



Improving Bicycle, Pedestrian & Micromobility Access to MTA Facilities

October 26, 2022



MTA's action plan to improve bicycle, pedestrian, and micromobility (BPM) was developed using a range of inputs

Stakeholder Feedback

Public comments, advocacy engagement, formal recommendations from the PCAC, etc.

Analysis of Gaps and Opportunities

Assessment of equity need, BPM demand, and availability of existing infrastructure.

Best Practice Review

Inventory of BPM access measures from transit systems nationally and internationally.

Agency Staff Workshops

Deep dives into MTA operational considerations and feasibility of implementing BPM access measures.

Better bicycle, pedestrian, and micromobility amenities improves access to the transit network for more communities



Making it easy and safe for New Yorkers to access bridges or reach their subway station, commuter rail station, or bus stop as:

- Pedestrians
- Cyclists
- Other micromobility users

MTA has made several recent advances to promote BPM access

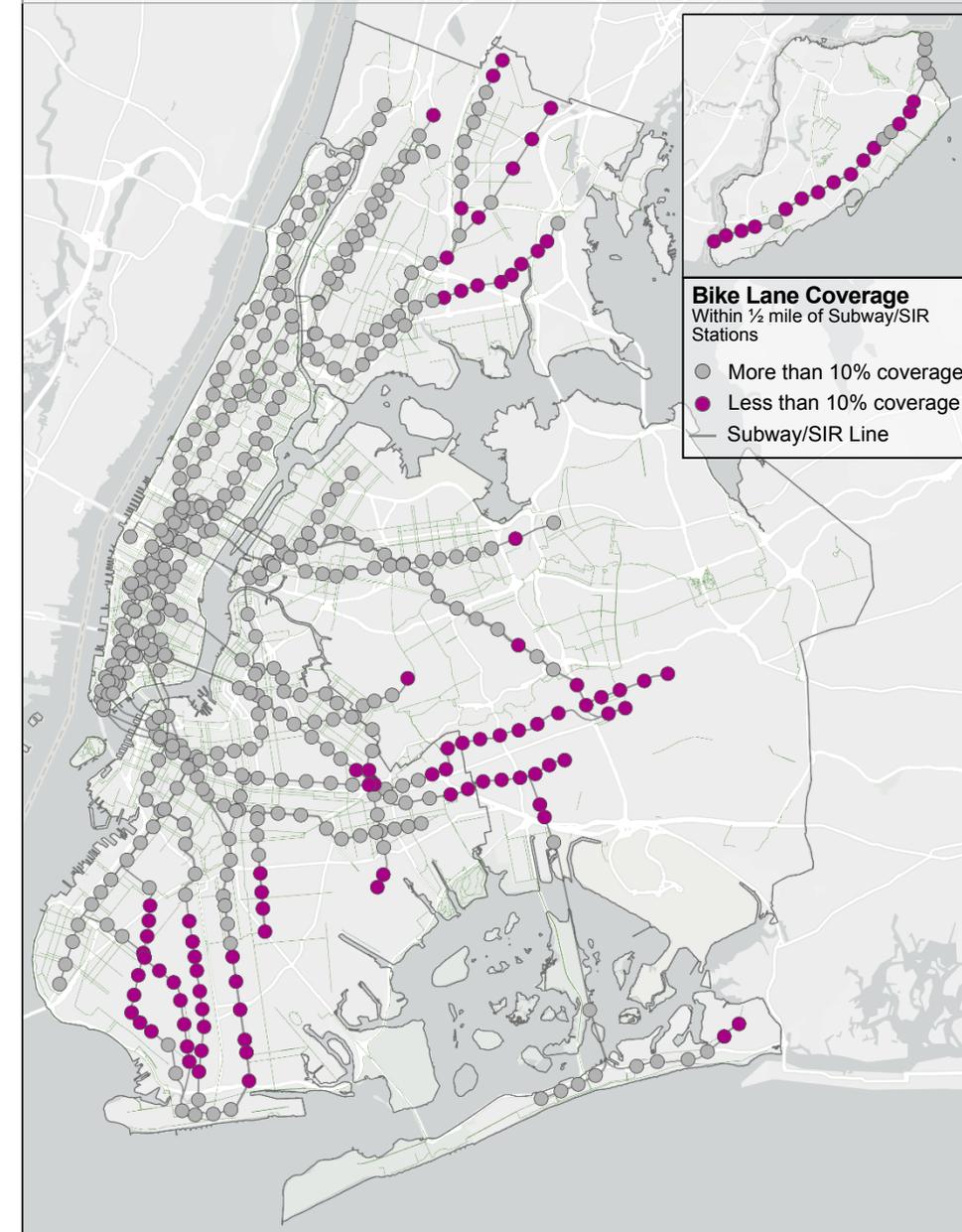
- Eliminated bike permit requirements on Long Island Rail Road and Metro-North Railroad trains.
- Partnered with Oonee to install a secure bike storage pod at Grand Central Terminal
- Installed permanent bike racks on four bus routes crossing bridges: the S53, S93, Q50, and Bx23
- Completed bicycle and pedestrian access improvements, at the Cross Bay Veterans Memorial Bridge and on Lily Pond Avenue on Staten Island near the Verrazzano-Narrows Bridge



In New York City, bike infrastructure is strongest in Manhattan's core. But it is expanding to the outer boroughs.

- **Bike parking:** 90% of subway stations have some form of parking installed within 100 feet of an entrance.
- **Micromobility share:** 68% of subway stations are covered with access to Citi Bike or e-scooter share and a total of 74% will be by the end of 2024.
- **Bike lanes:** Street network coverage and connectivity to NYCT facilities is highest in the core, but overall 2/3 of subway stations have some infrastructure nearby.

Subway Station Bike Lane Coverage



For NYCT, the biggest opportunities are to fill gaps to help cyclists, pedestrians, and micromobility users safely connect to subway stations and major bus stops

Expanded bike parking



Micromobility co-location

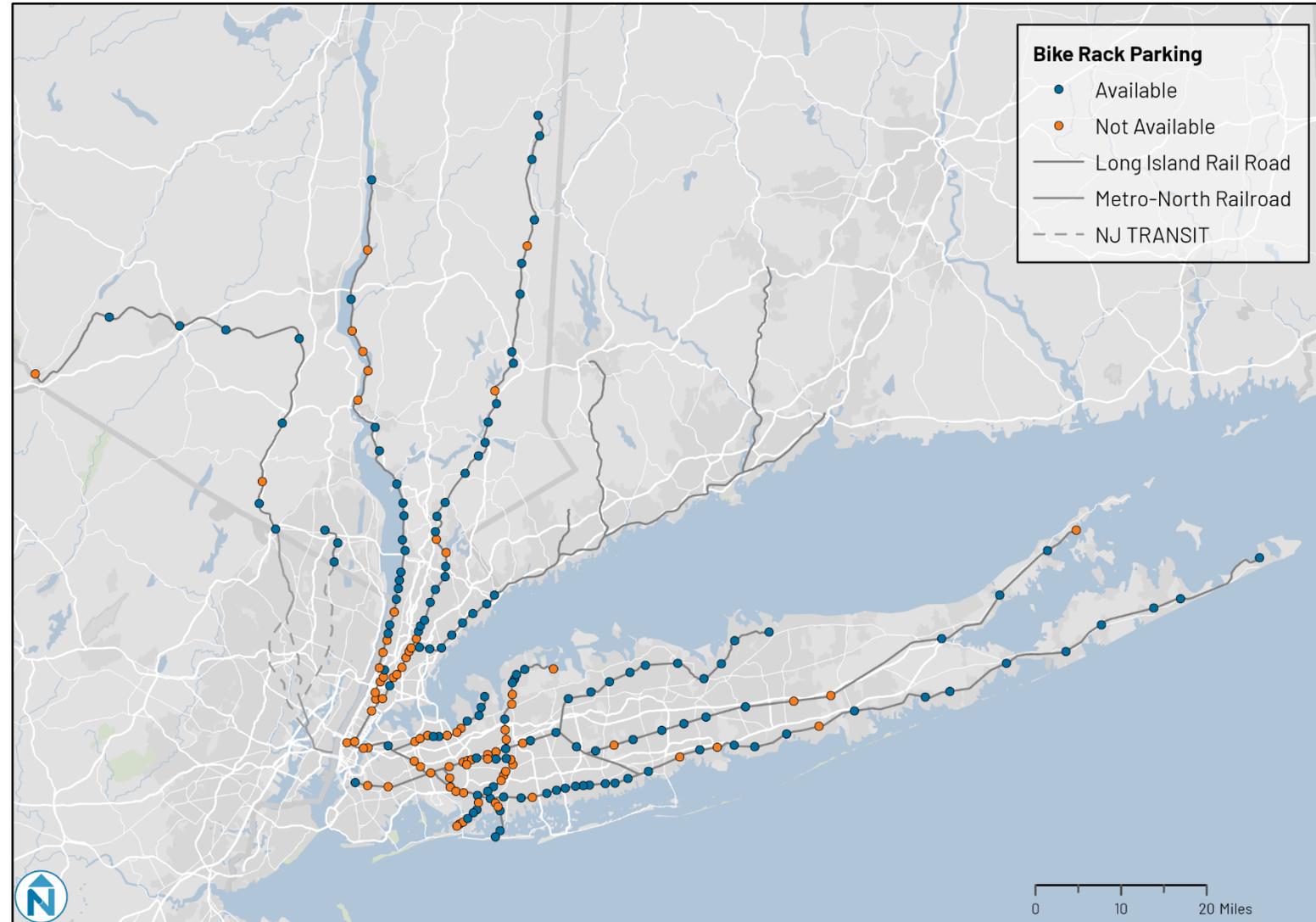


More bike lanes to stations



Improving cycling, pedestrian, and micromobility amenities for the commuter railroad stations requires coordination with a range of stakeholders

- **Bike Parking:** Of stations outside of NYC, 70 LIRR stations (71%) and 56 MNR stations (79%) have bike racks
- **Micromobility Share:** 12 LIRR stations and 11 MNR stations are serviced by some form of micromobility share
- **Bike Lanes:** Bike lane connectivity to commuter rail stations is limited outside of NYC



For commuter rail, the biggest opportunities are to add and enhance bike parking...



...and coordinate with local governments on access improvements

MTA and local stakeholders are developing 10 first-mile/last-mile pilot programs around the following stations:

1. Riverhead Station
2. Port Jervis Station
3. Nanuet Station
4. Tarrytown Station
5. Scarsdale Station
6. Fleetwood, Mount Vernon West and Mount Vernon East Stations
7. Poughkeepsie Station
8. Hempstead Station
9. Floral Park and Bellerose Stations
10. Valley Stream Station



For B&T, demand and equity need for BPM access varies across bridges

- The MTA Bridges with pedestrian access today include the RFK, the Henry Hudson, the Cross Bay and the Marine Parkway.
- Bike access is currently provided via bike racks on bus routes across the Whitestone and the Verrazzano Bridges.



Near-term bicycle and pedestrian improvement projects are moving forward

Cross-Bay Bridge:

- Cycling now allowed on a temporary shared use path along the main span where the width path allows
- Capital project to eliminate sharp turn at ramp will be completed by the end of 2024

Henry Hudson Bridge:

- Capital project to widen the existing lower-level walkway to create a shared use path and construct ADA-compliant ramps will be completed in 2025

RFK Bridge:

- Has the highest transportation demand and equity need
- Planning for capital improvements to facilitate BPM access is underway

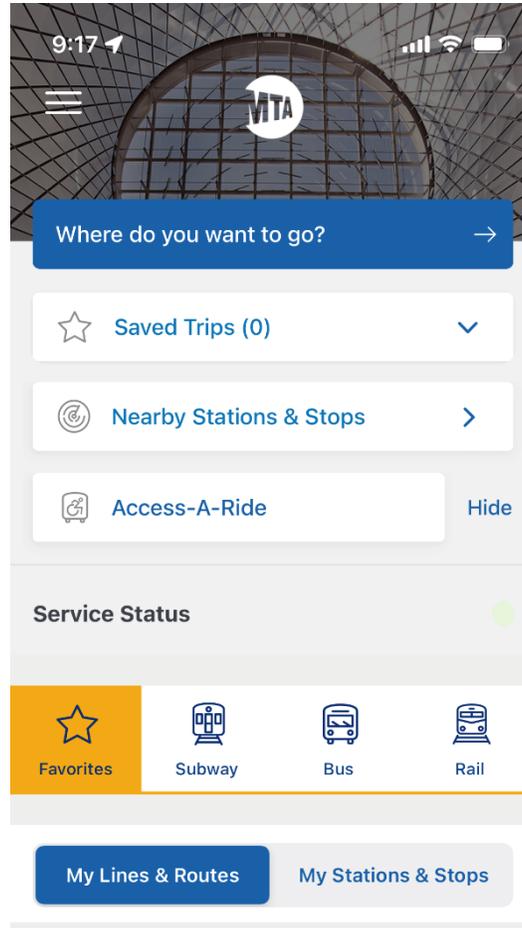


Other BPM access efforts are also moving forward

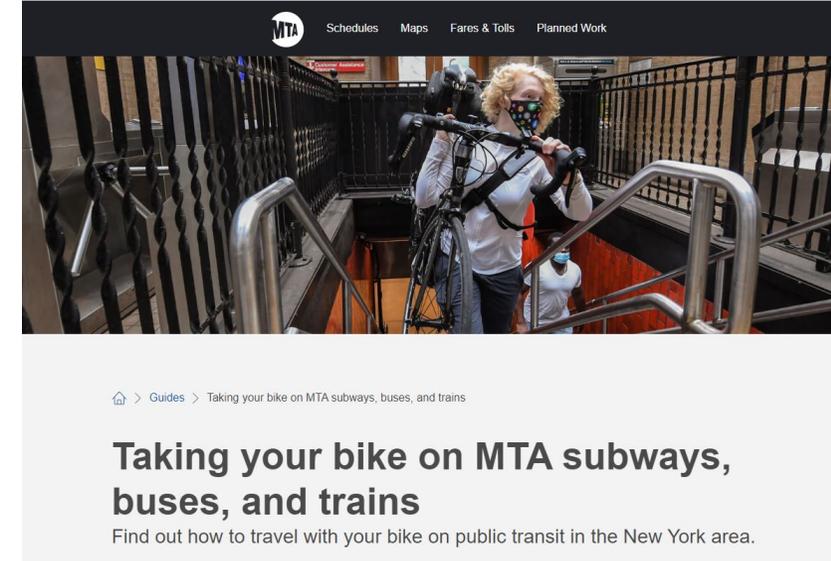
Bikes onboard



Digital integration



Customer communication



Other BPM access efforts are also moving forward

Improved accessibility



Capacity building



Next Steps

- Refine proposed actions and draft BPM Strategic Action Plan for publication in December
- Continue to coordinate with NYCDOT, regional partners, and advocates
- Establish governance structure to advance all actions

