Most of the stations with higher bike lane coverage are in Manhattan and Brooklyn. Local bus stops with ample bike infrastructure coverage are located throughout the five boroughs, with significant clusters in Brooklyn and the Bronx. Almost all also have bike facilities within the vicinity of the bus stop itself. However, outer-borough SBS and express bus stops rarely have more than 10% bike infrastructure coverage within their walkshed, particularly in Brooklyn and Queens.

By the Numbers (Commuter Rail): Most commuter rail stations along Long Island Rail Road and Metro-North Railroad lines have less than 10% bike infrastructure coverage in their surrounding walksheds, with many having none at all. Of the six Long Island Rail Road stations with relatively high bike infrastructure coverage (22% or more) within their station area, all except one are located inside New York City: Nostrand Avenue, Hunterspoint Avenue, Long Island City, Atlantic Terminal, Penn Station, and Southhold. The same pattern is true for Metro-North Railroad stations; all except one of the five Metro-North Railroad station with considerable bike infrastructure coverage (20% or more) are within city bounds: Yankees-E 153 St, Melrose, White Plains, Harlem-125 St, and Grand Central Terminal. Increasing commuter rail access for cyclists will require significant coordination with surrounding municipalities to make improvements in creating bikeable street and trail networks around stations where MTA has no jurisdiction beyond the immediate station area.

Micromobility Integration

Why it Matters: Areas high in transit demand benefit from multimodal options to help transit riders get to and from stations more conveniently. Integrating micromobility systems across MTA service territory would create a more seamless customer experience that could grow both transit and micromobility ridership.

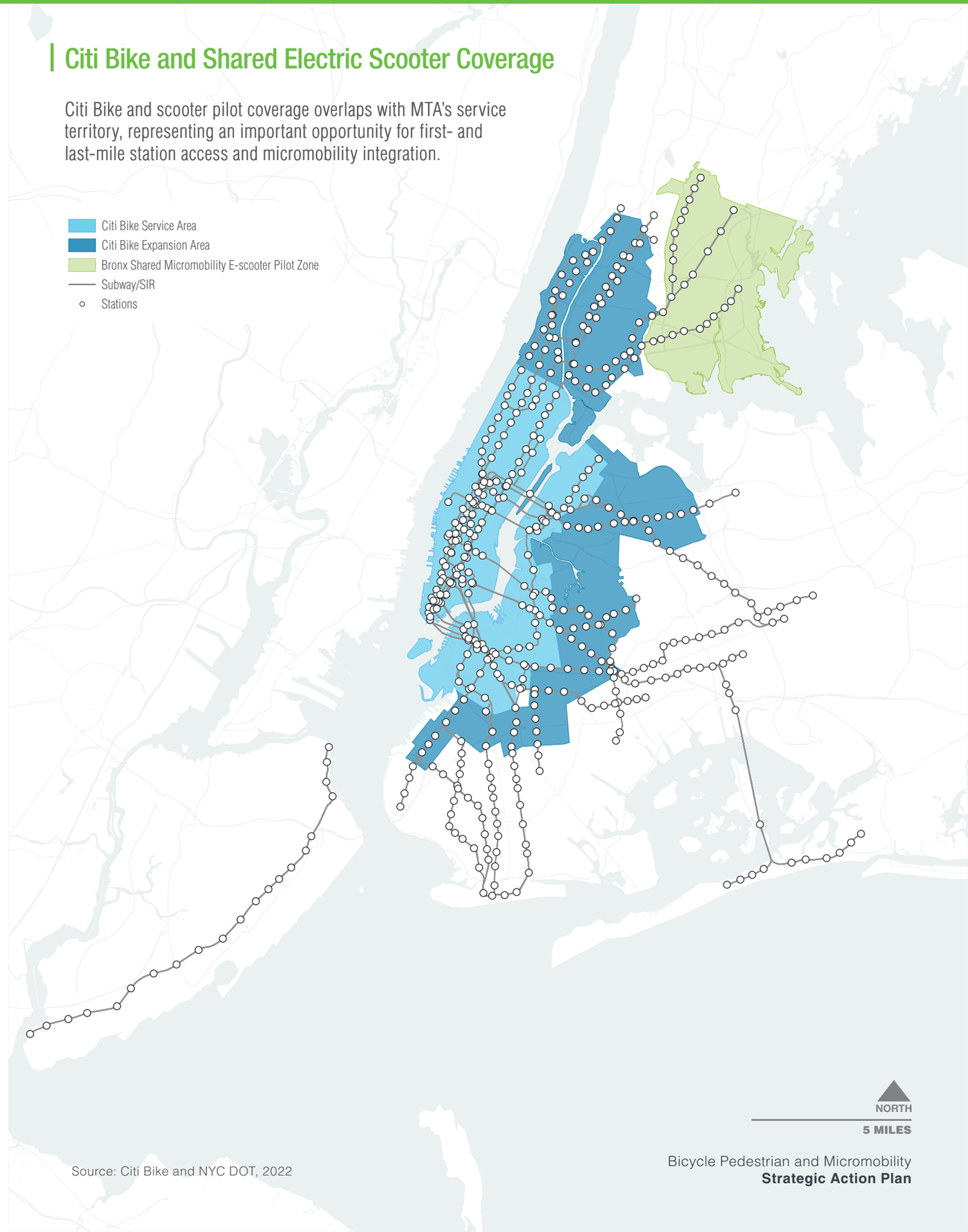
By the Numbers (Bike-share in NYC): Citi Bike continues to attract riders (138,372 rides were taken on September 8, 2022, a new daily record). The system's current Phase 3 expansion will bring Citi Bike to all of Manhattan, as well as deeper into the Bronx, Brooklyn, and Queens. Both regular bikes and electric pedal-assist bikes are available at Citi Bike stations. Over half of the high ridership bus stops serving SBS and express routes (62%) and subway stations (66%) have a Citi Bike docking station within their half-mile walksheds. Forty-four percent of high-boarding bus stops serving local routes have a Citi Bike station within their walkshed. The highest Citi Bike capacity is concentrated near stops and stations located in Lower Manhattan. Bike-share near bridge access points is less common, with only two of the three RFK Bridge spans having Citi Bike stations within 400 feet of their access points.

By the Numbers (Scooter-share in NYC): Shared electric scooters are a newer micromobility option within the city. The East Bronx scooter-share pilot began in 2021 in neighborhoods that were not served by Citi Bike, with Bird, Lime, and Veo as participating vendors. The program entered Phase 2 with an expanded service area in 2022. Of the 70 subway stations in the Bronx, 33 are within a half mile or less of the scooter service area. Scooters are also near many express and SBS bus stops in the East Bronx as well as future Penn Station Access stations that will be served by Metro-North Railroad.

By the Numbers (Beyond NYC): Outside of the city, services vary. Between 2018-2019, Lime offered a dockless bike-share within the City of White Plains and City of Yonkers. Future bike/e-bike programs are planned for both Long Island and areas north of Manhattan, while scooter-share programs continue to be less common. In 2020, Yonkers launched a one-year pilot with Bird and became the first e-scooter-share in the state. Bethpage Ride PedalShare (docked bike-share) currently serves several locations in Suffolk County, including Port Washington, Huntington, Amityville, Lindenhurst, Babylon, Patchogue, Riverhead, and the Hamptons. New Rochelle also has a contract with Veo for dockless bikes and e-scooters, which began in 2021.

Citi Bike and Shared Electric Scooter Coverage

Citi Bike and scooter pilot coverage overlaps with MTA's service territory, representing an important opportunity for first- and last-mile station access and micromobility integration.



Source: Citi Bike and NYC DOT, 2022

IV What We Heard

The MTA sought a wide range of input from customers, government partners, advocates, and its own employees during the seven-month process of developing the plan, and we heard a lot—through the project website, dozens of meetings, and formal letters from outside organizations.

As part of the planning process, MTA created a comment link on its website to solicit public feedback. Between June and September 2022, MTA received over 500 total comments covering a range of topics. Comments about safe routes to transit and bridge access made up the majority of responses. Other key themes included: supporting more protected bike lanes, filling connectivity gaps with bike lanes, improving intersection and street safety, etc., all which are officially under the purview of MTA's outside partners such as NYC DOT. Accessing stations was another recurring theme, with comments describing support for secure bike parking and additional elevators. In addition to individuals, advocacy organizations like Bike New York, submitted recommendations for early actions to improve bike transportation and bike-transit linkages.

Through the legislation to create this plan, the mandate of the Permanent Citizens Advisory Committee to the MTA (PCAC) now includes recommending ways for the MTA to improve bike and pedestrian access to its stations and facilities. Key recommendations from the PCAC, submitted in June 2022, included improving bike, scooter, and moped parking, fare integration, and clearly communicating the rules for the ride across the system. The PCAC also recommended a robust public outreach strategy, including focus groups and discussions with cyclists.

Overall, feedback on pedestrian, cycling, and micromobility included the following:

- **Station access and mobility.** Exploring ways to improve secure bicycle storage at, near, and around transit stations is important. Many respondents discussed the issue of bike safety and theft. They advocated for safe, well-lit bike parking at all transit stops and stations; secure and enclosed bike storage, instead of traditional racks, was noted as the only way to prevent bike theft. Some remarked that hanging bike racks are difficult for e-bikes. A few suggested that MTA could take advantage of the subway's underutilized mezzanines to provide secure parking or, in places where that's not possible, utilize curbside secure bike parking or outdoor corrals. Regarding station access, some commented on the need to make sure bike paths are continuous and form a network. Others mentioned that wayfinding signage should indicate priority spaces for strollers, wheelchairs, and luggage. Respondents expressed the need for more and working elevators in all subway stations.
- **Multimodal integration.** Feedback on multimodal integration included support for more front-of-bus bike racks on buses, beyond the buses that cross the Whitestone and Verrazzano-Narrows bridges. Another common request was to designate space for bikes onboard subway and commuter rail trains and to improve and clarify rules regarding onboard bicycle storage. Respondents mentioned support for installing bike-share docks and shared micromobility parking areas near/at stations, the need to expand Citi Bike deeper into underserved areas, and to integrate Citi Bike with OMNY. Respondents suggested adding bike stair channels to subway station staircases to allow easy access for bikes, similar to BART in San Francisco.

Source: Trent Reeves/MTA

"I'd like to see bike racks on all MTA buses." - Madeleine

Source: Donald Staats/MTA

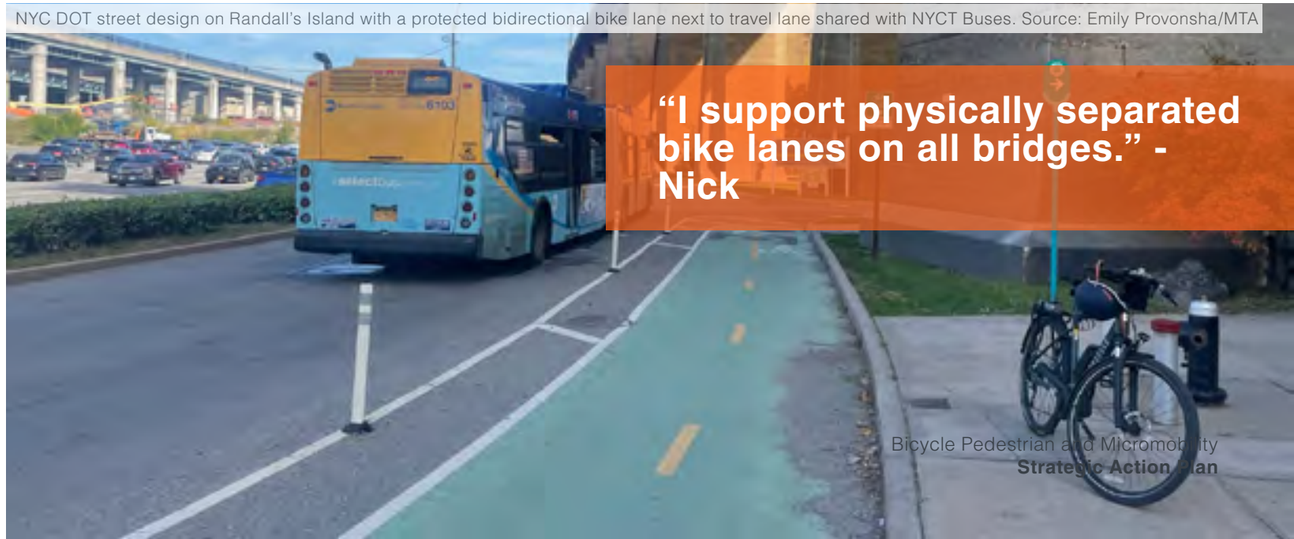
"I want to emphasize connectivity: that paths for cyclists and pedestrians are continuous and form a network." - Miles

- **Safe routes to transit and bridges.** More than half of all website survey comments dealt with some aspect of safe routes to transit and bridges. Many expressed the need for bike lane and pedestrian separation at the Cross Bay, Marine Parkway, RFK, Throgs Neck, Verrazzano, and Whitestone bridges. Many comments touched on the need for more options by bike from Queens to Manhattan and Brooklyn. Others suggested ending the bans on cycling over certain bridges and that cyclists should not be ticketed when crossing a bridge.
- **Streetscape.** Many comments touched on areas that fall under the purview of NYC DOT or other municipalities served by MTA stations. Respondents discussed the need for more bike infrastructure to improve safety and reduce conflicts between motorists, cyclists, and pedestrians. Respondents expressed support for more protected bike lanes and for filling connectivity gaps with bike lanes. Others recommended widening bike and walking lanes. A few comments discussed the need to coordinate with NYC DOT to improve intersection and street safety more broadly.
- **Enforcement.** Some comments dealt with topics related to the New York Police Department (NYPD) and enforcement issues. Respondents supported better enforcement to prevent vehicles and other obstructions from blocking bike lanes. Many suggested tactics, such as fining or reporting, as ways to better manage obstructed bike lanes. A few commented supporting increased enforcement against higher-speed electric-assist and motorized micromobility.
- **Other.** Miscellaneous comments included support for the plan in general. Others commented on the need for airport transportation improvements and AirTrain expansion, a unified “Fair Fares” system, and cyclist education regarding pedestrian interactions. Working with municipalities to develop micromobility options and install protected bike lanes, sidewalks, and wayfinding to and from transit was another recommendation. A few respondents expressed their views that they oppose e-assist micromobility and do not support further bike infrastructure expansion.

Citi bike rider pedals towards Queens on the RFK bridge path. Source: Trent Reeves/MTA

Citi Bike and protected bike lane collocated next to nearby local and express bus stops. Source: Trent Reeves/MTA

NYC DOT street design on Randall’s Island with a protected bidirectional bike lane next to travel lane shared with NYCT Buses. Source: Emily Provonsha/MTA



V Action Plan

The following Action Plan is the result of rigorous analysis and stakeholder engagement as described earlier, along with detailed input from MTA's operational agencies. The plan is organized across the five topics of Station Access and Mobility; Multimodal Integration; Safe Routes to Transit and Bridges; Demand Management; and Policy, Program Administration, and Performance Management. Each strategy is supported by specific actions that help achieve the vision and goals of the plan.

Each action has an estimated timeframe: immediate (underway or within a year of plan publication), short-term (one to two years), medium-term (two to five years), or long-term (more than five years).

Station Access and Mobility

Strategy 1: Improve Bike Parking at Key Subway Stations and Bus Stops

Convenient, secure, weather-protected bike parking is a prerequisite for most people to choose to use their bike or other mobility device to access transit. MTA is committed to expanding both the quantity and quality of bike parking at our subway stations, bus stops, and commuter rail stations. For subways and buses in New York City, this means close partnership with NYC DOT.

Both subway stations and bus stops with high bike and micromobility demand are a priority for secure bike storage, bicycle corrals (sited in curbside lanes) and basic bike parking. Transit hubs with co-located subway, bus, and/or commuter rail services are also a priority. Currently, 87% of all subway stations have a bike rack within 400 feet of the entrance, while 67% have a bike rack within 100 feet of the entrance. Only 16% of bus stops serving SBS or express routes have bike racks within 100 feet. All MTA subway stations, SBS stops, and express bus stops without existing bike racks (within 100 feet) represent a gap in station access and are candidates for improvement.

MTA will analyze facilities with high bike demand to identify priority locations for the addition of new bike parking options, expansion of existing bike parking, and/or the implementation of secure bike parking. This includes field verification of existing racks to determine utilization patterns, as well as the identification of high-theft locations. We will use this prioritized approach to implement bike parking on MTA-owned facilities and coordinate with local jurisdictions outside of MTA's control. MTA facilities with existing bike racks and significant bike demand can be field-reviewed and analyzed in comparison to theft reports to determine whether demand merits increasing parking supply or quality. Opportunities outside of MTA-owned facilities will require inter-agency collaboration.

Bike Parking Best Practices

Bike parking should be placed:

» In immediate proximity to station facilities to enable easy access for customers

» Adjacent to high visibility pedestrian corridors or in the line of site of CCTV cameras, when possible, to maximize passive security

Bike parking should accommodate existing ridership and future growth:

» Transit agencies use a combination of station transit ridership data and municipal bike ridership data (where available) to determine the appropriate amount of bike parking

When limited space exists for bike parking:

» Different rack types can be used to fit in different spaces, including wall-mounted racks

Types of Bike Parking

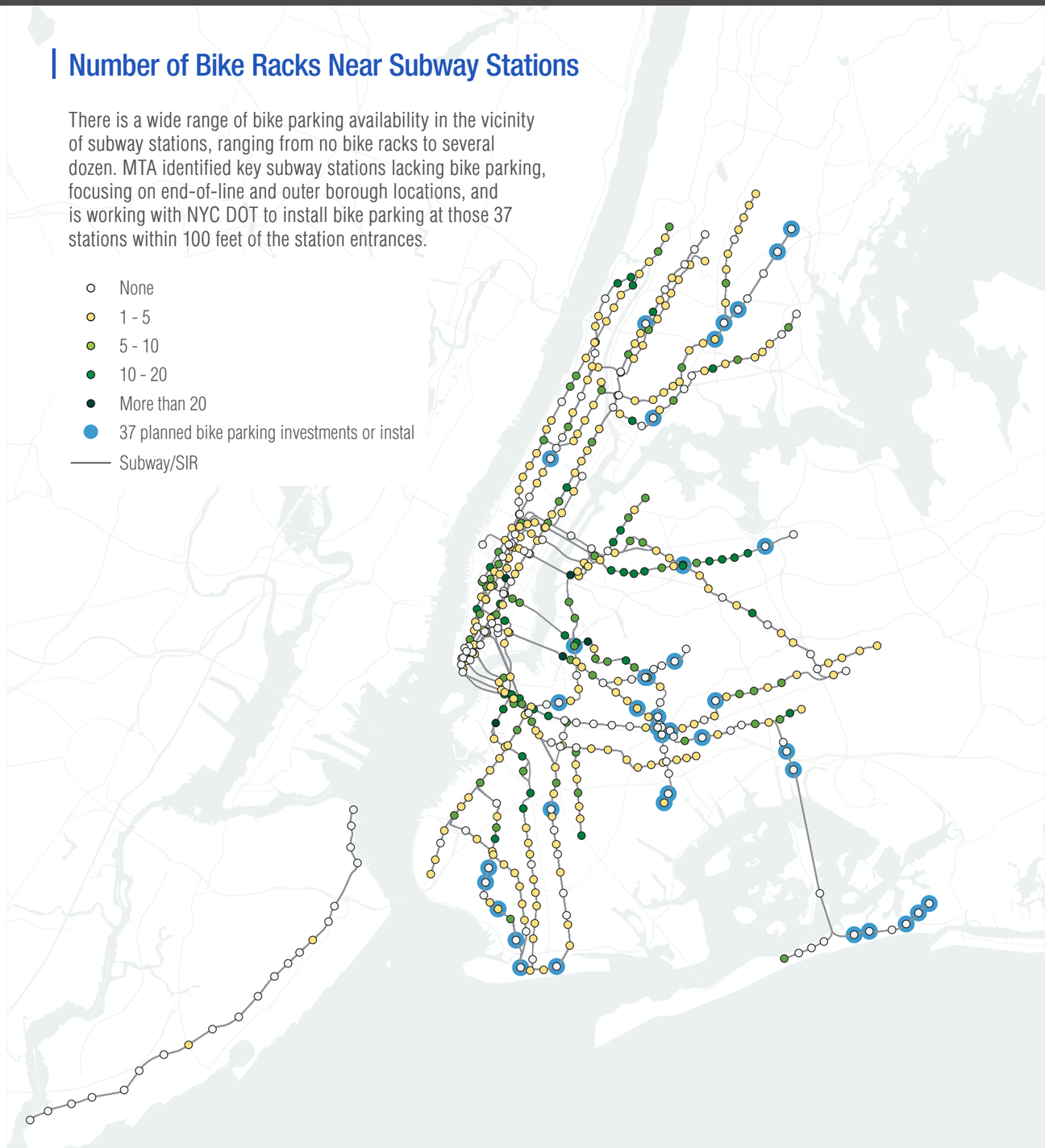
Standard Bike Racks	Open-air U or hoop-shaped racks that provide free bike parking for up to two bikes (one on each side). These can be fastened with bolts or set in concrete.	
Bike Corrals	One or more vehicle parking space in the street right-of-way that is redesigned to accommodate several bike racks; typically delineated with a combination of paint, flexible bollards and/or planters on either side and provides high volume bike parking.	
Secure Bike Parking	Secure bike parking offers safe, weather-protected, limited access storage space for bikes. This can take the form of bike lockers, stand-alone cages, or secure access bike rooms.	

Source (From top to bottom): Trent Reeves/MTA, Trent Reeves/MTA, Marc A. Hermann/MTA

	Action	Detail	Timeframe
1	**Develop a methodology for prioritizing subway stations and major bus hubs for bike parking (both standard and secure) at street level.**	MTA is prioritizing subway stations and bus stops for additional bike parking at street level, including both standard bike parking in the near-term as well as future opportunities for secure bike parking. For standard racks, MTA is focused on filling gaps at locations that have no bike parking in the immediate vicinity. We will continue to monitor utilization at high-demand stations and revisit where more parking may be needed in the future. For secure bike parking, MTA is coordinating with NYC DOT and other stakeholders to explore solutions and prioritize future locations based on demand, equity, and other factors.	In progress
2	**Coordinate with NYC DOT to site standard bike parking on streets adjacent to key transit locations.**	MTA is working with NYC DOT to install bike rack clusters at 37 subway stations that do not have bike parking within 100 feet of their entrances. MTA completed fieldwork in summer 2022 to site bike racks on both NYC DOT property and some MTA property and shared the results with NYC DOT for review and installation.	In progress
3	**Expand bike parking adjacent to subway stations and key bus stops on MTA property where viable space exists that is under the MTA's control.**	While bike parking at most stations and stops will require continuing coordination with NYC DOT, MTA is also conducting an internal analysis of where secure and conventional bike parking could be installed on the agency's property. This includes areas such as Grand Central Terminal, Williamsburg Plaza near MTA bus facilities, Eltingville Transit Center near Staten Island Railway and MTA bus facilities, and various Metro-North Railroad and Long Island Rail Road commuter rail stations.	Medium-term
4	**In collaboration with NYC DOT, explore opportunities to expand secure bike parking.**	The MTA recognizes the need for secure bike parking at transit hubs. Building on recent and ongoing pilots, MTA and DOT will collaborate to explore possibilities for secure bike parking in NYC that can provide greater access to transit.	Medium-term
5	**Expand standard bike parking and prioritize secure bike parking at bus stops served by bus routes that travel over bridges.**	Bridges can present a significant barrier to cyclists due to the combination of elevation and access limitations. Providing bike parking at bus stops adjacent to bridges—especially those without shared use paths—mitigates these issues by enabling transit customers to bike the first- and last-mile to transit before proceeding over bridge facilities via bus. Currently, few bus stops served by bus routes over bridges include bike parking. In a complementary action under Multimodal Integration, MTA is also looking to expand the availability of bike racks on bus routes across bridges that lack bicycling infrastructure.	Medium-term

Number of Bike Racks Near Subway Stations

There is a wide range of bike parking availability in the vicinity of subway stations, ranging from no bike racks to several dozen. MTA identified key subway stations lacking bike parking, focusing on end-of-line and outer borough locations, and is working with NYC DOT to install bike parking at those 37 stations within 100 feet of the station entrances.



Strategy 2: Improve Bike Parking at Commuter Rail Stations

Trip distances, topography, and the availability of pedestrian and cycling infrastructure can make it more challenging to access transit in New York City's suburbs without a car, making investments in safe, convenient first- and last-mile connections that much more important. Bike parking, along with micromobility integration and improved networks of access routes (both covered later), is one key piece.

MTA will improve and expand both standard and secure bike parking at commuter rail stations where it owns property. Although many stations already have standard bike parking, and a number of stations have bike lockers, the quantity and quality of these options vary widely across the commuter rail system. Unlike standard parking that is publicly accessible, secure parking is sheltered from the weather and requires a key, access card, or app to use. MTA will work towards making adequate quantity of conveniently located bike parking available at all stations, and aspires to a coordinated, modernized system of secure bike parking across both Long Island Rail Road and Metro-North Railroad in the future.

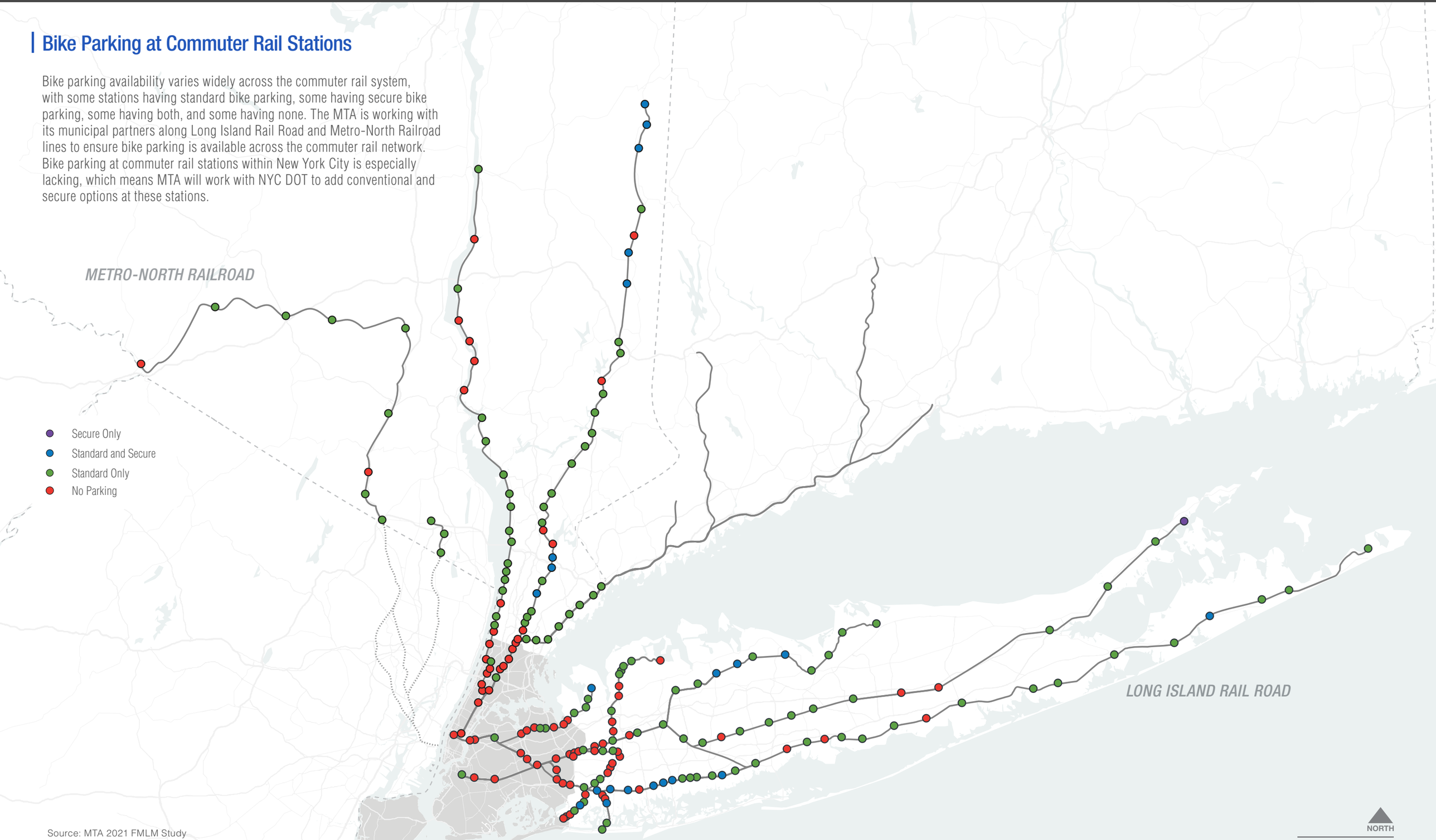
In most cases, making space for more secure bike parking is at the discretion of either the municipality that owns the parking facilities—since MTA does not own the majority of the parking facilities that serve commuter rail stations—or in conjunction with MTA's contracted private parking operator serving Metro-North Railroad.

Photo of a person locking their bike at the Cold Spring Harbor Station (Source: Donald Staats/MTA.)

	Action	Detail	Timeframe
1	**Expand publicly accessible conventional bike racks at commuter rail stations where MTA owns property.**	MTA will work to install bike parking at the MTA-owned Metro-North Railroad and Long Island Rail Road stations that do not have existing bike parking options available. MTA will also work with local municipalities and NYC DOT to install bike parking at any stations that are locally owned. MTA will continue to monitor bike parking capacity and utilization and support existing customers and provide room for growth or upgrading conventional bike racks to secure bike parking in the future.	Short-term
2	**Develop a program to facilitate and/or enhance standard bike parking capacity at commuter rail stations where MTA does not control the property.**	MTA owns property surrounding most of our commuter rail stations, but not all. And some of our stations have parking agreements in which they maintain these facilities. MTA is committed to enhancing the transit experience for its customers, including the first- and last-mile. MTA will work with municipal partners along Long Island Rail Road and Metro-North Railroad lines to ensure bike parking across the commuter rail network.	Short-term
3	**Expand secure bike parking at select Long Island Rail Road and Metro-North Railroad stations.**	Currently, the only public secure bike parking near subway stations is provided by Oonee, with pilot Oonee Pods located near two subway stations: Atlantic Terminal (20 spaces) and Grand Central Terminal (6 spaces). Long Island Rail Road and Metro-North Railroad are working to expand secure bike parking at select outlying commuter rail stations with the most bicycle demand.	Short-term
4	**Explore options for providing more secure bike parking options, with modern, on-demand reservation capability, at commuter rail stations.**	Currently, 16 of 98 Long Island Rail Road stations (16%) have lockers, while 7 of 71 Metro-North Railroad stations (10%) do. Long Island Rail Road and Metro-North Railroad manage their bike lockers differently; both approaches include key-operated bike lockers rented to individual customers over the course of a 12-month lease term. Because the lockers are not always sited near the entrance to the rail station, some customers may not be aware of their availability. MTA will evaluate options to enhance and expand the availability of secure bike parking while moving towards a comprehensive model that provides accessible and convenient secure bike parking solutions to more MTA customers.	Medium-term
5	**Update existing bike parking design standards in the Station Standards and Guidelines for the commuter rail stations.**	We will update our bike parking design standards for stations to ensure that station renovations include high-quality bike parking consistent with industry best practices.	Short-term

Bike Parking at Commuter Rail Stations

Bike parking availability varies widely across the commuter rail system, with some stations having standard bike parking, some having secure bike parking, some having both, and some having none. The MTA is working with its municipal partners along Long Island Rail Road and Metro-North Railroad lines to ensure bike parking is available across the commuter rail network. Bike parking at commuter rail stations within New York City is especially lacking, which means MTA will work with NYC DOT to add conventional and secure options at these stations.



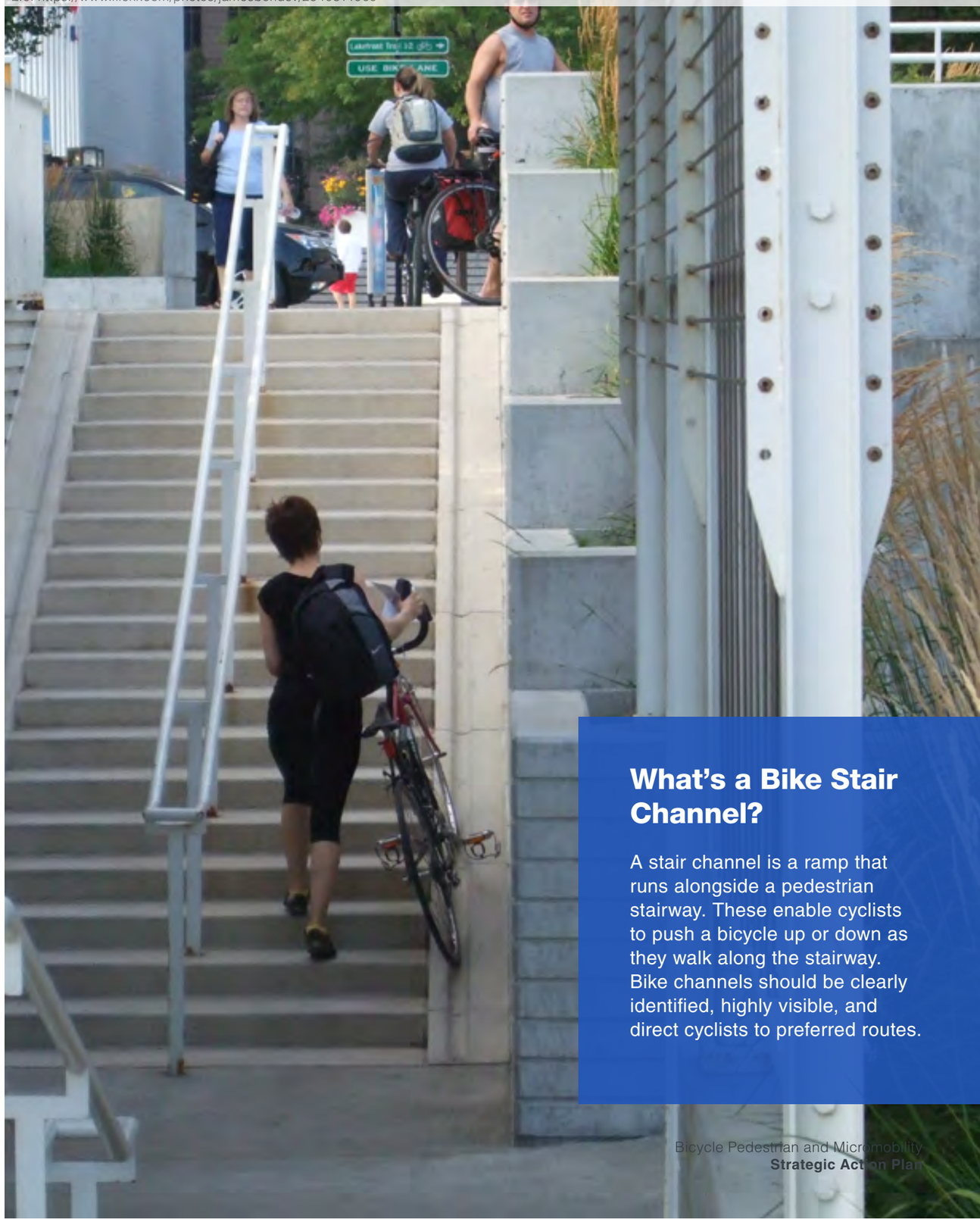
Source: MTA 2021 FMLM Study

Strategy 3: Enhance Bike and Pedestrian Access and Wayfinding at Stations

While the subway and commuter rail system does allow bikes (with some restrictions on Long Island Rail Road and Metro-North Railroad), transport of bikes through stations is complicated by turnstiles, stairs, and space constraints. In the subway, lifting bikes over turnstiles is not allowed and bikes must be carried down staircases. Lack of information on easy passage for bikes increases the challenge of bringing bikes on transit and may deter potential travelers.

	Action	Detail	Timeframe
1	**In collaboration with NYC DOT, update subway station neighborhood maps to include bike lanes and explore the inclusion of bike parking and digital elements in future updates.**	MTA is currently updating neighborhood maps through its borough-by-borough Bus Network Redesigns. This process provides an ideal opportunity to add bike lanes to the station neighborhood maps to make them more accessible and understandable for cyclists. Future iterations of maps and signing at stations could include bike parking locations and/or have digital components, accessed via QR code, that can be updated on a more regular basis.	Short-term
2	**Study the feasibility of bike stair channels at bike preferred entrances.**	MTA will study whether bike stair channel design would meet current Safety, ADA and Code Compliance regulations. The effort could lead to a standard typical detail to incorporate bike stair channels into new station capital projects.	Short-term
3	**Identify unconstrained station stairways, for preferred bike use.**	Station staff will identify pilot locations to create bike preferred entrances, enhancing safety for subway users with bikes as well as those around them by providing an easier path of travel for those traveling with bikes	Medium-term
4	**Implement subway station wayfinding for cyclists.**	Subway stations currently include wayfinding for pedestrians, those with disabilities, or strollers, but there is limited signage for cyclists using the subway. Increasing wayfinding for cyclists–e.g., to bike-friendly preferred staircases and wide-aisle gates–will improve the way the system functions overall for both cyclists and non-cyclists.	Short-term

Person uses a bike stair channel at Millennium Park in Chicago. Source: Millennium Park Bicycle Station by Steven Vance, licensed under CC BY-NC-SA 2.0. https://www.flickr.com/photos/jamesbondsv/2840514069



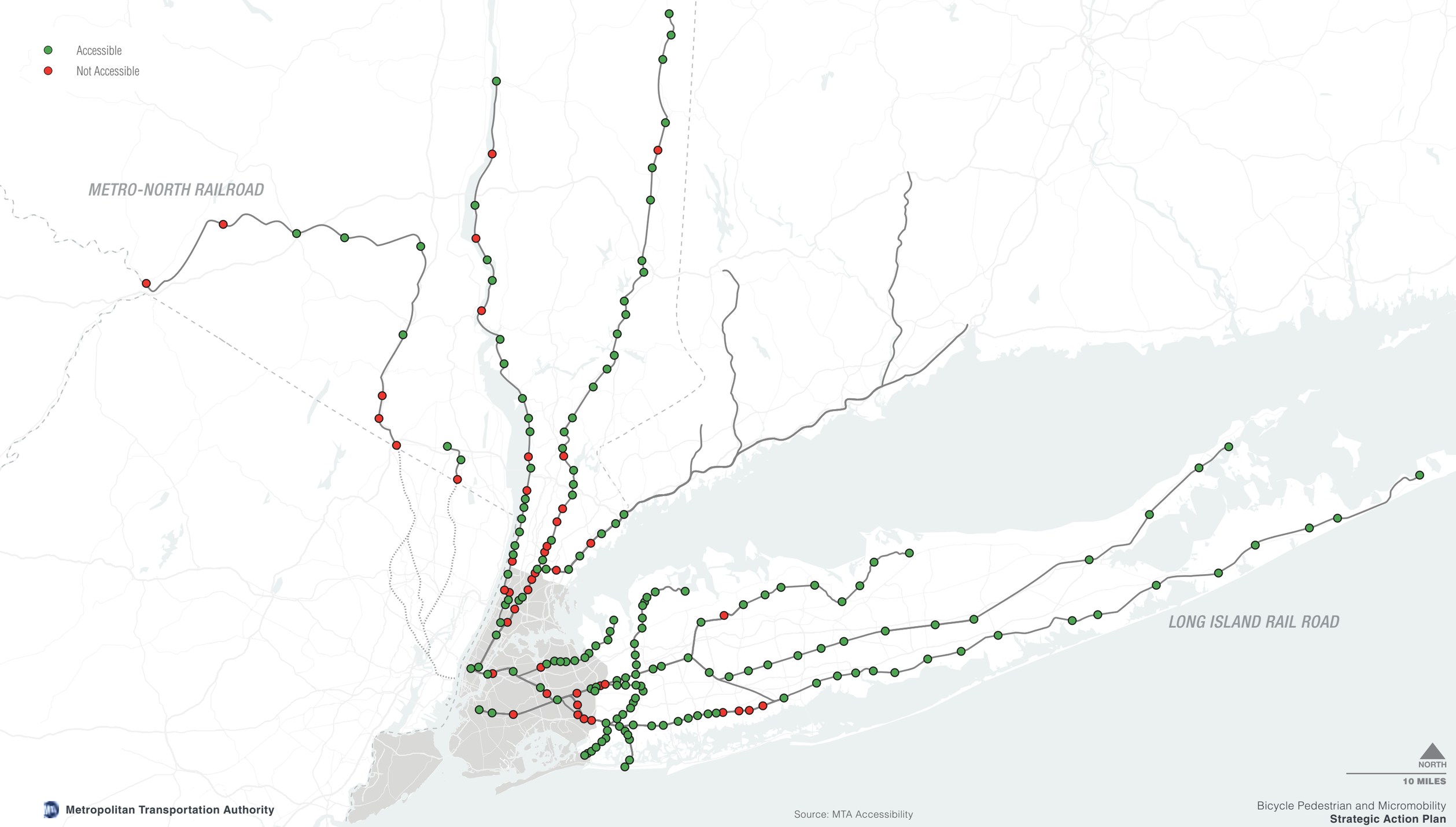
What's a Bike Stair Channel?

A stair channel is a ramp that runs alongside a pedestrian stairway. These enable cyclists to push a bicycle up or down as they walk along the stairway. Bike channels should be clearly identified, highly visible, and direct cyclists to preferred routes.

Accessibility Status: Commuter Rail

Most commuter rail stations in the MTA network are accessible via elevators or ramps.

- Accessible
- Not Accessible



Source: MTA Accessibility

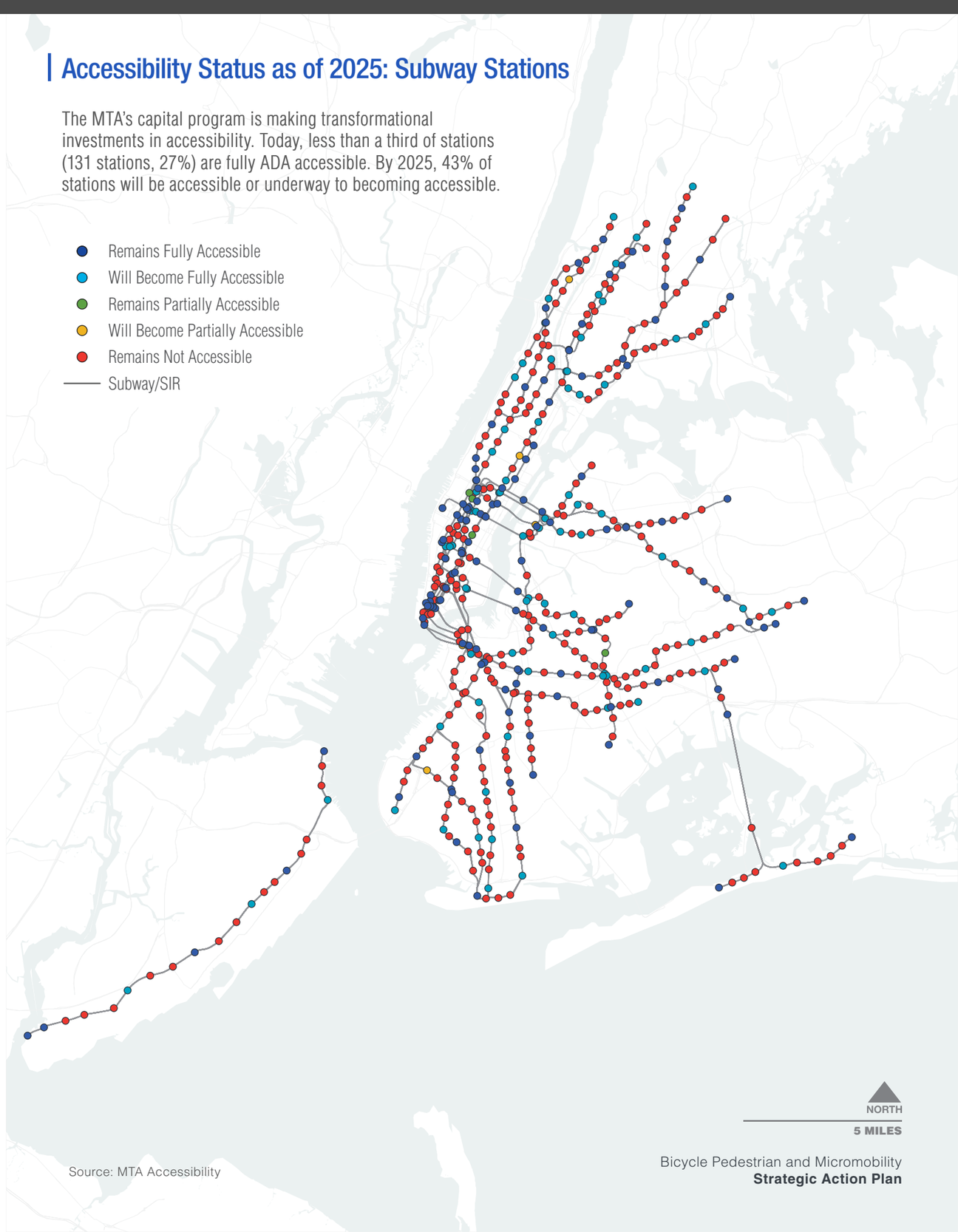
Strategy 4: Ensure an Accessible Transit System for All Users

Today, less than one-third of subway stations (131 stations or 27%) contain a stair-free option for accessing their platforms. For commuter rail, most stations outside of New York City area are accessible via elevators or ramps. Ramp-equipped and kneeling buses aid in accessibility, but few bus stops offer level boarding. This lack of accessibility impedes pedestrians with mobility limitations, people with strollers and other rolling devices, and micromobility users. Short- and medium-term actions can support MTA's long-term plan to increase the number of accessible subway stations to 95% by 2055. In addition, MTA's testing and rollout of wide fare gates can further ensure an accessible transit system for all users.

	Action	Detail	Timeframe
1	**Continue to expand ADA-compliant fare control entrances.**	MTA has initiated a pilot project to replace automatic gates with wide aisle gates at five subway stations. Wide-aisle gates will be installed at Sutphin Blvd/Archer Av/JFK Airport, Bowling Green, Astoria Blvd, 34 St-Penn Station, and Atlantic Av-Barclays Ctr subway stations. The wide aisle gates will make it easier for customers with strollers, luggage, bicycles, and micromobility devices to enter and leave stations. If the pilot program proves successful, the MTA will explore future opportunities for installation	Short-term
2	**Add elevators and ramps to create a stair-free path of travel at 95% of currently inaccessible subway stations.**	In June 2022, the MTA committed to creating a stair-free path of travel at 95% of the currently inaccessible subway stations by 2055. The announced agreement builds on MTA's mission to enhance accessibility throughout the subway system at an accelerated pace, even while dealing with a dire financial crisis brought on by the COVID-19 pandemic. This commitment, combined with recently enacted zoning that incentivizes private developers to incorporate station accessibility projects into their buildings, will help MTA achieve a fully accessible transit system.	Long-term
3	**Collaborate with NYC DOT to obtain additional grant funding for bike, pedestrian, and micromobility improvements**	MTA will work with NYC DOT to seek funds to improve accessibility at bus stops for all types of transit users. MTA will also collaborate with NYC DOT to obtain grant funding for bike parking and pedestrian infrastructure improvements.	Medium-term
4	**Explore the feasibility of designing elevator cab sizes that go beyond the minimum ADA dimensional requirements.**	MTA will explore opportunities where feasible for larger than ADA-minimum elevator cab sizes and redundancy to accommodate bike and micromobility users while ensuring reliable, safe, efficient access for people with disabilities. MTA will consider the feasibility of larger elevator cab dimensions to accommodate multiple riders using mobility devices at a time, which can include riders using wheelchairs, caregivers with strollers, or people with bikes or scooters.	Short-term

Accessibility Status as of 2025: Subway Stations

The MTA's capital program is making transformational investments in accessibility. Today, less than a third of stations (131 stations, 27%) are fully ADA accessible. By 2025, 43% of stations will be accessible or underway to becoming accessible.



Source: MTA Accessibility

Multimodal Integration

Strategy 1: Increase Bike-Transit Integration

Allowing bikes onboard trains, subways, and buses is challenging due to safety and space limitations. However, MTA has made it easier over time for passengers to bring their bikes with them, and we can take additional actions to further improve bike-transit integration.

Bikes are allowed onboard subway trains and (as noted in the previous section) we are actively exploring opportunities to improve the safe movement of those bringing bikes onto the subway along with the safety of their fellow passengers. While bicycles are always prohibited on buses, four bus routes have equipment that provide front-of-bus bike racks and there are opportunities to expand this to other bus routes as well as increase the availability of bike parking and micromobility options at bus stops.

While Long Island Rail Road and Metro-North Railroad prohibit bikes on trains during rush hours (folding bicycles are always permitted), in 2021 MTA removed the requirement for a permit to bring bikes onboard at other times. A limited number of commuter train cars have bike racks, which we can expand upon as we purchase the next generations of rail cars. MTA is also developing a policy that lays out safety rules and restrictions on bringing personal electric vehicles, like electric bikes or scooters, onboard transit.

Person loads a bike on the front of a MTA bus. (Source: Marc A. Hermann/MTA).

Rider securing his bicycle on the front-of-bus bike rack on the S93 bus route. Source: Emily Provonsha/MTA

	Action	Detail	Timeframe
1	**Adopt a MTA personal electric vehicle (PEV) policy.**	MTA is finalizing a PEV policy that formally documents rules and restrictions for these vehicles within MTA property limits. Forecasted to completed in early 2023, the policy will provide numerous safeguards including, but not limited to: specification limitations, an MTA-wide charging prohibition, restrictions on operating a PEV within the MTA, and a ban on bringing PEVs on property that are gasoline powered or contain any other fuel types.	Immediate
2	**Provide front-of-bus bike racks on additional bus routes that cross MTA bridges.**	Front-of-bus bike racks have been provided on the S53, S93, Q50, and Bx23 routes (crossing the Verrazzano and Whitestone bridges and connecting Co-Op City to the 6 train) since 2015. In the near-term, MTA will also add bike racks to the S79, Q44, and M60 Select Bus Service routes, which respectively cross the Verrazzano, Whitestone, and RFK bridges, further expanding the options available to cyclists seeking to cross MTA bridges with limited or no bike access.	Short-term
3	**Explore the feasibility of providing front-of-bus bike racks on additional bus routes.**	MTA will assess the potential to add bike racks to the front of more bus routes, prioritizing those that cross MTA bridges or where there is higher demand. Adding front-of-bus bike racks to buses is subject to resolving constraints regarding bus route interlining and impacts on bus depot storage space.	Medium-term
4	**Explore the feasibility of designing front-of-bus bike racks for express buses.**	Express bus routes utilize coach bus models that have significantly different design features and dimensions than standard city buses. MTA will evaluate the compatibility of existing front-of-bus bike rack models with express buses or the possibility of custom-designed bike racks as an alternative.	Short-term
5	**Include dedicated bike storage in the design of new commuter rail rolling stock procurements and explore the feasibility of installing wall-mounted racks on existing rolling stock.**	A limited number of commuter rail lines include train cars with onboard bike racks, and MTA will work to expand the availability of bike storage on commuter rail trains as we procure the next generations of rolling stock. We will also analyze space and siting constraints and the engineering design compatibility of adding racks to existing train cars. Wall-mounted racks have been engineered to fit every other car as a space-saving design that minimizes the impact on customer capacity.	Long-term

Strategy 2: Increase Shared Micromobility-Transit Integration


Source: MTA


Source: MTA

Micromobility describes modes of transportation using low-speed, small mobility vehicles and devices, that can be pedal-powered or partially or fully electrically powered. They may be privately-owned (e.g., bicycles, scooters, mopeds) or part of a shared fleet (e.g., Cit Bike and shared e-scooters). While shared electric micromobility is still a fast-evolving sector, it holds promise to greatly expand the reach of the core transit system by reducing the traditional barriers to cycling as a first- and last-mile connection: long distances, steep hills, or a fear of theft. New York City has the Citi Bike bike-share system covering portions of four boroughs as well as a dockless e-scooter pilot program in the Bronx. On Long Island, Bethpage Ride PedalShare (docked bike-share) currently serves several locations, while White Plains, Yonkers, and New Rochelle have also piloted bike-share and scooter-share programs, and Yonkers and New Rochelle currently have on-going scooter-share programs. Most of these services use apps and payment systems that are independent from each other and from the MTA's mobile ticketing platform (MTA TrainTime).

MTA will work with our regional partners to integrate micromobility with the transit system to provide as seamless of an experience to customers as possible, for example by collocating micromobility docks at MTA stations and, in the longer-term, working to integrate trip-planning and payment across systems into MTA TrainTime.

	Action	Detail	Timeframe
1	**Coordinate with NYC DOT and other partners to co-locate bike-share or e-scooter micromobility hubs at key subway stations, bus stops, and commuter rail stations in future system expansions.**	The Citi Bike system already includes bike-share docks at many MTA stations, and several other micromobility programs in the region serve trips to and from MTA service such as commuter rail. As these programs expand, or as new programs are planned, MTA will work with our regional partners to ensure that micromobility best serves the transit system and vice versa, for example by helping to site micromobility stations in the vicinity of transit stations and collaborating on safer and more convenient routes for micromobility users to access our stations.	Medium-term
2	**Integrate third-party mobility services into MTA's trip-planning app.**	MTA is working on expanding the trip-planning capabilities of MYmta app to include multi-modal trip-planning to better integrate walking, biking, and micromobility into transit trip-planning and potentially enable integration with third-party mobility operators. MTA will pilot a new feature on the MYmta Trip-Planning app that will allow customers to seamlessly integrate with third-party mobility operators. We will also continue to expand the functionality of our website to better integrate walking, biking, and micromobility into transit trip-planning.	Short-term
3	**Explore opportunities to integrate payment across modes using OMNY.**	MTA's vision for OMNY is to offer a platform for customers to make seamless multimodal trips across different mobility operators. OMNY's current scope will integrate all MTA services. NICE Bus, Bee-line Bus, and Roosevelt Island Tram will also join OMNY. In the future, the scope will broaden to focus on integrating other transit agencies and mobility operators, serving as a platform that offers trip-planning, fare payment, and a "one stop shop" for all seamless regional travel. With OMNY, all ticket vending machines will offer the sale of fares for all MTA services. In the future, OMNY can also provide a convenient, integrated means of payment for secure bike parking.	Long-term


Source: MTA

Source: MTA

Citi Bike station collocated next to the 9 Street (R) Station. (Source: Susannah Harrington/MTA.)

Safe Routes to Transit and Bridges

Strategy 1: Improve conditions for cyclists, pedestrians, and micromobility users on MTA bridges

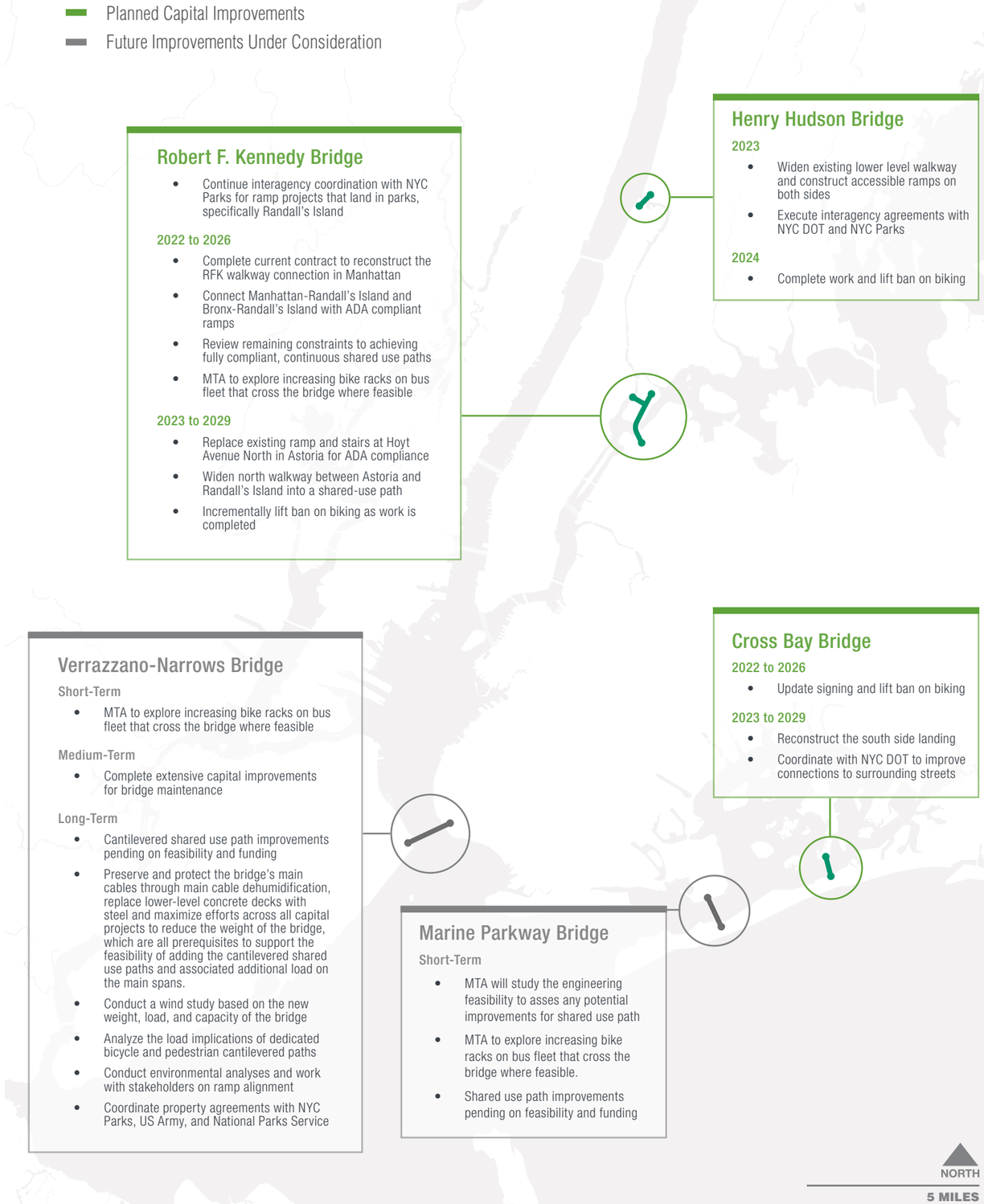
MTA's bridges serve as critical connections across the water bodies that bisect New York City, but constraints on pedestrian and cycling access can limit their usefulness for those not traveling in a vehicle. By increasing the available travel options across MTA bridges, we can ensure that New Yorkers have safe, equitable, and sustainable transportation options for traveling between boroughs. Currently, on bridges with a pedestrian walkway, customers must dismount and walk bikes and mobility devices, except at Cross Bay Bridge where the previous restrictions have recently been lifted along compliant sections. Four of seven MTA bridges have existing paths for pedestrian use: Cross Bay, Henry Hudson, Marine Parkway, and the RFK. The Throgs Neck, Whitestone, and Verrazzano-Narrows bridges do not have walkways and do not permit walking or cycling.

MTA's long-term goal is to provide safe, convenient accommodations for pedestrians, cyclists, and micromobility users on MTA bridges, where feasible, and we are actively working to improve access on those bridges with existing walkways. Doing so on bridges that were never designed to accommodate these users—especially long-span bridges serving interstate highway traffic —is a complex, longer-term undertaking requiring feasibility review and major investments.

Cyclist riding on the shared-use path across the Cross Bay bridge. (Source: John Montemarano/MTA.)

	Action	Detail	Timeframe
1	**Lift the ban on cycling on the portion of the Cross Bay Bridge's main span that is consistent with American Association of State Highway Transportation Officials (AASHTO) design guidelines.**	The widened pedestrian approach and walkway of the Cross Bay Veterans Memorial Bridge completed in December 2020 can now safely accommodate cycling. MTA rules will be amended to allow cyclists to bike where dismounting was previously required on the main span of the bridge. Since the width of the shared use path is consistent with AASHTO guidelines, removal of bike dismounting signage on the main spans was implemented on October 10, 2022. Signage associated with this project, including safety signage instructing bicyclists to dismount at the south side's hairpin turn was installed before the shared use path opened.	Completed October 10, 2022
2	**Construct new ADA-compliant and bike-accessible ramps on the south side of the Cross Bay Bridge and coordinate with NYC DOT to improve the landing area.**	Cycling across the main span of the Cross Bay Bridge was authorized in October 2022. As a next step, a design-build contract for the work on the south approach was awarded in October 2022 and will reconstruct the ramp at that approach. Ramps will provide safe and accessible approaches for pedestrians with mobility issues, users of micromobility devices, and those wishing to bike on the Cross Bay Bridge. MTA will continue to coordinate with NYC DOT to improve the condition of the landing area at the south side of the bridge and connections to the surrounding street network.	Short-term
3	**Widen the existing Henry Hudson Bridge lower-level walkway and add ramps to make it ADA-compliant and bike-accessible.**	Expand the lower-level Henry Hudson walkway to be consistent with AASHTO guidelines. MTA plans to award a design-bid-build contract in 2023 to widen the existing walkway on the bridge's lower level to meet the AASHTO shared use path width guidelines and construct ADA-compliant ramp connections to the path on both sides of the bridge. . This work is currently anticipated to be complete by early 2025, at which point MTA will lift the ban on biking across the bridge.	Short-term
4	**Replace northern walkway and stairs on the RFK-Randall's Island Queens path/approach with a shared used path and ADA-compliant ramp.**	The RFK Suspended Span walkway work will be included in a large design-build contract that MTA plans to award in late 2023. The project will comprehensively address a full retrofit of all major elements of the RFK Suspended Spans. The project includes a new ADA-compliant shared use path on the north side of the suspended spans and replaces the existing substandard ramp and eliminates stairs at Hoyt Avenue North at 27th Street in Astoria, Queens with a wider shared use path. While the new ramp will be constructed on MTA property, NYC DOT and NYC Parks have been made aware of the plans for general coordination purposes. This will result in an ADA and AASHTO compliant shared use path from Astoria to Wards/Randall's Islands. The duration of the contract is currently estimated at 4.5 years and is subject to change.	Medium-term

	Action	Detail	Timeframe
5	**Explore the feasibility of creating a new path on the south side of the RFK Bridge to allow for dedicated bicycle and pedestrian paths in the future.**	Following the completion of improvements on the north side of the RFK Bridge and as part of the 20 Year Needs Assessment, MTA will study the feasibility of constructing a separate walkway connection on the south side of the bridge between Randall's/Wards Island and Astoria.	Medium-term
6	**Install additional signage instructing all wheeled device users to slow down and yield to pedestrians and increase enforcement on bridge shared use paths to deter speeding and reckless riding.**	Spatial limitations, steep or changing grades, and bridge elevations can create potential hazards for those walking, cycling, or using other mobility devices on these paths. Cyclists and other wheeled mobility devices operating at higher speeds create potential conflicts with slower-moving pedestrians on shared use paths, especially on downhill segments and at curves. Signage will be installed throughout bridge shared use paths and their approaches detailing the yielding policies. Enforcement will focus on compliance with yielding rules.	Immediate
7	**Allow bike riding on all bridge segments of the Henry Hudson, RFK, and Cross Bay Bridges as they become ADA-compliant and consistent with AASHTO guidelines.**	MTA has begun the process for ADA improvements on several bridges: RFK Bridge walkway connection in Manhattan (estimated completion 2023); Randall's Island connecting to Manhattan (estimated completion in 2025); Randall's Island connecting to the Bronx (estimated completion in early 2025); Cross Bay Bridge South (estimated completion 2024). Pedestrian pathways will be adjusted to be consistent with AASHTO width and design guidelines for concurrent pedestrian and cycling activity. As these improvements are completed, MTA will incrementally lift the ban on biking across these bridges.	Medium-term
8	**Study and assess the feasibility of the future construction of two cantilevered wings on either side of the Verrazzano-Narrows Bridge.**	Retrofitting the Verrazzano-Narrows Bridge with pedestrian and cycling paths is a long-term endeavor requiring feasibility studies and several major capital projects over several years, as identified in the 2015 Verrazzano-Narrows Bridge Master Plan. A sequence of enabling projects must be executed prior to the potential construction of proposed cantilevered paths: replacing the lower-level decks with steel to reduce the weight and increase the bridge's resilience; a wind analysis based on the new weight, load, and capacity of the bridge; additional testing of the capacity of the main cables to carry the additional loading of the proposed cantilevered paths; and a project to enhance the longevity of the main suspension cables. For all projects, MTA plans to conduct environmental analysis and work with transportation partners, neighboring communities, and other stakeholders on the alignment of future ramps and connections to possibly accommodate separate bike and pedestrian paths	Long-term
9	**Assess access opportunities for all MTA bridges.**	MTA will continue to assess opportunities to enhance bicycle, pedestrian, and micromobility access on all MTA bridges in the future.	Long-term



Strategy 2: Implement strategic safety improvements

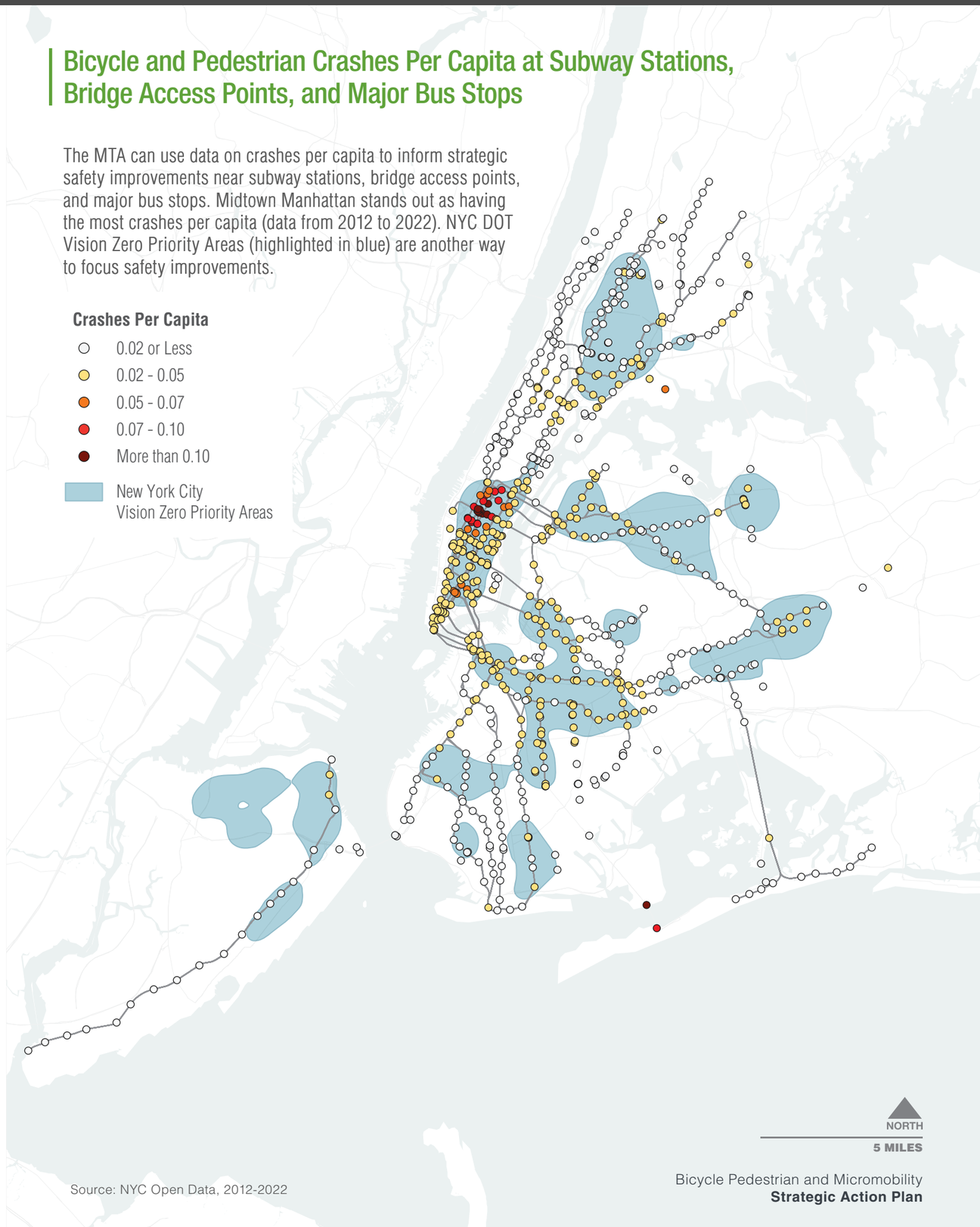
MTA is committed to doing our part to help reduce traffic crashes in the region. In New York City alone, approximately 3,000 people are seriously injured and more than 200 are killed each year in traffic crashes. Being struck by a vehicle is the leading cause of injury-related death for children under 14, and the second leading cause for seniors (https://www.nyc.gov/content/visionzero/pages/). High-ridership bus stops are often located along the same major streets that have higher crash rates, for example in midtown Manhattan, downtown Brooklyn, and at the ends of subway lines.

This strategy will develop and implement safety improvements that protect our customers and other road users by continuously investing in and applying policies, infrastructure, and technology with known safety benefits. MTA's traffic safety actions also align with New York City's Vision Zero goal of reducing preventable crashes through engineering, enforcement, and education. Some actions MTA will pursue independently, while other require working with partners.

	Action	Detail	Timeframe
1	**Include Pedestrian Turning Warning collision avoidance technology in all future bus procurements.**	Pedestrian Turning Warning collision avoidance systems will become a standard requirement for all NYCT Bus fleet vehicle procurements. This system is triggered when a bus makes a turn, activating an external audio warning to nearby pedestrians or bicyclists.	In progress
2	**Evaluate technological advances in software and explore the feasibility of expanding collision avoidance technology on existing buses.**	While collision avoidance systems come standard on many newer bus models, outfitting similar systems to existing buses is more complicated. MTA will undertake an analysis to assess the feasibility of retrofitting buses with this technology.	Short-term

Bicycle and Pedestrian Crashes Per Capita at Subway Stations, Bridge Access Points, and Major Bus Stops

The MTA can use data on crashes per capita to inform strategic safety improvements near subway stations, bridge access points, and major bus stops. Midtown Manhattan stands out as having the most crashes per capita (data from 2012 to 2022). NYC DOT Vision Zero Priority Areas (highlighted in blue) are another way to focus safety improvements.



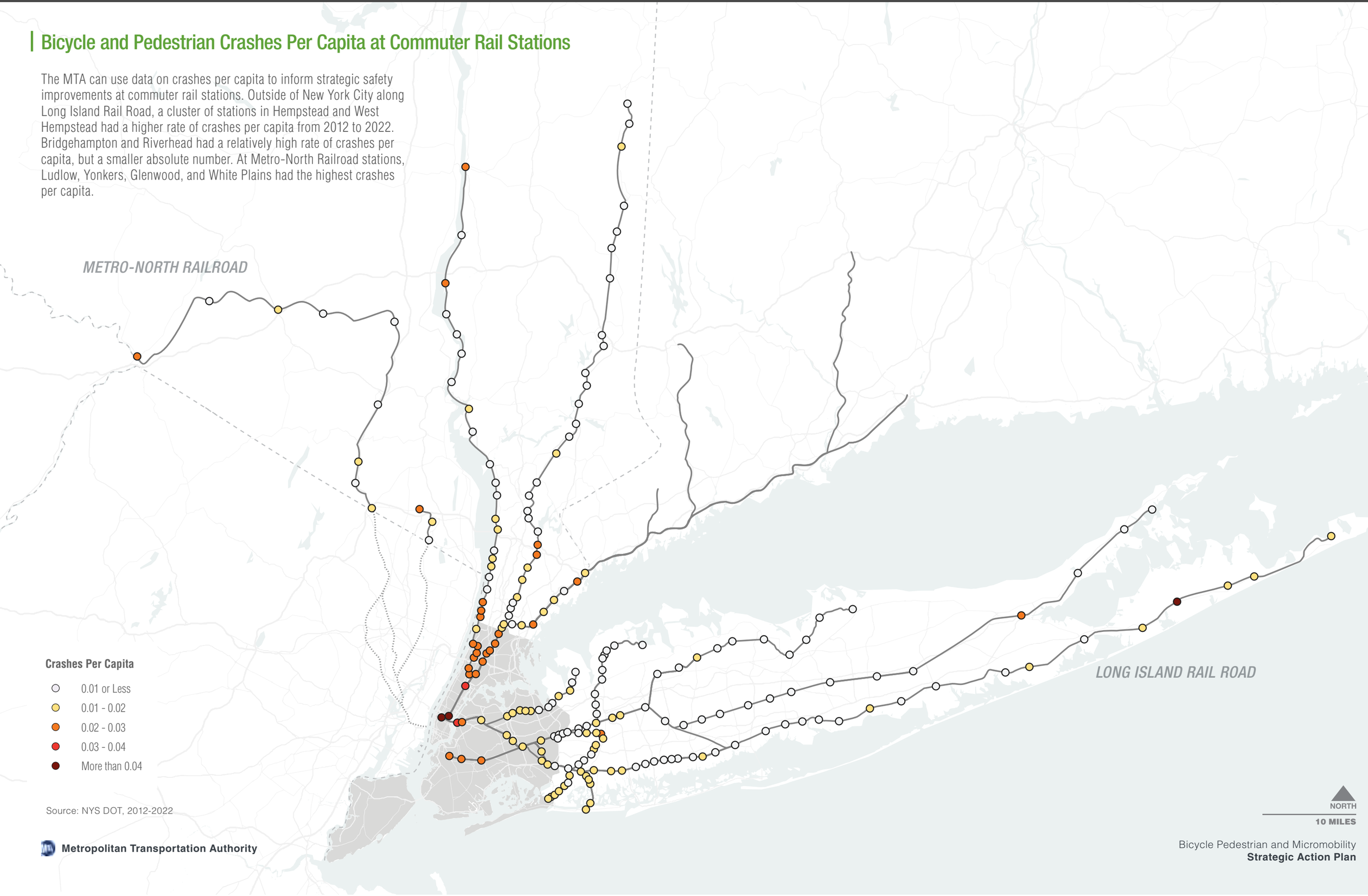
Source: NYC Open Data, 2012-2022

	Action	Detail	Timeframe
3	**Improve pedestrian connectivity and ADA-compliance at-grade rail crossings near commuter rail stations in Metro-North Railroad and Long Island Rail Road territories.**	In 2022, the MTA received federal funding to improve grade crossing safety. The MTA will continue to pursue annual grant funding opportunities for grade crossing eliminations and safety improvements. This may include extending crossing panels to provide accessible pedestrian travel over tracks, installing pedestrian channelization and fencing, and installing signing, pavement markings, flashing-light signals, automatic pedestrian gates, and audible warning devices.	Medium-term
4	**Work with NYC DOT and regional partners to expand and improve the bike and trail network around priority subway stations, bus stops, bridges, and commuter rail stations.**	MTA will collaborate with our regional partners in the development of improved connections to our facilities, such as new bike lanes, trails, or greenways. While our partners have jurisdiction to implement and maintain these improvements, MTA can provide input and expertise on different routing and design options and, when connections utilize MTA property, help with implementation as well.	On-going

NYC DOT's Shared Micromobility E-Scooter Pilot in the East Bronx (Source: Emily Provonsha/MTA.)

Bicycle and Pedestrian Crashes Per Capita at Commuter Rail Stations

The MTA can use data on crashes per capita to inform strategic safety improvements at commuter rail stations. Outside of New York City along Long Island Rail Road, a cluster of stations in Hempstead and West Hempstead had a higher rate of crashes per capita from 2012 to 2022. Bridgehampton and Riverhead had a relatively high rate of crashes per capita, but a smaller absolute number. At Metro-North Railroad stations, Ludlow, Yonkers, Glenwood, and White Plains had the highest crashes per capita.



Source: NYS DOT, 2012-2022

Demand Management

Strategy 1: Incentivize access to transit for cyclists, pedestrians, and micromobility users across the system

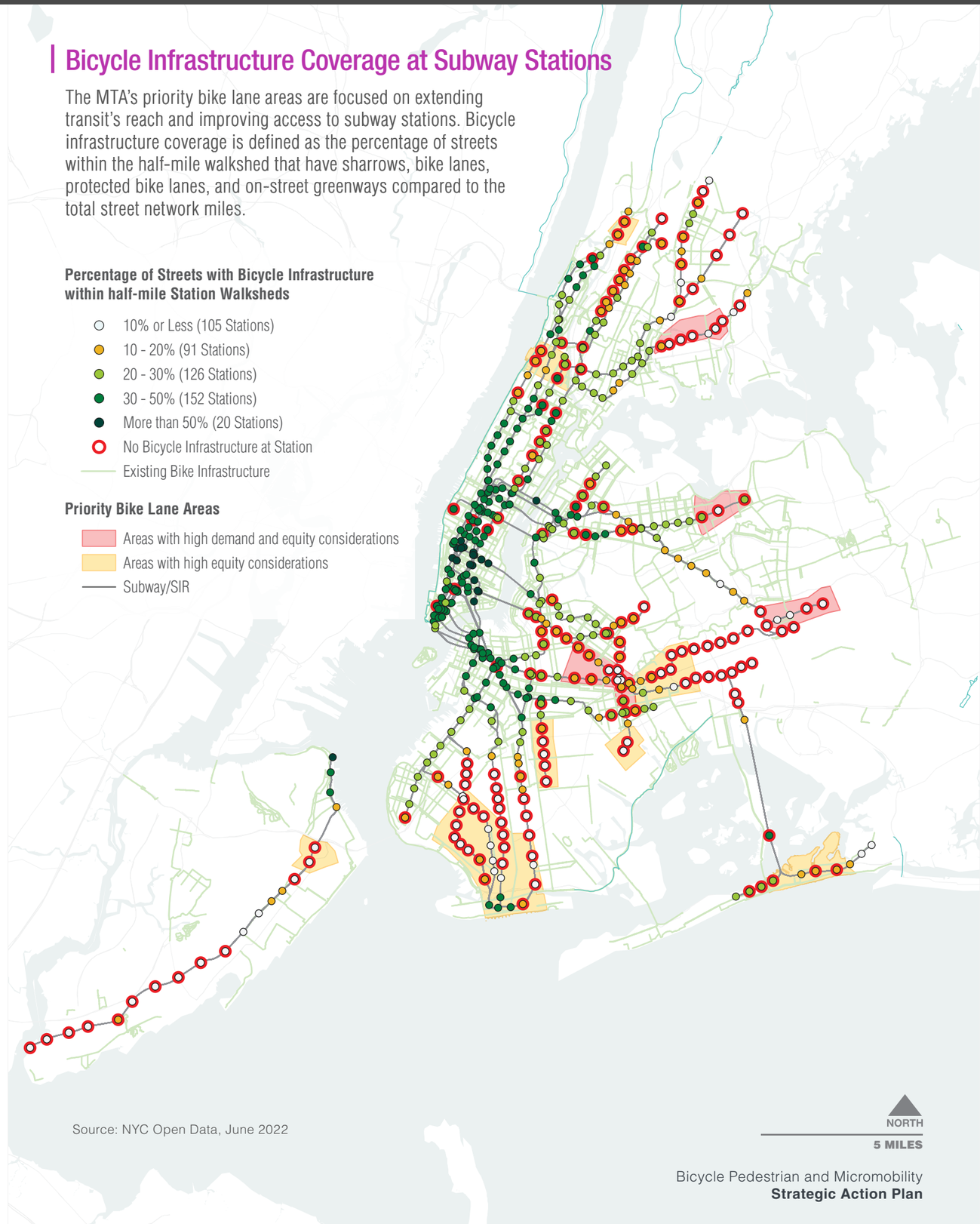
Nearly two-thirds of all commuter rail customers drive to the train alone. This in part is the result of decades of investment in parking facilities adjacent to the stations. The emphasis on single-occupancy car access means additional traffic, vehicle crashes, and carbon emissions. Today, many communities are looking for more pedestrian-friendly, sustainable station areas. The MTA has an important role to play in promoting this shift. By combining incentives and education, MTA can help customers understand the benefits of more active travel modes and actively encourage mode shift. These efforts can be further targeted by identifying stations scoring high in both bike and micromobility demand and in vehicle parking utilization, which have greatest likelihood for an increase in active modes to access transit. The launch of Long Island Rail Road's Grand Central Madison service is also a new marketing opportunity to promote cycling and transit.

In the longer term, OMNY provides a platform to integrate payment across MTA services and, eventually with other mobility options across the region, moving towards a "mobility-as-a-service" (MaaS) transportation system wherein customers can seamlessly plan, book, and pay for transportation trips across a full range of modes. Such a system provides increased opportunities for equity-driven programs such as subsidized travel through a mobility wallet in support of "universal basic mobility."

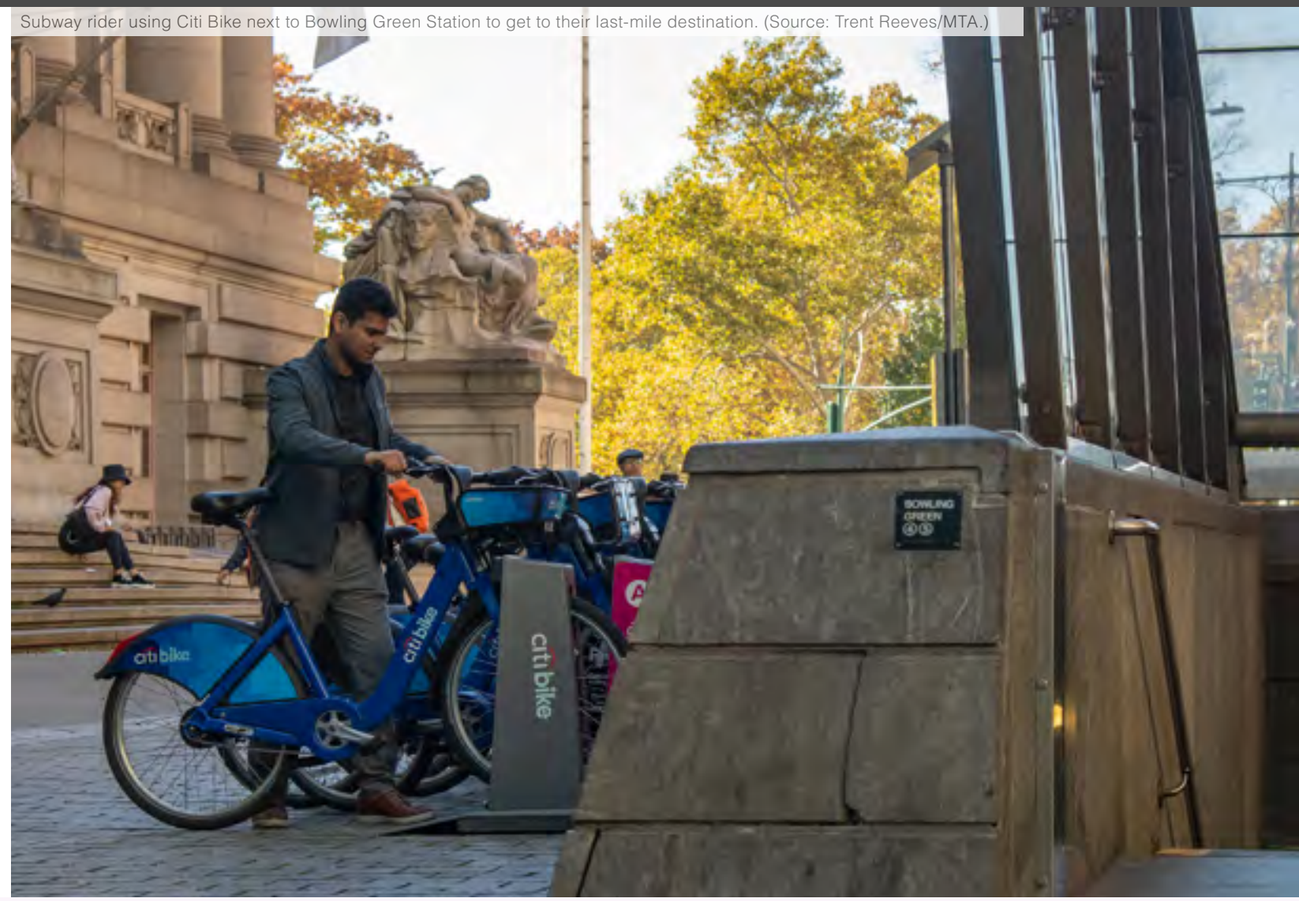
	Action	Detail	Timeframe
1	**Prioritize stations throughout MTA territory for pedestrian, cycling, and micromobility safety and access improvements.**	MTA will coordinate with local stakeholders to identify commuter rail stations where investments in alternatives to the personal automobile can have the greatest impact on customers' travel choices, based on the analysis done as part of MTA's FMLM study. Using the MTA's FMLM Toolkit, the need and demand for improvements will be identified based on factors such as safety data, walk/bike network gap analysis, walk/bike demand, over-capacity parking, and local interest. MTA will also coordinate with the City and NYC DOT to identify subway stations and major bus hubs in the outer boroughs where infrastructure is lacking and plan for pedestrian improvements, bike parking, and bike lane network expansion projects. MTA's priorities for infrastructure improvements were discussed with all MTA agencies in workshops in summer/fall 2022 and are based on equity analyses, demand analyses, existing gaps in the bike network, and MTA's major investments.	Immediate

Bicycle Infrastructure Coverage at Subway Stations

The MTA's priority bike lane areas are focused on extending transit's reach and improving access to subway stations. Bicycle infrastructure coverage is defined as the percentage of streets within the half-mile walkshed that have sharrows, bike lanes, protected bike lanes, and on-street greenways compared to the total street network miles.



	Action	Detail	Timeframe
2	**Partner with local municipalities in commuter rail territory who wish to implement pedestrian, bicycle, and micromobility pilot programs in station areas.**	The MTA Board adopted a First- and Last-Mile (FMLM) Policy in July 2022 to allow MTA to work directly with municipalities and other stakeholders who wish to make improvements on MTA property. MTA also recruited 10 communities across seven counties to participate in a pilot program. Since one of MTA's goals is to learn which FMLM strategies work best in different contexts and ultimately replicate those strategies across the region, the pilot includes different types of stations representing different physical environments and different geographic locations. The pilots will serve as models to catalyze other communities in commuter rail territory to take an interest in improving FMLM station access.	On-going
3	**Expand bike parking for MTA employees at MTA employee reporting locations.**	MTA employs thousands of individuals throughout the region, all with unique travel patterns. MTA will expand bike parking for MTA employees across our facilities for the various MTA operating agencies and headquarter locations, prioritizing secure and weather-protected options. We will also explore other means of educating MTA employees about cycling, walking, and micromobility and incentivizing their use, building knowledge and encouraging sustainable mode shift within the MTA.	Short-term



Subway rider using Citi Bike next to Bowling Green Station to get to their last-mile destination. (Source: Trent Reeves/MTA.)

Pedestrian Improvements

NYC DOT often implements pedestrian improvements as part of bus priority, safety, and mobility projects surrounding MTA facilities. Some recent and planned projects also have synergy with MTA efforts and investments, including:

- Bus priority and pedestrian safety improvements along the 21st Street corridor in Astoria, Queens, including additional pedestrian space adjacent to the 21st Street-Queensbridge F subway station, designated neighborhood loading zones, street trees, traffic signal retiming, pedestrian refuge islands, bus lanes, and plastic bus bulbs for improved boarding. In parallel, the MTA is working on the Queens Bus Network Redesign to improve bus connections, speed up service, advance more direct routing, and improve stop spacing.
- Forthcoming bus priority and pedestrian safety improvements along Gun Hill Road in the Bronx, including bus lanes, pedestrian safety improvements at 20+ intersections, and modified curb regulations and turn restrictions. This means an improved customer experience and faster and more efficient bus service on Gun Hill Road. The MTA also plans to build an electric bus depot at Gun Hill Road, which is a major investment in our bus fleet capacity and sustainability.
- Pedestrian safety treatments near the Rockaway Avenue and Junius Street 3 train subway stations in Brownsville, Brooklyn, including curb and sidewalk extensions, pedestrian islands, and raised crosswalks. The MTA recently completed an accessibility project, including the installation of elevators, at Livonia Av (L) station in May 2022. Also, MTA plans to award a contract for an accessibility project, including elevators, at Junius St (3) station to make this station ADA-accessible and contract to construct a direct and accessible transfer connection between Livonia and Junius stations in December 2022.
- Reallocation of street space to pedestrians via sidewalk extensions on Lexington Avenue just outside of Grand Central Terminal. MTA is committed to amplifying the message that these new flush sidewalks are for pedestrian movement and must be kept free of vehicles. This means safer, easier access to Metro-North Railroad service at Grand Central Terminal and NYCT Subway service as well. As a part of the East Midtown Rezoning, this project was funded by developments to improve the public realm surrounding major transit hubs.

First- and Last-mile (FMLM) Station Access Study

Closely related and complementary to the plan, MTA undertook a First- and Last-Mile (FMLM) Station Access Study focusing on its suburban commuter rail station areas over the course of 2022. The goal of the study was to improve access to suburban Long Island Rail Road and Metro-North Railroad commuter rail stations. MTA's approach was to examine existing access and access barriers, research industry best practices, and create tools and resources for our stakeholders to assess their local stations and design and implement FMLM pilot programs.

Convenient access to suburban stations traditionally meant access by single occupancy cars. However, MTA recognizes that the construction and maintenance of parking is expensive, the land around stations can be put to more productive use, and many suburban residents do not have access to a vehicle. MTA does not control the property at every commuter rail station, or the area beyond the station, but MTA is interested in partnering with local municipalities to improve station access using other modes (cycling, walking, micromobility, on-demand transit, ridehailing, etc.). The FMLM Station Access Study analyzed 168 suburban stations across seven counties, categorizing them into six station typologies. Gaps in access to stations were identified and ranked for each station across four modes: walking, cycling, shared ride, and transit.

All the research and analyses were incorporated into the FMLM Toolkit, an online interactive tool hosted on MTA's website. The toolkit is a resource for county and municipal stakeholders to assess their station area, identify the right mix of strategies, design a pilot program, calculate potential costs, and strategize funding sources. MTA also recruited 10 communities to participate in a pilot program in which MTA's consultant will use the toolkit to assess the stations and design a pilot for a preferred FMLM mode and catchment area. In addition, the MTA Board adopted a FMLM Policy in July 2022 to allow MTA to work directly with stakeholders who wish to make FMLM improvements on MTA property. This policy clarifies the roles of MTA Real Estate, MTA Transit-Oriented Development, and each commuter railroad's Stations and Parking Department to review FMLM improvement proposals, work in partnership directly with stakeholders, and, if proposals are approved, draft license agreements for the local stakeholder to administer the improvement or FMLM pilot program.

The stations participating in the FMLM pilot are:

Metro-North Railroad

- Port Jervis Station, City of Port Jervis
- Nanuet Station, Town of Clarkstown
- Tarrytown Station, Village of Tarrytown
- Scarsdale Station, Village of Scarsdale
- Fleetwood, Mount Vernon West, and Mount Vernon East stations, City of Mount Vernon
- Beacon Station, City of Beacon

Long Island Rail Road

- Floral Park and Bellerose Stations, Village of Floral Park
- Valley Stream Station, Village of Valley Stream
- Riverhead Station, Town of Riverhead
- Hempstead Station, Village of Hempstead

Wall-mounted bike racks on Metro-North Railroad New Haven Line train. (Source: Emily Provonsha/MTA.)

Strategy 2: Improve communications to and from our customers about bicycle, pedestrian, and micromobility options

Information can be just as powerful as infrastructure when it comes to our travel choices. We will complement the policies and programs in this plan to improve the walking, cycling, and micromobility environment with efforts to improve communications to and from our customers around those options. Improved education, outreach, and publicity will raise awareness and safe usage of these new or improved options, while convenient channels for customer feedback will allow the MTA to make improvements and better prioritize future investments. MTA's current outlets for information to and from our customers include:

- Our website (including Taking Your Bike on Public Transit; Bicycle Group Travel; Trip Planner; Customer Feedback; MTA Accessibility; Maps; MTA Away travel and events guide)
- MYmta App (for trip-planning and service status)
- MTA's social media platforms
- Digital and static ad space throughout the MTA system

Our approach will improve these existing platforms and coordinate with regional partners to expand the reach of information, education, and encouragement, while creating new content as needed to focus on key topics related to bicycle, pedestrian, and micromobility access to and on MTA facilities.

Metropolitan Transportation Authority

	Action	Detail	Timeframe
1	**Create more intuitive customer-facing communications, signing, and digital media for bike-micromobility integration.**	Reorganize and update relevant sections of our website and other outreach materials related to pedestrian, bicycle, and micromobility access to be more user-friendly, provide more details on available access and parking options, and convey rules, safety, and courtesy messages about bringing bikes and scooters onboard. Pilot a new feature on the MYmta app to allow customers to transfer to third-party mobility operators.	Immediate
2	**Create an interactive public feedback portal to solicit preferences from customers.**	In addition to the strategies outlined in this plan, MTA is committed to ongoing improvement for bicycle, pedestrian and micromobility integration with transit. To capture the needs of MTA customers across the region, MTA will create a portal on our website that will allow enable customers to provide feedback on how to continue improving bicycle, pedestrian, and micromobility access to transit. Specific topics could include where to site bike parking and on which bus routes to add front-of-bus bike racks.	Short-term
3	**Develop how-to videos on bike access.**	For those new to cycling or to using their bike on the MTA system, the different options that are available and the different rules across various MTA modes and facilities can seem complicated. We will create how-to videos to help riders use the MTA system more safely while making the process less intimidating and more fun.	Medium-term
4	**Coordinate with NYC DOT on educational materials to ensure it reaches all New Yorkers**	NYC DOT's Mobility Management program improves transportation opportunities for people with disabilities, older adults, individuals with limited English proficiency, and low-income populations. The program connects with priority communities and groups in the region who could benefit from information about the full range of options for accessing the transit system. MTA can coordinate with NYC DOT to ensure that its Mobility Management educational materials reflect the latest information from MTA about bicycle, pedestrian, and micromobility access to transit. MTA will also coordinate with other NYC DOT units overseeing public communications such as the Communications unit and the Safety Education and Outreach unit.	Short-term
5	**Establish partnerships with community and advocacy groups to identify education and outreach opportunities for transit customers.**	Community and advocacy groups in the region also interface directly with current and potential pedestrian, bicycle, and micromobility users of MTA services and facilities; they can provide on-the-ground, in-person education and encouragement to their constituents, helping MTA reach people where they are. This could include tabling at transit stations with high bike use, walk and bike accessory giveaways at stations, curriculum development around bicycle access opportunities, and inclusion of MTA educational materials at large-scale public events (e.g., a demonstration bus bike rack).	Immediate

Policy, Program Administration, and Performance Management

Strategy 1: Build MTA internal capacity and partnerships

Implementing the actions described in this plan requires dedicated resources and the ongoing coordination of multiple agencies and departments within MTA. NYCT, Long Island Rail Road, Metro-North Railroad, B&T, C&D, and MTA Headquarters all bring different perspectives, areas of expertise, and jurisdictional responsibilities for planning and implementing pedestrian, cycling, and micromobility improvements across the MTA system. MTA also recognizes the close relationships it must foster with external stakeholders. Organizations like NYC DOT, for example, have overlapping needs and interests that directly impact MTA's ability to facilitate walking, cycling, and micromobility throughout the region.

Harrison Transit-Oriented Development

The MTA, The Town/Village of Harrison, and a private developer joined forces to create a new transit-oriented neighborhood adjacent to Metro-North Railroad's Harrison Station where a three-acre surface parking lot used to be. This mixed-use development included new pedestrian-oriented four-story residential buildings lined with retail stores on the ground floor, pedestrian plazas, and a new parking structure. This transformational project next to the commuter rail station will create a better experience for riders and catalyze the redevelopment of downtown Harrison.

The Harrison TOD project in construction. (Source: AvalonBay Communities.)

	Action	Detail	Timeframe
1	**Expand the MTA Transit-Oriented Development Team's station area planning function with a new coordinator role that will support the on-going implementation of the plan.**	By building out the framework that was formed during the planning process, MTA now has the opportunity to designate points of contact at each agency to coordinate central program goals. The exact structure will vary based on agency capacity and resources, with some agencies potentially having a staff person only responsible for these projects and programs. Supporting the effort will be a new FMLM Coordinator, who will cultivate working relationships and synergies both within the MTA and with external partners, to facilitate bicycle, pedestrian, and micromobility actions and FMLM initiatives.	Immediate
2	**Convene an internal MTA Bicycle, Pedestrian, and Micromobility Committee to meet on a regular basis and ensure coordination across the MTA.**	This action is a continuation of the work of the Steering Committee already convened for the plan. Going forward, the Committee will ensure coordination in implementing the plan, share best practices, and track progress over time.	In progress
3	**Coordinate regularly with NYC DOT.**	We will work with the City of New York to continue improving bike and pedestrian access to MTA stations and facilities. MTA and NYC DOT can continue the dialogue prompted by this plan to coordinate bike parking at stations; pedestrian, bicycle, and micromobility access to bridges; bus stop accessibility; and many other opportunities for improvement within New York City.	In progress
4	**Enhance coordination with municipal partners on land-use planning, development, and pedestrian and bicycle network expansion to improve access to transit stations.**	Transit systems work symbiotically with their surrounding land uses, street networks, and first- and last-mile connections: transit-oriented development and improved connections increase transit demand, while convenient transit boosts the economy and supports the equity and health of the communities served by it. While MTA has little jurisdiction or control over things outside of its stations, we collaborate with our municipal partners to improve station access. Going forward, our Transit-Oriented Development team's Station Area Planning staff will continue to engage with cities, towns, and counties across the region to ensure that land use planning, street design, and connecting mobility services create synergy with transit service and vice versa.	Short-term
5	**Enhance NYCT bus operator training to more comprehensively cover operating safely with pedestrians, cyclists, and micromobility users.**	An increase in the number of people using bicycles and micromobility to complete their daily trips means that these individuals will share the road more often with MTA vehicles. MTA's Vision Zero training for MTA bus operators helps develop a common understanding and tools for operating in multi-modal space and it is critical for this training to remain up to date.	Short-term

Strategy 2: Enhance bicycle, pedestrian, and micromobility data collection, analysis, and performance management

Just as MTA uses interactive dashboards to track the performance of our subways, rail, and buses, we can also track bicycle, pedestrian, and micromobility use to, from, and on our facilities. MTA can explore different data collection methods, including using new technology to capture real-time information. Enhancing data collection, analysis, and management ultimately gives both customers and MTA management an overview of current conditions and insight into what areas need improvement and investment. The effort will show how investments in infrastructure result in changes to bike and micromobility ridership, safety, and transit connections.

	Action	Detail	Timeframe
1	**Evaluate data collection and management processes across MTA agencies for monitoring plan performance metrics and establish systems and methodologies for each agency to collect and store essential data.**	Key staff at MTA's operating agencies, in collaboration with the FMLM Coordinator, will collect and evaluate bicycle, pedestrian, and micromobility metrics like station bike parking usage, bikes on buses usage, etc. This could be shared as open data and on public dashboards where possible.	Short-term
2	**Survey MTA customers about their bicycle, pedestrian, and micromobility travel preferences, current travel type and frequency, and what improvements would support their mode shift decisions.**	MTA's Market Research Team regularly conducts surveys to help better understand customer preferences and travel behaviors for subway, rail, and bus riders. It can extend its customer research to also inform bicycle, pedestrian, and micromobility trends and priorities.	Short-term
3	**Improve MTA's processes and technology for bus crash investigation, analytics, and reporting.**	NYCT Bus already collects and analyzes bus incident data to inform safety improvement opportunities and that the introduction of tablets would improve the process of that collection and analysis. NYCT Bus will explore working with MTA IT to develop a digital interface and form for collecting bus crash information. The interface must be developed to record the point-of-entry data that is currently captured on the Supervisory Accident report, which is collected on paper. The data captured on the new interface would then need to be integrated directly into the Buses Command Center Brief database.	Short-term

Avenues for Customer Feedback

Hearing directly from our customers lets us better understand their biggest concerns and prioritize issues that we need to address. In our Spring 2022 Customers Count Survey, we reached out to over 2.2 million MTA transit customers and received approximately 270,000 responses. MTA also recently completed our Fall 2022 Customers Count Survey. Through these biannual channels, customers provide their feedback on our transit services. Surveys are offered in nine languages and by phone, advertised in print and online media, and promoted on digital signage throughout the transit system. Going forward, surveys will be an avenue for feedback regarding bicycle, pedestrian, and micromobility projects and actions detailed in this plan.

Subway rider securing their bike to a bike corral outside of DeKalb Av (B, Q, R) Subway Station. (Source: Trent Reeves/MTA.)

Strategy 3: Incorporate bicycle, pedestrian, and micromobility improvements into capital projects and ongoing operations and maintenance (O&M)

Pedestrian, bicycle, and micromobility improvements can be standalone initiatives or part of larger projects. Incorporating them into capital projects and ongoing O&M can be more cost-effective, faster, and easier to plan, design, and bring to the public for feedback. For example, already planned upgrades to station areas can include extensions or widening of sidewalks, trails, and bicycle lanes, new bicycle parking, bike-friendly staircases, intersection enhancements like pedestrian crossing islands, or multimodal signing and wayfinding.

A bicyclist rides in the Second Avenue bike lane. (Source: Trent Reeves/MTA.)

	Action	Detail	Timeframe
1	**Integrate bicycle, pedestrian, and micromobility considerations in the 20-Year Needs Assessment.**	Every five years, the MTA develops a 20-Year Needs Assessment, a comprehensive strategy to rebuild and improve the transit system. The 2025-2044 Needs Assessment will be completed in October 2023 and will inform the 2025-2029 Capital Program, which makes specific investments with dedicated funding over a shorter timeframe. MTA will ensure that, where feasible, bicycle, pedestrian, and micromobility needs and priorities are incorporated into the planning process per MTA's station standards and guidelines for projects that include major station renovation or station access components.	Short-term
2	**Integrate bicycle, pedestrian, and micromobility considerations in capital projects.**	MTA's five-year Capital Program outlines specific investments across all the MTA's assets. MTA will ensure that, where feasible, bicycle, pedestrian, and micromobility needs and priorities are incorporated into capital projects that include major station renovation or station access components per MTA's station standards and guidelines.	Short-term
3	**Update standard operating procedures for operations and maintenance to address bicycle, pedestrian, and micromobility considerations**	MTA's various operational departments maintain standard operating procedures for day-to-day operations and maintenance. We will update these standards on an ongoing basis to improve conditions for cyclists, pedestrians, and micromobility users, e.g., through abandoned bike policies, lost and found policies, cleaning procedures, and station maintenance.	Short-term

Strategy 4: Seek funding for bicycle, pedestrian, and micromobility programs to improve connectivity to transit

Agency-wide, MTA must account for myriad capital and operating expenses, including labor costs, electricity and fuel, and debt service to fund capital investments. Half of our revenue comes from farebox revenue and tolls, with various dedicated fees and taxes from both the state and local governments funding the rest of our operations. The financial outlook in the wake of the pandemic is challenging, with unprecedented budget shortfalls in the coming years. At the same time, it is important to recognize that our budget is a statement of our values and priorities. Some bicycle, pedestrian, and micromobility improvements, like bike racks, are a small incremental cost that can be incorporated into larger capital projects at stations. Scaling up small incremental improvements systemwide can add up quickly. Dedicated funding provides certainty, allowing projects to proceed on time and helping ensure the ongoing maintenance and state of good repair of past investments. Developing new dedicated funding sources for bicycle, pedestrian, and micromobility programs, beyond core funding for transit, will signal MTA's commitment to investing in a multimodal future.

	Action	Detail	Timeframe
1	**Explore opportunities for dedicated funding for bicycle, pedestrian, and micromobility improvements to better connect users with MTA facilities.**	MTA will work with state and local partners to identify funding sources that can help implement and expand upon the actions in this plan. The recently enacted Bipartisan Infrastructure Law and Inflation Reduction Acts provide new or expanded funding sources for pedestrian, bicycle, micromobility, and related safety, access, and mobility programs.	Short-term

Subway rider securing their bike to a CityRack outside of Jay St-MetroTech Subway Station. (Source: Trent Reeves/MTA.)

New Federal Investment in First- and Last-Mile Connections

New federal legislation—specifically the 2021 Infrastructure Investment and Jobs Act/ Bipartisan Infrastructure Law, and 2022 Inflation Reduction Act—provides additional funding that can help MTA, and the communities it serves. Some of these new grant opportunities are summarized below.

2021 Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

BIL/IIJA includes a 60% increase in funding for the Transportation Alternatives Program (TAP), along with new rules to streamline grant implementation for local governments. The TAP program is regularly used to support active transportation projects including sidewalks, crosswalks, bike lanes, multi-use paths, and shared micromobility. BIL/IIJA also includes $1 billion per year through 2028 for the Safe Streets and Roads for All (SS4A) program. This program directly supports the creation and implementation of safety plans related to active transportation engineering, education, and enforcement solutions. The BIL also requires Metropolitan Planning Organizations allocate at least 2.5% of their Metropolitan Planning funds to support the development of Complete Streets and Safe Streets policies that "increase safe and accessible options for multiple travel modes."

2022 Inflation Reduction Act (IRA)

As it relates to transportation, the IRA focuses on the propagation of electric vehicles. While it does not provide direct incentives to facilitate transit, biking, and walking, it does include investment in programs that may encompass some active transportation improvements. Specifically, as a supplement to the $1 Billion Reconnecting Communities Pilot Program—established by the IIJA—the IRA creates a new $3 billion program titled "Neighborhood Access and Equity Grants." These programs are designed to support projects in communities divided by highways through rebuilding with equitable mobility infrastructure. This could include bike lanes, multi-use paths, and sidewalks. In addition, the IRA adds another $700 million to the U.S. Forest Service's Forest Legacy Program (FLP), which funds trail building and maintenance as natural climate solutions in private forest land across the nation.

A variety of other federal, state, and local opportunities exist to fund bicycling and pedestrian projects. A selection is listed here.

Federal Funding Opportunities

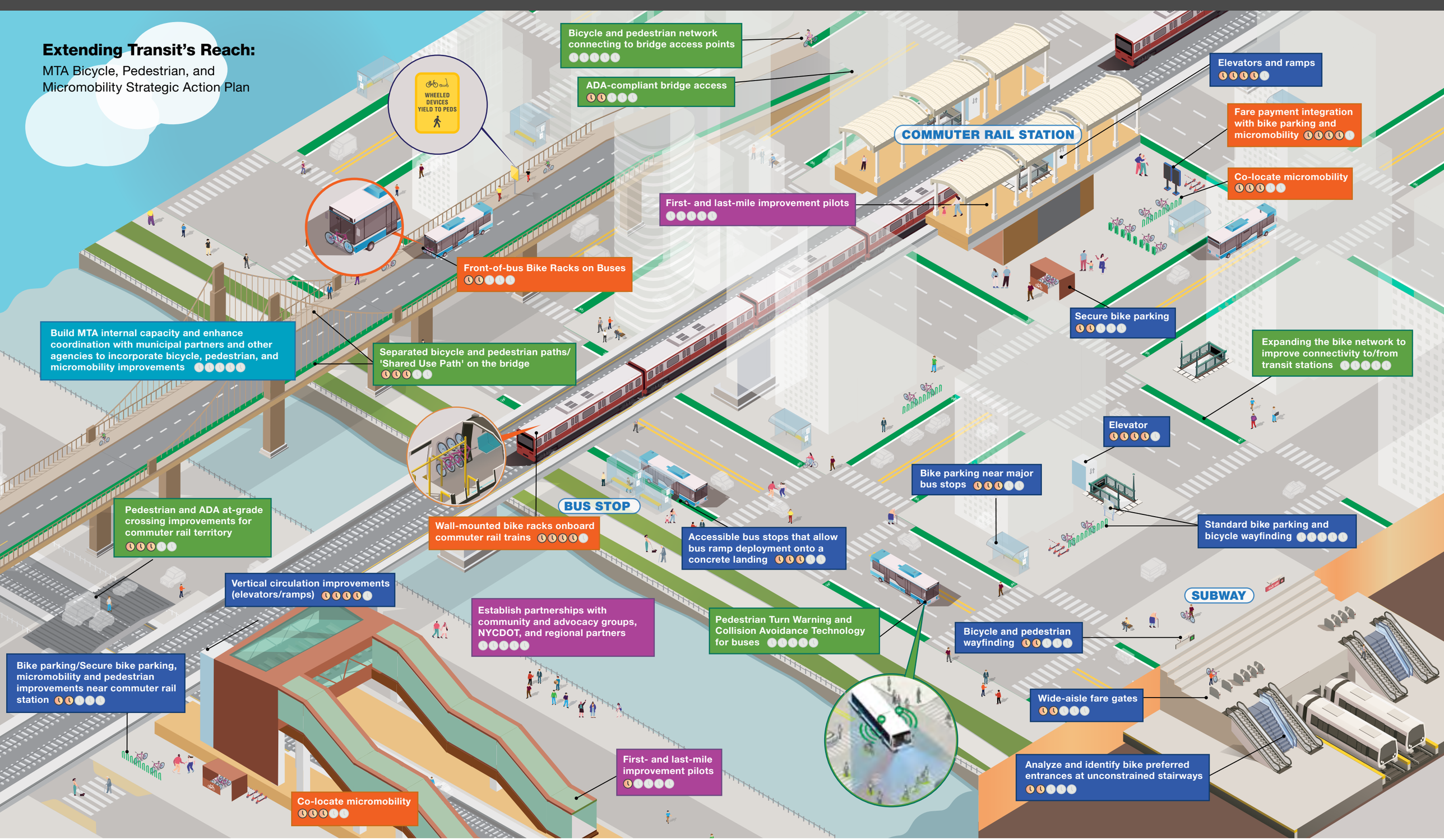
- Integrated Mobility Innovation Demonstration Program (IMI)
- Mobility on Demand Sandbox
- Accelerating Innovative Mobility (AIM)
- Access and Mobility Partnership Grants
- Advanced Transportation and Congestion Management Technologies Deployment Program (ACTMTD)
- Department of Energy Office of Energy Efficiency and Renewable Energy
- Enhancing Mobility Innovation Competitive Funding Opportunity
- Enhanced Mobility of Seniors and Individuals with Disabilities-Section 5310
- Mobility for All Pilot Program Grants
- Pilot Program for Transit-Oriented Development Planning
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Surface Transportation Block Grant Program (STBG)

State and Local Funding Opportunities

- State Department of Transportation (DOT) agencies
- Downtown Revitalization Initiative (DRI)
- Industrial Access Program (IAP)
- Transit State Dedicated Fund (SDF)—NY
- Ballot measures
- Toll Revenue / Congestion Pricing
- Metropolitan Planning Organizations
- Non-profit organizations
- Parking initiatives

Extending Transit's Reach:

MTA Bicycle, Pedestrian, and Micromobility Strategic Action Plan



Station Access and Mobility
Demand Management
Multimodal Integration
Policy, Program Administration & Performance Management
Safe Routes to Transit and Bridges

In Progress
Immediate
Short-Term
Medium-Term
Long-Term

This graphic presents a stylized summary of the plan's recommendations; it is not intended to be a replica of the MTA region or assets.

VI Looking Ahead

Achieving the goals of this plan will require ongoing collaboration and coordination between MTA's agencies and with our many regional stakeholders.

As we move forward, our internal focus will be on integrating multimodal access throughout the MTA system as part of ongoing operations and management; building capacity to incorporate bicycle, pedestrian, and micromobility improvements into capital project development; improving our data collection on multimodal conditions and developing policies to track improvements and ensure sustained progress; and releasing an updated personal electric vehicle (PEV) policy to keep our riders safe.

Externally, we will focus on expanding opportunities for public engagement by developing a new website and customer feedback portal; improving education and our messaging on the safe and courteous use of bikes and micromobility devices within our system; continuing to collaborate with NYC DOT and regional stakeholders; and continuing to engage with the advocacy community.

We are committed to moving all of the actions in this plan forward, both short-term and longer-term, providing an even more convenient, accessible experience for our riders; supporting safety, equity, and climate goals across the region; and extending transit's reach.

Implementing the Strategic Action Plan

- Pursue integrating multimodal access throughout the MTA system through operations and management
- Build internal capacity incorporating bike, pedestrian, and micromobility access improvements through MTA's Capital Project planning process
- Develop policies to track BPMSAP improvements and ensure sustained progress
- Provide opportunities for public engagement by developing and launching a website with a customer feedback portal
- Improve education by launching a BPMSAP policies website and an educational campaign with messages on safe and courteous use of bikes and micromobility devices within our system
- Release an updated PEV policy to keep our riders safe
- Regularly collaborate with NYC DOT
- Continue to engage with the advocacy community
- Update our data collection
- Continue to strengthen coordination with internal agencies

MTA