

MTA Subway Stations

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).

MTA Staten Island Railway (SIR) is the only rapid transit line on Staten Island, providing local service 24/7 between St. George, where timed connections are available with the Staten Island Ferry to Manhattan, and Tottenville, running along the east side of the island. It is owned by the Staten Island Rapid Transit Operating Authority (SIRTOA) and is operated by MTA New York City Transit (NYCT).

This dataset includes data on the locations (latitude and longitude) of New York City Subway and SIR stations. It includes each station's Station Master Reference Number (MRN), Complex MRN, GTFS Stop ID, the division the station is in, the operational line the station is on, the name of the station, the borough the station is in, whether the station is in Manhattan's Central Business District (CBD), the daytime routes that serve the station, and the type of structure the station is located on or in. Information is also provided on the northbound and southbound directions of lines stopping at each station, whether the station is accessible, if the station is only accessible in one direction, and whether the station is accessible in the northbound or southbound direction.

A subway station is an arrangement of entrances, fare control areas, mezzanines, platforms, and other appurtenances, usually (although not always) on a single line. There are two cases where there are two stations on the same line, but on different branches of the line (the upper- and lower-level platforms of the BMT Broadway Line at Canal Street and Chambers Street and World Trade Center on the IND Eighth Avenue Line).

Each Station MRN corresponds with a single GTFS Stop ID, with three exceptions (Queensboro Plaza, West 4th Street-Washington Square, and 145th Street). For the 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.

Note, however, that not all stations with platforms on multiple lines are split in this way; for example, West 8 Street–New York Aquarium, a bi-level station with platforms serving both the BMT Brighton Line and the IND Culver Line, is identified by a single Station MRN and modeled as a single GTFS station. In an even more extreme example, Coney Island–Stillwell Avenue (the world’s largest elevated transit terminal) is modeled as a single GTFS station despite having four platforms and eight tracks serving four distinct lines.

Each subway station is given a Complex MRN. If a station is not part of a station complex, the Complex MRN is the same as the Station MRN. If the station is part of a station complex, it is given a Complex MRN, which it shares with other stations that are part of that station complex. Each station within a complex has its own Station MRN and GTFS Stop ID.

Station Complexes are collections of subway stations which are interconnected by passageways within fare control (meaning a rider can transfer between different stations within the complex without having to swipe their MetroCard or tap their OMNY card again) or are stations on different levels that are not parallel to each other and that are connected by stairways, escalators, or elevators. For instance, 14th Street/8th Avenue, which includes the 14th Street station on the A, C, and E, and the 8th Avenue station on the L, is considered a station complex. Stations with out-of-system free transfers (Lexington Avenue/59th Street to Lexington Avenue/63rd Street and Junius Street to Livonia Avenue) are not considered as station complexes.

Not all subway stations offering transfers between more than one operational line (i.e. the Flushing Line, Brighton Line, etc.) are considered station complexes. Examples include stations that offer cross-platform transfers (Lexington Avenue/63rd Street, DeKalb Avenue, Queensboro Plaza, Hoyt-Schermerhorn Streets, Prospect Park, and 7th Avenue/53rd Street), stations with multiple lines on the same level (Coney Island-Stillwell Avenue), and bi-level stations with the two levels parallel and directly on top of each other (Jamaica Center-Parsons/Archer, Sutphin Boulevard-Archer Avenue-JFK Airport, 145th Street, West 8th Street-New York Aquarium, 50th Street, and West 4th Street-Washington Square).

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

No new data was collected for this dataset. The data were originally sourced from other internal reference documents. ADA, ADA Northbound, ADA Southbound, and ADA Notes are adjusted as parts of stations or entire stations are made ADA-accessible.

Statistical and Analytic Issues

This dataset will be updated when new station complexes are created, as station complexes become ADA-accessible, and if the routes serving specific stations changes.

Limitations of Data Use

There are no limitations on the data at this time.

Release Notes

Version 1.0.0 release notes instituted (6/14/2024)

Version 1.0.1 CBD column added (6/18/2024)