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Press Release

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IMMEDIATE

MTA Announces 20 Additional Subway Stations to Receive Accessibility Improvements Under Proposed 2020-2024 Capital Plan

New Stations Identified as Part of 70 Subway Stations Receiving Unprecedented \$5.2 Billion Investment in Capital Plan – Largest Investment in Accessibility in New York City Transit History

Additional Stations Combine with 48 Previously Announced to Exceed MTA Goal of Ensuring Customers No More than 2 Stops from an Accessible Station

The Metropolitan Transportation Authority (MTA) today announced an additional 20 subway stations that will be fully ADA accessible under the proposed \$51.5 billion 2020-2024 Capital Plan, expanding mobility options for millions of customers across the city. The new stations build on 48 additional accessible stations previously announced and are part of a total of 70 subway stations that will receive an unprecedented \$5.2 billion investment in accessibility.

"The announcement of these additional 20 ADA stations is a major step forward for MTA systemwide accessibility," **said MTA Chairman and CEO Patrick J. Foye**. "New Yorkers deserve a subway system that works for everyone. This historic investment of \$5.2 billion for accessibility in the next Capital Program will be life-changing for our customers."

"We've developed an innovative plan to bundle stations so construction can move much faster than in the past," **said MTA Chief Development Officer Janno Lieber**. "We have the procurement packages ready to go. Today's MTA leadership is determined to give New Yorker's a lot more accessible stations and do it better, faster, and cheaper."

"We are very serious about the subways being accessible to as many people as possible, which is why accessibility is a top priority for me since day one," **said MTA NYC Transit President Andy Byford**. "Investing in accessibility at 70 subway stations will open up significant portions of the subway map for people who rely on elevators or ramps for access to the system."

"With this list of stations, we are going beyond our commitment to put customers no more than two stations away from an accessible station within five years, filling coverage gaps and increasing access to key transfer points, terminals, and high-ridership stations," **said Alex Elegudin, NYC Transit's Senior Advisor for Systemwide Accessibility**. "We will continue to work closely with advocates and communities to prioritize future accessibility investments, and work internally to accelerate these projects while endeavoring to limit any disruption to service."

In September, the MTA released the proposed 2020-2024 Capital Plan, a historic plan that invests \$51.5 billion across the region's subways, buses, commuter rail systems and bridges and tunnels over the next five years. The plan is the largest in MTA history and includes \$40 billion devoted to NYC Transit's subway system and bus network, with top priority given to accelerating accessibility. NYC Transit's Fast Forward plan to modernize the subway system established the goal of making at least 50 more subway stations accessible in five years so that customers would not have to travel farther than two stops to reach an accessible station. The proposed 2020-2024 Capital Plan not only meets that goal but goes beyond it with a total of 70 stations.

The first 48 stations identified in September met the "two-station away" coverage goal, and went even further by including several important transfer points and complexes, and other community priority stations. The 20 additional stations identified today further increase citywide geographic coverage and were chosen based on factors including demographics, transfers and intermodal connections, constructability, ridership and synergy with other work planned for the 2020-2024 Capital Plan in order to maximize resources and minimize impact on customers and communities.



























The 20 additional stations announced today serve various subway lines and diverse communities, with a focus on increasing accessibility in some of the city's fastest-growing neighborhoods and major corridors. The entire station selection process was driven by extensive community input, including public engagement events, outreach to advocates and community groups, as well as feedback from thousands of elected officials, advocates and customers with disabilities.

The remaining two stations of the 70 proposed in the 2020-2024 Capital Plan will be announced at a later date.























"All New Yorkers deserve equal access to their city and we must do everything in our power to accelerate the implementation of ADA accessibility in the transit system," **said New York City Council Speaker Corey Johnson**. "I want to thank the MTA for taking another important step in that direction and the Council looks forward to continuing to work with the MTA and the Department of City Planning to ensure that we develop new policy strategies to help deliver the ADA station improvements like elevators that we so desperately need."

The 20 additional stations and the previously identified 48 stations are listed below. The asterisk (*) denotes a newly identified station:


Manhattan

- Harlem-148 St *
- 110 St *
- 181 St *
- 7 Av *
- Lexington Av-59 St *
- 59 St *
- Essex St 
- Delancey St 
- 42 St-Bryant Park /5 Av 
- 6 Av 
- 14 St 
- 14 St 
- 96 St 
- 81 St-Museum of Natural History 
- Dyckman St 
- 168 St 
- 137 St 
- 86 St 

Brooklyn


- 18 Av *
- Jefferson St *
- Nostrand Av *
- Broadway Junction *
- Broadway Junction 
- Broadway Junction 
- Lorimer St 
- Metropolitan Av 
- 36 St 
- Church Av 
- Avenue H 
- Sheepshead Bay 
- Kings Hwy 
- Norwood Av 


Myrtle Av 

Grand St 

Hoyt-Schermerhorn Sts 


7 Av 


Avenue I 

Kings Hwy 

Neptune Av 

Classon Av 

Junius St 

New Lots Av 

Borough Hall 


The Bronx

Wakefield-241 St *

Kingsbridge Rd *

167 St *

Burnside Av *

3 Av-138 St *


Van Cortlandt Park-242 St 

Tremont Av 


Parkchester 

E 149 St 


Brook Av 

Moshulu Pkwy 

Queens

Court Sq-23 St *


Northern Blvd *

33 St-Rawson St *


Bliss St *


Parsons Blvd *

Beach 67 St 

Briarwood 

Broadway 

Woodhaven Blvd 

Steinway St Rockaway Blvd **Staten Island Railway**

Clifton

New Dorp

Huguenot

In addition to accessibility improvements, the proposed 2020-2024 Capital Plan includes \$7.1 billion to modernize signals, \$6.1 billion to acquire 1,900 new subway cars, and \$4.1 billion for repairs at 175 stations and replacements of 78 elevators and 65 escalators. Details are available here: <https://New.mta.info/2020CapitalProgram>. Members of the public who are interested in providing feedback on the proposed capital plan are encouraged to submit comments at [new.mta.info/customer-feedback](https://New.mta.info/customer-feedback).

"The greatest city in the world deserves the greatest transit system – one that is accessible to all," said **Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee to the MTA**. "Today's announcement brings us 20 stations closer to that goal. Getting riders where they need to go safely and reliably is job No. 1, and we look forward to seeing all 70 – if not more – stations made accessible in the coming years. Andy Byford and the Fast Forward plan he is bringing to life will make a real difference in the lives of subway riders with differing levels of ability."

The proposed Capital Plan was unanimously approved by the MTA Board on September 25 and is currently under consideration for approval by the MTA Capital Program Review Board, which is composed of representatives from the Governor, the New York State Senate and Assembly, and the Mayor of New York City.

PRAISE FROM ADVOCATES:

"New Yorkers rely on mass transit to get to jobs, school, family and friends – and for too long New Yorkers with disabilities have not been able to rely on our subway system in the same way as our able-bodied neighbors," said **James Weisman, President & CEO, United Spinal Association**. "Making an additional 70 subway stations accessible, and ensuring the system is accessible across the five boroughs, will open up so many new options for the hundreds of thousands of New Yorkers and daily visitors who need accessible service. We are excited to stand with the MTA in making this historic commitment to accessibility, and will continue to urge the MTA to keep going down the path to full accessibility, as we have for decades."

"The ability to use the subway is fundamental to life in New York. Access to these twenty stations will mean more travel opportunity for hundreds of thousands of people with disabilities, parents, and older New Yorkers," said **Colin Wright, Senior Advocacy Associate, TransitCenter**. "Notably, this list is focused on stations in the Bronx and Queens, providing new access to residents of large swaths of the city. We appreciate President Andy Byford's and Senior Accessibility Advisor Alex Elegudin's efforts to create a fully accessible subway system."

"CUNY has campuses across New York City that serve more than 11,000 students with disabilities. It is essential that they have flexibility to be able to travel throughout the city for classes, job opportunities, recreation, and so much more," said **Leonard Blades, Chairman, CUNY Coalition for Students with Disabilities and member of NYCT ACTA Committee**. "When this 70 station plan is realized, CUNY students with disabilities such as myself will have greater access than before to the subway system, and with it the ability to think about opportunities that we wouldn't have been able to pursue before. I am excited to see this vision realized and work with the MTA to build the accessible system of the future, that will serve those of us who will drive the City in the decades to come."

"This historic investment in accessibility represents a big step forward in the MTA's commitment to accessibility, and also sets the stage for future investments toward accessibility," said **Jennifer R. Muthig, Director of Advocacy & Policy - National Multiple Sclerosis Society**. "Such a community has long been called for by the disability commitment and, now we can finally say we applaud the MTA for answering the call. Public transit should be a basic right that all New Yorkers have access to and accessibility should remain a main priority for the MTA until the system is accessible for all."

"Like all New Yorkers, people with disabilities rely on affordable accessible transportation to live their lives," said **Regina Estela, Chief Operating Officer and Executive Vice President - Independence Care System**. "We applaud the MTA for their recent commitment to accessibility. \$5.2 billion will go a long way towards improving accessibility and greatly contribute to the ability of people with disabilities to live independently in their communities."

"The list of stations being announced today will ensure that New Yorkers with disabilities across our entire City will have greatly improved access to the subway system in the coming years," said **Sharifa Abu-hamda, President Civics League for Disability Rights**. "While we remain committed to having the MTA meet the goal of full system accessibility, this is a big step forward when it comes to making our subway system more accessible to all of us. We will continue to work with the MTA to ensure that this goal is realized, and that we stay on the path to make this essential system accessible to all."