



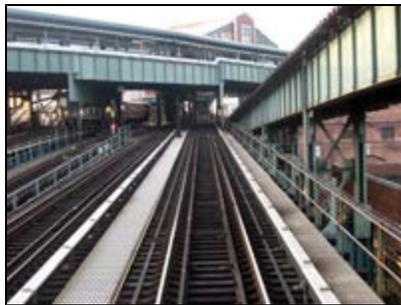
Broadway Junction Transportation Study, 2008

Overview:



The Broadway Junction Transportation Study was undertaken to determine whether enough transit capacity exists now and in the future to accommodate potential transit-oriented land uses. The study area is a junction in the truest sense of the word, with five subway routes, the LIRR, six NYCT bus routes, a rail freight line, and four street grids all converging at this location. Yet, at the time of the 2000 Census, only 60 people lived immediately adjacent to the subway complex.

Before attempting to determine whether the study area could support more intensive land uses, the study team sought to gain a better understanding of the existing conditions within the Broadway Junction subway complex. Internal station subway counts were conducted throughout the complex to try to determine passenger flows between subway routes. Daily and peak-hour ridership data for stations at and east of each route's peak loading points were also obtained, to gauge available capacity on each subway route. Finally, population data and projections for the study area, plus projected subway capacity increases were used to determine available peak-hour, peak-directional subway capacity in 2030 above and beyond anticipated growth.



A Manhattan-bound J train approaches Broadway Junction. The L (Canarsie Line) station is above.



Passengers exit the Queens-bound A/C (Fulton Street Line) platform during the evening peak.

The study found that the primary intra-complex movement is from Canarsie- and Manhattan-bound L trains to Manhattan-bound A/C trains in the AM peak, and from Queens-bound A/C trains to Canarsie-bound L trains in the PM peak. Sufficient capacity exists for more intensive land uses at Broadway Junction, but L Line surplus capacity may be limited, even with planned capacity improvements.** In addition, one-third of passengers entering the station arrive by bus, reinforcing the importance of multimodal transportation links at this complex.

The study also recommends: additional, more evenly-spaced platform seating and station entrances, to more equitably balance loading throughout the A/C and J/Z platforms; the creation of preliminary design and engineering plans for the future expansion of the L (Canarsie) Line platforms to accommodate more subway cars; and a longer-term strategy to more efficiently utilize available land and transportation infrastructure by reusing or partially demolishing the Canarsie Line elevated structure, and consolidating subway service into the adjacent underused freight right-of-way.

***Please note that the study was completed before the proposed consolidation of M and V services. This has the potential to slightly reduce L service overcrowding, since passengers destined for Midtown Manhattan from the current M route would now have the option of a one-seat ride instead of transferring to L service at Myrtle-Wyckoff Avenues.*



Population of the study area in 2000. The light blue areas at top center, near the Broadway Junction station, were relatively unpopulated. [View a larger image.](#)

Report:

The master plan is available as a [complete document](#) (7.7 mb) or by sections in PDF format:

- [Part 1 - Cover to page 33](#) (📄 2.8 MB)
- [Part 2 - pages 34 to 52](#) (📄 2.6 MB)
- [Part 3 - pages 53 to 94](#) (📄 2.0 MB)

Related Notes

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