3.2.5 Rezonings Affecting the Study Area's Transit Capacity

In a continuing effort to encourage contextual development and increase opportunities for creating vibrant, higher-density areas served by transit, DCP has rezoned numerous neighborhoods over the course of the last 6 years. Several of these rezonings could impact the available transit capacity for future development within the study area.

The following rezoned areas in Brooklyn and Queens can potentially impact the Broadway Junction area in the short to medium term. The rezoned areas in these two boroughs may reduce available capacity on the A, C, J/Z and L subway lines and a few of the neighboring LIRR stations through upzoning neighborhoods, increasing their densities. The six relevant rezonings are outlined below.

Much of the information used in this section comes from reports generated as part of DCP's rezoning efforts. Since not every rezoning required analyses that went into identical levels of detail, the data from these analyses used in this report can only be as specific as what was available.

Table 3-B summarizes and Figure 3-J plots the rezoned areas. New development permitted under the new zoning can be expected to add passengers on these subway routes.

Bedford-Stuyvesant South Rezoning

Boundaries

The rezoning area is bounded by Lafayette Avenue and Quincy Street to the north, Classon Avenue to the west, Saratoga Avenue and Broadway to the east, and Atlantic Avenue to the south.

Goal of Rezoning

The rezoning aims to preserve the neighborhood scale and character, allow residential growth along the Fulton Street transit and retail corridor, and encourage affordable housing development.

Affected Transit Facilities

The A and C lines and the Nostrand Avenue LIRR station are within the rezoning area.

Additional Potential Development

The proposed rezoning, within ½ a mile of the subway lines, could result in projected 1,344 dwelling units in the area.

Fort Greene/Clinton Hill

Boundaries

The rezoning area is bounded by Park Avenue to the north, Atlantic Avenue to the south, Fort Greene Park, Ashland Place, and Carlton Avenue to the west, and Classon Avenue to the east.

Goal of Rezoning

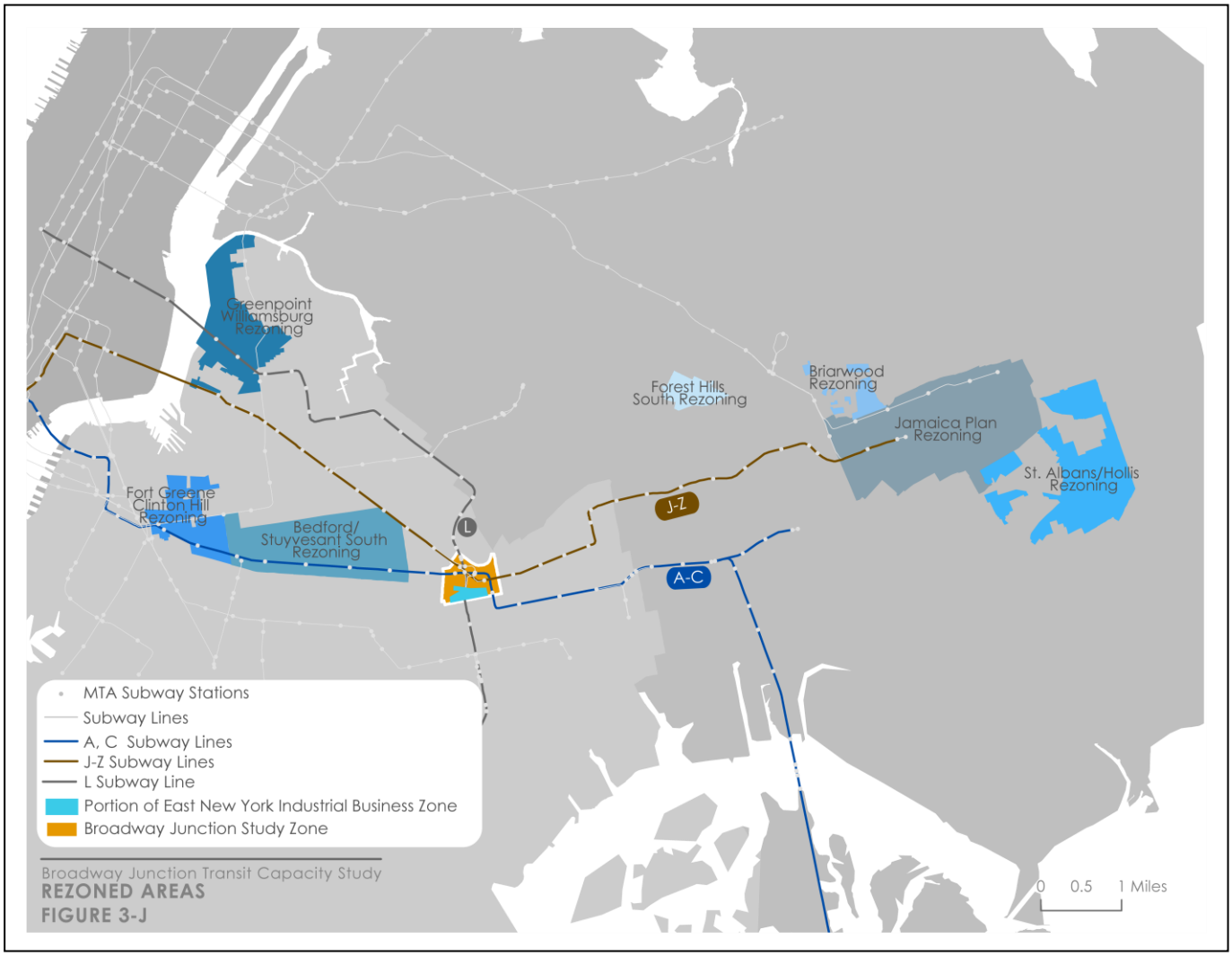
To preserve the current neighborhood scale and character of one and two-family homes to multi-family apartment buildings. The residential core has brownstone rowhouses ranging from three to five stories, historic mansions, and mid-rise apartment buildings. The rezoning also provides opportunities for affordable housing on Myrtle Avenue, Fulton Street, and Atlantic Avenue.

Affected Transit Facilities

The A, C, and G subway lines all serve this area as well as the Atlantic Avenue Terminal of the LIRR to the southwest of the rezoning area.

Additional Potential Development

The proposed rezoning, within ½ a mile of the subway lines, could allow a projected 710 dwelling units in the area.



Greenpoint-Williamsburg

Boundaries

The rezoning area is generally bounded by the East River, the Williamsburg Bridge, the Brooklyn-Queens Expressway, and McGuinness Boulevard.

Goal of Rezoning

The rezoning facilitates new housing and local commercial development as well as upgrading and enhancing waterfront areas.

Affected Transit Facilities

The G and L subway lines traverse the Greenpoint-Williamsburg rezoning area. The J/Z and M lines skirt the southern edge of the rezoning.

Additional Potential Development

The proposed rezoning, within ½ a mile of the subway lines, could result in a projected 3,225 dwelling units in the area.

Briarwood

Boundaries

The rezoning area is bounded by Parsons Boulevard to the east, Queens Boulevard and the Van Wyck Expressway to the west, Grand Central Parkway to the north, and Hillside Avenue to the south.

Goal of Rezoning

The rezoning aims to preserve the established residential character and scale of the neighborhood, which includes detached, semi-detached, rowhouses, and multi-family buildings.

Affected Transit Facilities

The E and F subway lines traverse the Briarwood rezoning area, while the J/Z lie south of the rezoning..

Additional Potential Development

The rezoning action does not create the potential for additional development.

St. Albans/Hollis

Boundaries

The rezoning area is generally bounded by Francis Lewis Boulevard to the east, 99th Avenue to the north, 121st Avenue to the south, and Baisley Boulevard and 172nd Street to the west.

Goal of Rezoning

The rezoning aims to preserve the low-density character of the neighborhood. Housing includes detached, semi-attached, and attached residences.

Affected Transit Facilities

The LIRR St. Albans and Hollis stations are located in the area. The F subway line lies northwest of the rezoned area.

Additional Potential Development

The proposed rezoning, within ½ a mile of the subway lines, could result in a projected 92 dwelling units in the area.

Jamaica Plan

Boundaries

The rezoning area is generally bounded by 87th Road and Highland Avenue to the north, Waltham Street, 105th, 108th, 109th, Sayres, and 110th avenues to the south, Van Wyck Expressway Service Road to the west, and 189th, 190th, 191st streets and Farmers Boulevard to the east. The rezoned area also includes Jamaica Center and the AirTrain JFK station.

Goal of Rezoning

The rezoning of Jamaica aims to preserve the lower-density character and scale of the neighborhood, create opportunities for new residential development, revitalize downtown, and strengthen the AirTrain connection while supporting businesses in the area.

Affected Transit Facilities

The E, F, and J/Z subway lines are potentially affected by the rezoning as well as LIRR's Jamaica station, through which all lines except for the Port Washington Branch pass. AirTrain JFK could also be affected.

Additional Potential Development

The proposed rezoning, within ½ a mile of the subway lines, could result in a projected 4,400 dwelling units in the area.

Table 3-B: Summary of Rezoned Areas in Brooklyn and Queens			
rezoned area	***goal of rezoning***	***affected transit lines*****	***additional DUs from rezoning****
Brooklyn			
Bedford-Stuyvesant South	Preserve neighborhood character, target Fulton Street corridor, promote affordable housing	A, C, LIRR	1,344
Fort Greene/Clinton Hill	Preserve neighborhood character	A, C, G, LIRR	710
Greenpoint-Williamsburg	Facilitate new housing and local commercial development. Upgrade and enhance waterfront areas.	G, J/Z, L, M	3,225
Queens			
Briarwood	Preserve established character	E, F	No Change
St. Albans/Hollis	Preserve low-density character	F, LIRR	92
Jamaica	Preserve low-density character, build new residential development, revitalize Downtown, strengthen AirTrain connection	E, F, J, Z, LIRR	4,400
TOTAL			**9,771**

Source: New York City Department of City Planning EAS/EIS reports for rezoned areas.
*Additional DU's are those units which are within 1/2 a mile of a subway station. It does not account for the whole rezoned area.
**Not all potentially affected transit lines are directly relevant to the study area.

3.3 Subways

For sheer complexity, few locations within the City can compare with the transit infrastructure of the Broadway Junction area. Three subway lines served by five services, six bus routes, the Long Island Rail Road, and a rail freight line all converge upon this relatively small study area.

Each subway route – and each set of platforms which serve these routes at Broadway Junction itself – has its own set of issues when it comes to accommodating future neighborhood development. The L Line has a notably complex set of factors, some of which are changing as this report is being written. Two of the three sets of platforms at Broadway Junction have design elements that discourage an even passenger distribution throughout their platform lengths. The J/Z and L routes also have notable design deficiencies which prevent these services from operating at their maximum potential. The J/Z was built for reaching Lower Manhattan, and does not provide direct service to the City's largest business district, in Midotwn.

3.3.1 The Broadway Junction Station Complex

The complex evolved haphazardly over several decades, but the existing layout has been largely unchanged since the IND (today's A/C) platform was completed shortly after World War II. It has recently been renovated. An aerial photo of the complex in shown in Figure 3-K

Broadway Junction's sole station entrance, on Van Sinderen Avenue between Broadway and Fulton Street.

Only one entrance and fare control exists for the entire complex, on Van Sinderen Avenue. Most of the six bus routes which pass through the area stop in front of this entrance. Passengers enter a boxlike ground-floor space, most of which is within fare control. Beyond the turnstiles, passengers can either go downstairs to access the Manhattan- or Queens-bound A/C platforms or turn right (i.e. north) and ascend to an upper mezzanine via a lengthy enclosed passageway supplied with three parallel escalators and a stairway. The NYPD's Transit District 33 offices are inside the building but outside fare control, immediately to the left (south).

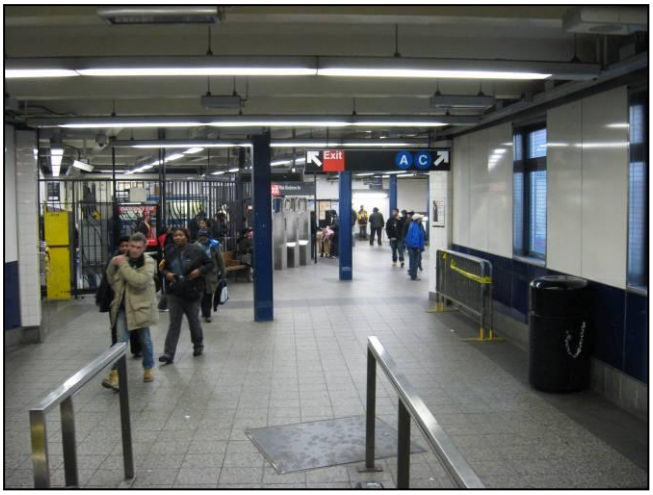
The upper mezzanine is at the level of the L (Canarsie) Line. Passengers can turn right (i.e. east) and walk onto the Canarsie-bound platform, or can ascend a stairway to cross over and descend to the Manhattan-bound platform. To the left (or west) the mezzanine extends above the eastern end of both J/Z platforms; two stairways each provide access to the Queens- and Manhattan-bound platforms.

Table 3-E on page 52 summarizes the service frequencies of all transit routes which enter the study area as of December 2007. Two significant service additions occurred while this report was being written: L Line service frequencies were increased, and the B83 bus route was extended to Gateway Center Mall.

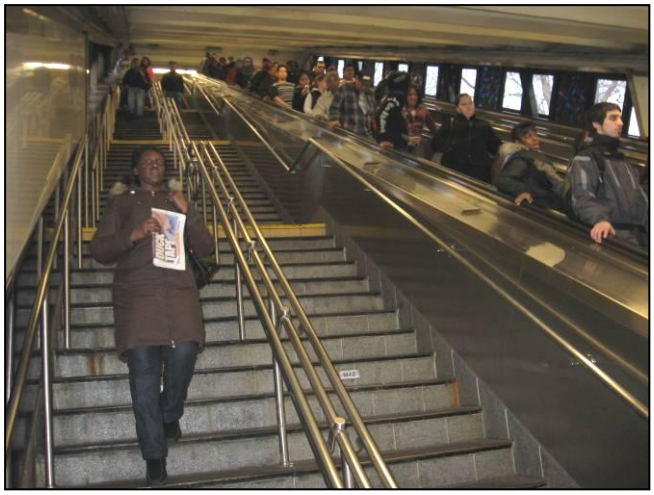
Broadway Junction Transit Capacity Study

Broadway Junction Station Complex -- Aerial View
FIGURE 3-K

The Manhattan-bound A and C Line platform, with sign and divider to encourage even passenger distribution.



The lower mezzanine.



The stairs and escalators of the transfer passageway connecting street level and the A and C with the J/Z and L platforms.

Looking down from the upper mezzanine corridor to the top of the escalator bank and stairs.

The upper mezzanine, looking from the L Line walkway to the J/Z platform stairs.

The Manhattan-bound J/Z platform.

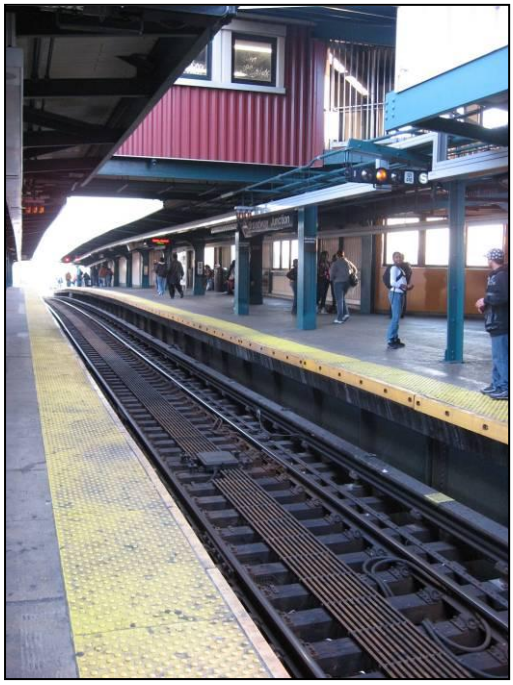
Left: Passengers from a Manhattan-bound L train descend from an overpass towards the upper mezzanine. The Canarsie-bound L platform is left of the stairs.

Middle left: The Canarsie-bound L platform.

Middle right: The Manhattan-bound L platform. Canarsie-bound trains can use this platform if necessary.

Bottom left: Outside the station, passengers wait for the B20, B83, Q24 or Q56 buses.

Bottom right: The B25 stop is around the corner, on Fulton Street.



Internal Passenger Circulation

In an attempt to better understand the internal circulation of the station, on Thursday, September 27, 2007, DCP conducted a passenger flow count between 7:30am and 9:30am, and between 4:30pm and 6:30pm, throughout the complex. Eleven people were stationed at locations which allowed them to count passenger entrances and exits from distinct subway platforms.

The count was done in an attempt to learn more about how the station functions, and figure out how many passengers were transferring from one subway line to another, and in which directions. While the sheer volume of foot traffic made the count challenging, it provided valuable insight into the station's general internal circulation patterns.

The transfer passageway and east end of Callahan & Kelly Park, as seen from the Queens-bound J/Z platform.

While the data within the following tables provided valuable insight into how the station functioned, identifying detailed passenger flows was difficult. There were four reasons for this:

- A largely unavoidable reason was due to the station layout. Both the station's fare control and A/C Line platform entrances are at ground level, and both the L and J/Z entrances are on the upper level of the complex. The destinations of passengers traveling between these two parts of the complex via the enclosed passageway could not be differentiated. Given enough time, future station analyses could find a way to more accurately track these passengers, possibly using questionnaires, cameras, or other random sampling methods.
- Each J/Z Line platform has two stairways to mezzanine level, making it difficult to keep track of passenger flows on both stairways with complete accuracy. Furthermore, the flow of L Line passengers to other destinations could not be separated out by the original direction of the L train they were on.
- At some locations within the complex, the sheer volume of passengers in the station made it very difficult to count them accurately. At both the transfer passageway and the A/C Line peak direction stairways, an average of more than one passenger per second was counted during the peak 15 minute periods.
- The counts were divided into 15-minute increments, and the size of the complex made it likely that some passengers who were counted at one end of the complex during one 15-minute period would have reached the other end during the next period.

Even with these limitations, the results of these counts, shown in Figures 3-L through 3-O, provided a reasonably accurate snapshot of internal passenger flows within the complex. After an analysis of the data, the following major trends became evident:

- Passengers entering and exiting the station made up a relatively small portion of total internal activity within the complex. When measured against the total of all possible passenger movements within the ground-level portion of the complex, it was found that about 16.87 percent of all passengers – about one-sixth – were actually entering from the street, and 8.16 percent of all passengers – about one twelfth – were exiting the station in the AM peak hour. AM peak hour station entries (1,429) were almost identical to PM peak hour station exits (1,451), but because

PM peak hour volumes were about 27 percent lower than the AM peak, PM peak station exits made up 23.57 percent of total ground floor activity.[22] (PM station entries made up 8.82 percent of total ground-level complex activity.)

- The dominant passenger movement within the complex was from both Canarsie- and Manhattan-bound L Line trains to Manhattan-bound A and C trains in the AM peak, and from Euclid Avenue/Queens-bound A and C trains to Canarsie-bound L trains in the PM peak. It is mathematically impossible that the passenger flows described in Figures 3-L through 3-O can lead to any other conclusion. In both the AM and PM peaks, while a sizeable percentage of disembarking L passengers were transferring to and from the J and Z, there were too few passengers entering or exiting the complex to account for any other movement by the rest of these commuters than to and from the A and C routes. The PM 60-minute peak provides an example:

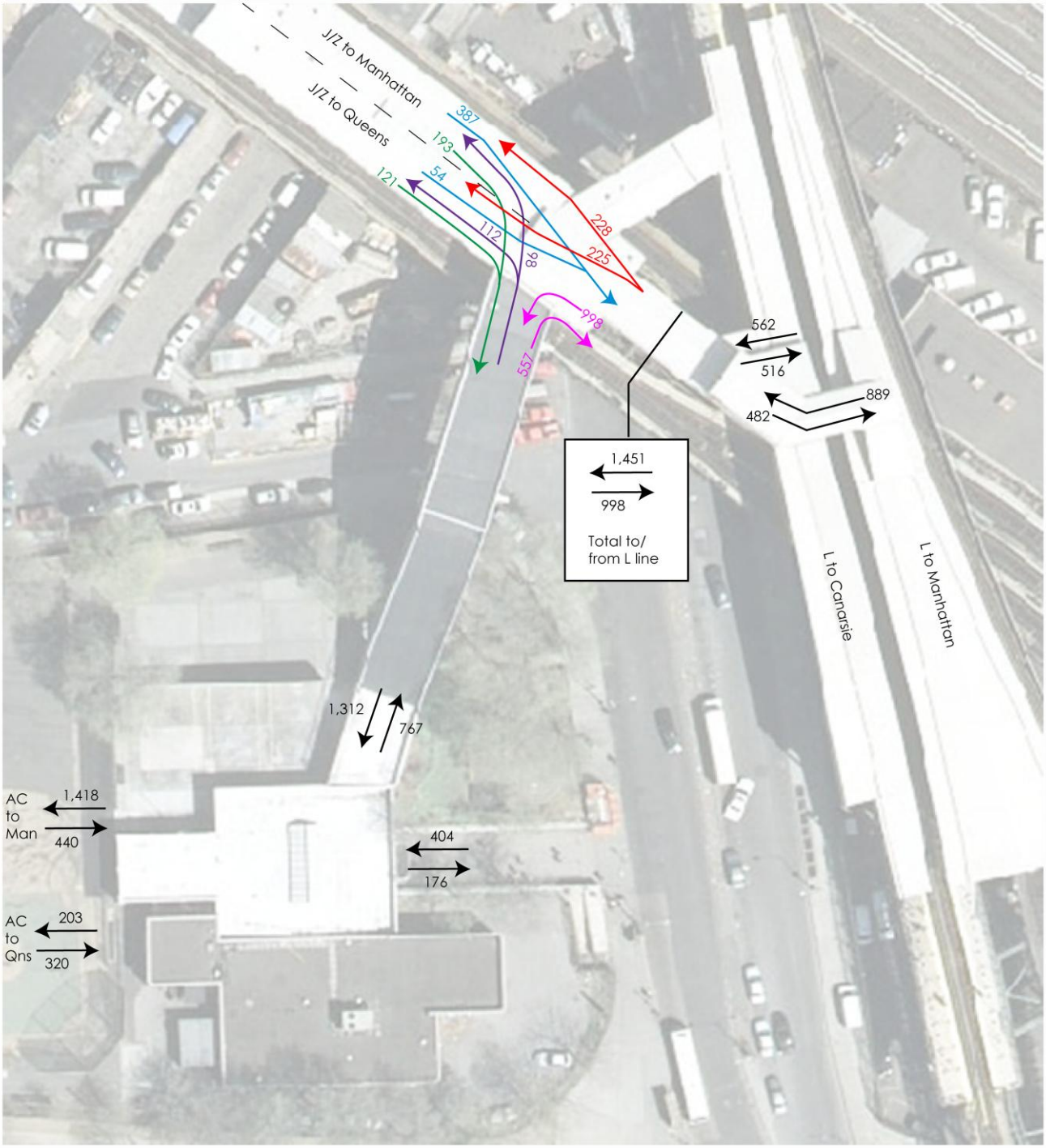
The AM 15-minute peak (Figure 3-L) occurred between 7:45am and 8:00am.

The AM 60-minute peak (Figure 3-M) occurred between 7:45am and 8:45am.

The PM 15-minute peak (Figure 3-N) occurred between 5:30pm and 5:45pm.

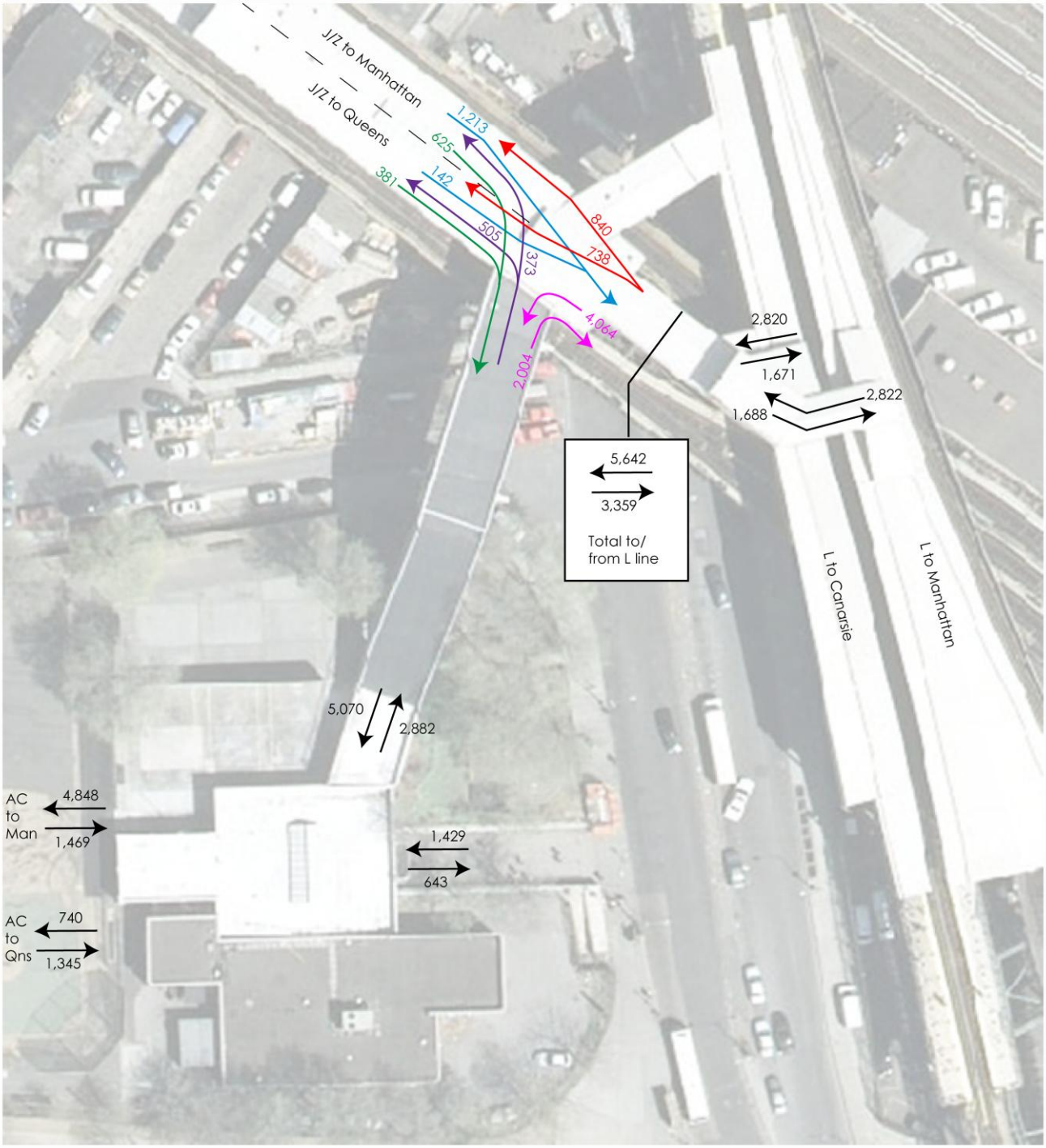
The PM 60-minute peak (Figure 3-O) occurred between 4:45pm and 5:45pm.

[22] This may be due to the lack of students coming home from school that late in the day and the tendency of PM peak ridership to be less concentrated than the AM peak.



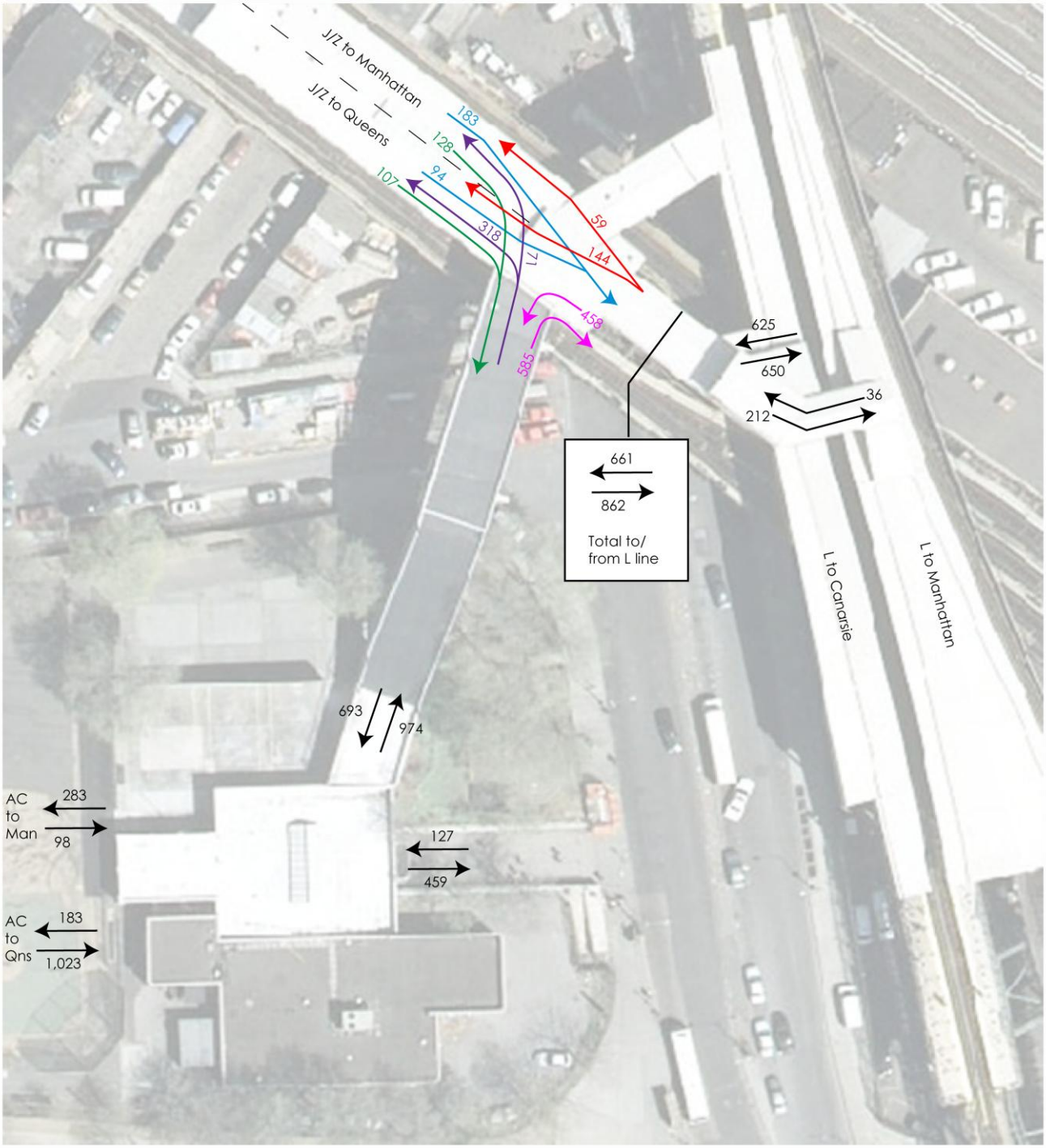
Broadway Junction Transit Capacity Study

AM 15-MINUTE PEAK PEDESTRIAN VOLUMES
FIGURE 3-L



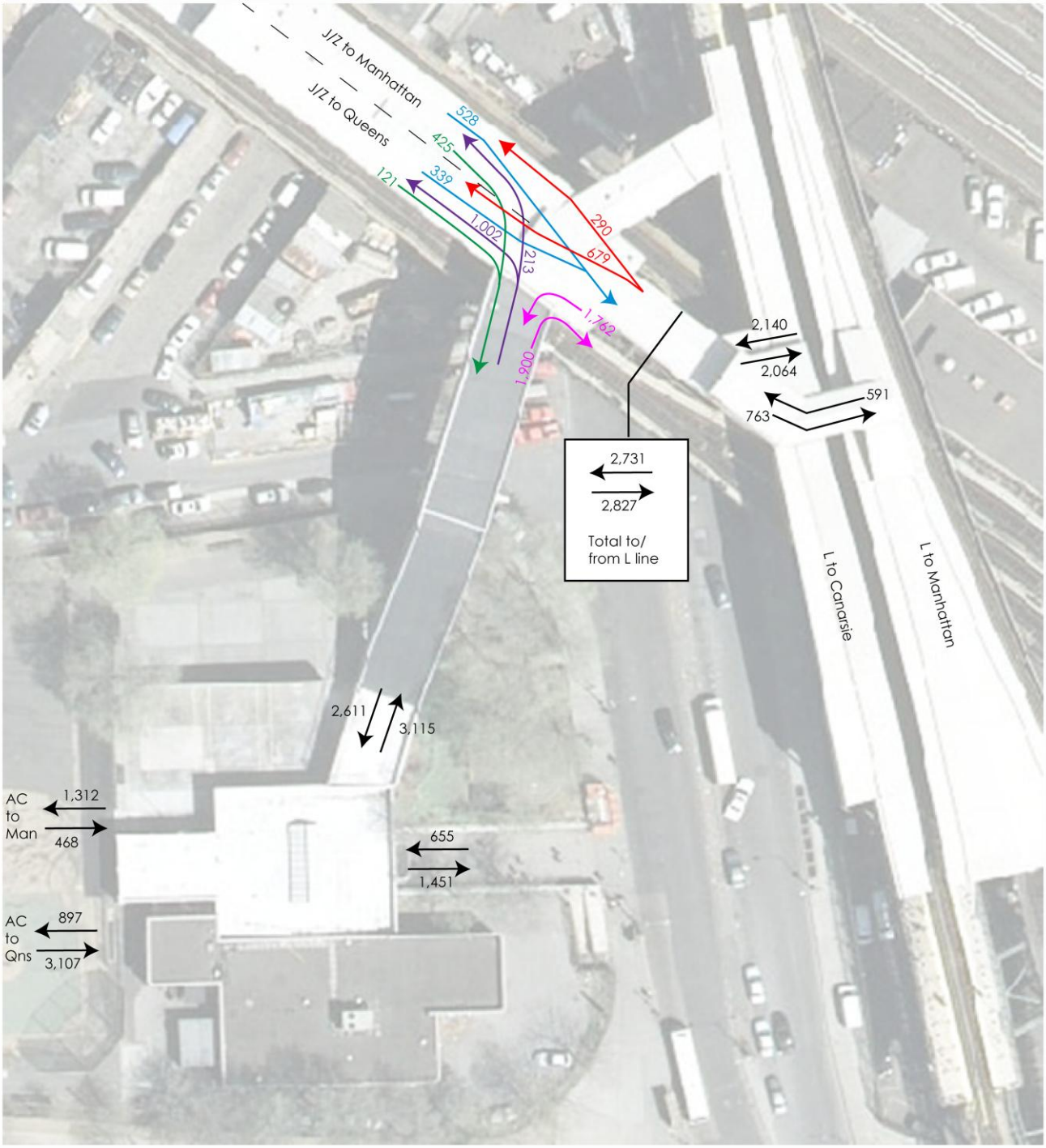
Broadway Junction Transit Capacity Study

AM 60-MINUTE PEAK PEDESTRIAN VOLUMES
FIGURE 3-M



Broadway Junction Transit Capacity Study

PM 15-MINUTE PEAK PEDESTRIAN VOLUMES
FIGURE 3-N



Broadway Junction Transit Capacity Study

PM 60-MINUTE PEAK PEDESTRIAN VOLUMES
FIGURE 3-O

Table 3-C: Approximate Net Gain/Loss of Passengers by Subway Lines at Broadway Junction, AM and PM Peak Hours			
	AM Peak (7:45-8:45)	*PM Peak (4:45-5:45)*	*difference, AM vs. PM peaks*
A/C to Manhattan	+3,379	+844	2,535 higher in AM than PM
J/Z to Manhattan	-625	-450	175 lower in AM than PM
L to Manhattan	-1,134	+172	1,306 lower in AM than PM
A/C to Euclid/Queens	-605	-2,210	1,605 lower in PM than AM
J/Z to Queens	+720	+1,221	501 higher in PM than AM
L to Canarsie	-1,149	-76	1,073 higher in PM than AM

- A sizeable amount of Manhattan-bound J/Z passengers in the AM peak hour (1,213, or enough to pack one eight-car J/Z train to capacity) were switching to the L. However, it cannot be conclusively stated that a majority of these transfers were to peak-directional L trains. The opposite movement from the L to the J/Z was not as intense in the PM peak.
- A secondary, weaker pattern may also exist, where AM peak A, C and L trains feed passengers to Queens-bound J trains. This may primarily be a student-fed circulation pattern – both the 2,600-student Franklin K. Lane High School and 3,700-student Richmond Hill High School are near J/Z stations. The opposite effect exists in the PM peak, where Manhattan-bound J trains lose ridership and Manhattan-bound A/C and L trains gain passengers, as shown in Table 3-C. While the data in Figures 3-L through 3-O imply this, it cannot be conclusively stated. Further research may be warranted.
- Table 3-C summarizes the net gain or loss in riders by subway line(s) and direction during both the AM and PM peak hours. A/C Manhattan-bound trains experience a net gain of nearly 3,400 in the AM peak hour (enough to fill two and one-third trains), but also have a much smaller net positive in the PM peak. Euclid Avenue and Queens-bound A and C trains experience a less severe inverse pattern, with a net loss of over 600 in the AM peak and over 2,200 in the PM peak. J/Z trains to Manhattan leave Broadway Junction emptier than they are when they arrive in both the AM and PM peak hours, and Queens-bound J/Z trains leave the station fuller in both peaks. Manhattan- and Canarsie-bound L Line trains lose almost an entire eight-car train worth of passengers in the AM peak.[23] In the PM peak, trains to Manhattan and Canarsie both lose a modest amount of passengers in the peak hour.[24]

Although the counts were which supplied this data are imperfect, they do begin to clarify Broadway Junction's larger role in processing passengers throughout eastern Brooklyn and southern Queens. In the AM peak, Manhattan-bound J/Z and L trains act as feeders to A and C trains, and in the PM peak the process is roughly reversed: A and C trains to Euclid Avenue and Queens experience a large net loss and Queens- and Canarsie-bound J/Z trains gain passengers. L trains, especially to Canarsie, likely receive many transferring eastbound A and C passengers, but still have minor net passenger losses in the PM peak.

A/C Line Platforms

These platforms are laid out in a standard four-track express station configuration: two island platforms, one for trains in each direction. Each platform can accommodate eight 75-foot traincars or 10 60.5-foot

[23] An eight-car L train's guideline capacity is 1,160.

[24] Due to the limitations discussed earlier, data from these counts is imperfect, and should not be regarded as accurate down to the single passenger. However, it provides a reasonably complete and accurate picture of general passenger flow trends throughout the complex.

traincars. (C trains currently use eight 60.5-foot cars.) Opened in 1946, this is the newest of the three station areas that make up the complex.

The station itself lies immediately beneath Callahan & Kelly Park. The City's 1924 aerial surveys show the block where the park now is occupied by buildings; at some point the block was cleared and regraded when the Fulton Street subway was built in the years immediately before and after World War II. In fact, much of the park is above grade to make room for the station below, which had to be built to pass over *another* four-track tunnel, formerly used by the LIRR Bay Ridge Line and now used for New York and Atlantic Railway freight operations. Two passive ventilation chambers extend upward from the tunnel roof and puncture the park above.

The sole entry point to the platforms is at their far eastern end. This encourages uneven loading, which may be an inevitable byproduct of passengers wanting to position themselves so that they can quickly access the ground-floor mezzanine and transfer between lines. However, if conditions eventually warrant, ample room exists to build a new western entrance near Sackman Street, near Eastern Parkway. This may eventually help balance loading, especially if additional development comes to the neighborhood.

Bench distribution on each platform also encourages uneven loading. (See photo below.) Both the Manhattan- and Queens-bound platforms have two benches at their eastern ends and none at their western ends. Adding a western bench and moving one of the existing ones on each platform west would help more evenly distribute passengers.

Left: Lack of seats at the western end of the Euclid Avenue/Queens-bound A and C platform – a condition which is identical on the Manhattan-bound side.

Right: The same seating disparity exists at the west ends of the J/Z platforms. Since both sets of platforms only have entry points at their east ends, this encourages uneven loading. Redistributing and adding seats at their western ends may encourage more evenly-spaced passenger distribution.

J/Z Line Platforms

This three-track station is made up of two island platforms that can each accommodate eight 60.5-foot traincars. Although no J/Z express service runs from Broadway Junction, the station is set up to allow it – trains arriving on the middle track can open their doors on either side.

Like the A/C platforms, the J/Z platforms are only accessible from their eastern ends. A fare control mezzanine near Eastern Parkway still exists but has long since been decommissioned; another one at Conway Street was removed completely earlier in this decade. This encourages uneven loading, which may be an inevitable byproduct of passengers wanting to position themselves so that they can quickly access the upstairs mezzanine and transfer between lines. Restoring the Eastern Parkway entrance may eventually help balance loading, especially if additional development comes to the neighborhood.

Bench distribution on each platform also encourages uneven loading. (See photos on previous page.) Both the Manhattan- and Jamaica-bound platforms have two benches at their eastern ends and one at their western ends. Moving one of those benches on each platform west would help more evenly distribute passengers.

L Line Platforms

Even with all of the constraints described below, the L Line's Broadway Junction station is probably the most functional of the three platforms that make up the complex. In an unusual layout, the L Line station has both and island *and* a side platform. The side platform is used by Canarsie-bound trains, and empties into a seamless, stair-free transfer to the elevated mezzanine. From there, passengers can proceed to J/Z line service in either direction or down a lengthy set of escalators or stairways to street level or the A/C Line platforms. The island platform is used by Manhattan-bound trains, though Canarsie-bound trains can also use it if needed. This platform is wide and spacious at its midpoint and southern ends, and largely protected by a canopy. Passengers to and from this platform must use a stairway to cross over the Canarsie-bound track and reach the upstairs mezzanine.

3.3.2 Average Daily and Hourly Ridership

Table 3-D summarizes the average annual weekday, Saturday and Sunday subway ridership at Broadway Junction. Annual, daily and most recently hourly ridership for all subway stations has been made available to DCP by MTA New York City Transit (NYCT).

Table 3-D: Average Daily and Weekly Subway Ridership, Broadway Junction, 1995-2007[25]

year	weekday	Saturday	Sunday	full week	change	deviation from systemwide
1995	4,470	2,696	2,003	27,049		
1996	4,466	2,770	2,005	27,105	0.20%	-0.97%
1997	4,704	3,076	2,280	28,876	6.53%	4.22%
1998	6,115	3,396	2,439	36,410	26.10%	13.12%
1999	6,944	4,134	3,053	41,907	15.10%	8.03%
2000	7,473	5,619	4,167	47,151	12.51%	5.16%
2001	7,766	6,289	4,562	49,681	5.37%	3.53%
2002	7,982	7,379	5,479	52,768	6.21%	5.58%
2003	8,112	7,367	5,474	53,401	1.20%	3.21%
2004	8,545	7,852	5,642	56,219	5.28%	2.61%
2005	9,035	8,721	6,677	60,573	7.74%	4.94%
2006	9,293	9,488	6,779	62,732	3.56%	0.92%
2007	8,731	7,326	5,315	56,296	-10.26%	-14.50%

[25] Source: NYCT annual ridership data

Like most of the rest of the subway system, ridership began to markedly increase in 1997 and 1998, when free systemwide bus-to-subway transfers were first allowed and discounted fare plans took effect. Since six bus routes all converge at or near the subway station, Broadway Junction was bound to get a significant boost in ridership once the barrier of an extra fare was removed.

Aside from the above-average ridership growth on the L Line discussed in Section 3.3.5, the increases in weekend ridership are also notable. Both Saturday and Sunday ridership has more than tripled, and average Saturday entries into the station actually surpassed average weekday amounts in 2006 – a rare occurrence within the subway system. While closing the adjacent Alabama Avenue station on the J (Jamaica) Line for 6 months of reconstruction in 2005 probably shunted several passengers to Broadway Junction that fails to account for the continued strong ridership gains of 2006. However, ridership fell markedly in 2007 for reasons unknown.

Table 3-E: Service Frequencies of Transit Serving Broadway Junction Area, in Minutes, December 2007						
Route	*AM Peak*	*midday*	*PM Peak*	*evenings*	*late nights*	*Saturday midday*
A (EB)	6-9	5-10	3-5	6-10	20	7-8
A (WB)	3-6	7-9	6-9	9-10	20	7-9
C (EB)	9-12	10	8-12	8-11		9-11
C (WB)	7-11	10	8-12	9-11		9-11
J/Z (EB)	4-13 (most 8-10)	10	5-10	11-12	20	9
J/Z (WB)	5-10	10	4-10 (most 8-10)	12-14	20	9
L (EB)	3-8	6	4-6	4-10	20 (10-18 until 2:00)	5
L (WB)	4-6	6	3-6	4-10	20 (12-16 until 1:15)	5
LIRR (EB)	8-53	29-31	2-28	12-32	17-97	30
LIRR (WB)	3-21	29-31	13-47	12-36	15-84	30
B12 (EB)	3-12	4-9	4-7	5-12	20-40 (12-27 until 2:00)	6-7
B12 (WB)	3-7	4-8	6-8	10-15	20-40 (10-12 after 4:00)	6-7
B20 (NB)	6-18 (most 6-8)	12	5-9	7-12		12
B20 (SB)	6-12 (most 8-9)	11-13	8-10	10-15	Ends 1:51	12
B25 (EB)	7-46 (most 7-12)	8-11	5-7	6-15	30-83	7-10
B25 (WB)	7-10	6-10	6-10	12-30	35-89	6-10
B83 (NB)	6-15	10-13	8-10	10-30	Ends 1:34	11-13
B83 (SB)	10-20	7-12	7-9	10-35	Starts 4:37	11-12
Q24 (EB)	8-10	10-11	10-12	13-20	60 (15-20 after 4:00)	10-12
Q24 (WB)	7-19	10-13	7-11	7-15	58-60	10-13
Q56 (EB)	10-12	12	10-12	15-20	60-62 (15-28 after 4:00)	10
Q56 (WB)	10-16	12-13	8-10	10-15	60 (22-40 until 2:30)	8-10

- A trains run local when C service is not running – generally about 10:30pm-6:00am.
- B12: Alternate westbound trips begin at East New York Avenue and Alabama Avenue, 5:30am-7:40pm. Slightly less than half of eastbound trips end at East New York Avenue and Alabama Avenue, 8:00am-8:15pm.
- B20: Slightly less than half of all northbound trips end at Broadway Junction, 6:20am-9:15pm. Alternate southbound trips begin at Broadway Junction, 6:00am-8:00pm.
- B25: Extended to One Main Street complex on Brooklyn waterfront, 7:00am-7:00pm.
- Q24: Some Saturday westbound trips end at Broadway Junction, 8:30am-9:00pm. Slightly less than half of all Saturday eastbound trips begin at Broadway Junction, 6:00am-6:30pm.