

MTA Subway Entrances and Exits: 2024

Overview

General Description

The Metropolitan Transportation Authority (MTA) is a public-benefit corporation responsible for public transportation in the state of New York serving 12 counties in southeastern New York, along with two counties in southwestern Connecticut under contract to the Connecticut Department of Transportation (CDOT). The MTA is the largest transportation network in North America.

Subway service within New York City is operated by MTA New York City Transit (NYCT).

This is a dataset containing the entrances and exits at New York City Subway and Staten Island Railway stations. Information is provided on the entrance or exit, including their coordinates, the borough they are in, whether it allows entries and exits, and the type of entrance (more information below). The dataset also includes the name of the station complex, the complex ID number, the name of the specific station in the complex the entrance is for (constituent station), the station ID number, the GTFS Stop ID, the daytime routes that stop at the station complex, and the line and division the constituent station is on.

Each entrance has one GTFS Stop ID, except for those at the Queensboro Plaza, West 4th Street-Washington Square, and 145th Street (A C B D) stations. For these three stations, there are two GTFS Stop IDs. There is one GTFS Stop ID for both the upper and lower levels, which are for different lines, at West 4th Street-Washington Square and 145th Street, and one GTFS Stop ID for each of the IRT Flushing Line and BMT Astoria Line sides of the two platforms at the bi-level Queensboro Plaza station.

There are some entrances that can be used to access multiple station complexes, such as the entrances at the Fulton Center. These entrances appear multiple times in the dataset-once for each station complex.

The types of entrances in the dataset are Stair, Escalator, Elevator, Station House, Walkway, Ramp, Overpass, Underpass, Easement – Street, Easement – Passage, Stair/Escalator, Stair/Ramp, and Stair/Ramp/Walkway.

There are some entrances that have access points (whether the same or a different type) right next to each other, such as a stair and an escalator. These entrances are combined into one entrance for this dataset, and for this example, the entrance type would be Stair/Escalator.

Stair entrances are entrances that are not within buildings or within private property at street level, and include sidewalk entrances, entrances within parks, like at 15th Street-Prospect Park and 5th Avenue/59th Street, and entrances within public plazas, like at Bowling Green or 34th Street-Hudson Yards.

Easement – Street is a category of entrances that are off-street and can be accessed through space reserved at the ground-level of a building (either private or MTA-owned) without needing to pass through the doors of a building or that are in plazas on private property that can be accessed from the street. This category includes off-street entrances through small single MTA-owned buildings only containing stairs down to the platform or mezzanine, like at DeKalb Avenue, Bushwick Avenue-Aberdeen Street, and Jefferson Street.

If an easement is at a corner and can be accessed from both sides of an intersection, it is counted as two entrances. Similarly, if there are multiple entrances in a plaza, they are marked as separate entrances unless they are right next to each other.

Easement – Passage entrances are entrances to the street that require indirect access through a building (through a basement or second floor, or a staircase directly within a building) or through a multi-modal transit hub (such as through Grand Central Terminal). This dataset does not include access from the subway system to other rail and commuter rail stations if there is no access to the street, or if access to the street requires paying an additional fare.

Station House entrances are entrances to MTA-owned buildings that house turnstiles for station entrances at street level. **Walkway** entrances are entrances that are at-grade with the sidewalk.

Overpass entrances can be accessed by overpasses over the station. This dataset includes the overpass to Pelham Bay Park station, since while it is not owned by the MTA, it goes directly to the station mezzanine.

Underpass entrances can be accessed by streets or tunnels underneath the station, while overpass entrances can be accessed by overpasses over the station. Multiple ways to get to the front door of the station house, such as via a ramp and a stair, are counted as one entrance. If there are multiple doors to the station house, they are counted as separate entrances if they are around the corner or not immediately next to each other.

This dataset was published during the first phase of the MTA's commitment to increasing transparency. We continually examine all our published and publishable data with a view to both providing datasets that can be effectively utilized by our customers and the public at large, and to providing regular, automated updates to these datasets efficiently and sustainably. Consequently, this dataset may be restructured and/or combined with other similar datasets in the future.

Data Collection Methodology

This dataset was created by comparing the entrances in a previous iteration of the open dataset with publicly available mapping applications and with internal maps of station layouts.

Statistical and Analytic Issues

This is a point-in-time dataset as of August 2024, meaning that it might not be entirely accurate when it is being accessed due to the opening, closing, or relocation of entrances, or changes in whether an entrance allows entries or exits.

Limitations of Data Use

None.

Release Notes

Version 1.0.0 release notes instituted with new schema to support 2024 data (09/20/2024)