

REOPENING CLOSED SUBWAY ENTRANCES USING HIGH ENTRY/EXIT TURNSTILES

Suggestions from the New York City Transit Riders Council

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ABOUT US

The New York City Transit Riders Council is the independent, legislatively mandated representative of NYC Transit riders. Our 15 volunteer members are regular users of the transit system and are appointed by the Governor upon the recommendation of the Mayor, Public Advocate, and Borough Presidents. The Council is an affiliate of the Permanent Citizens Advisory Committee to the MTA. For more information about us, please visit our website at: www.pcac.org.

INTRODUCTION

New York subway stations tend to be quite large. Although these stations are often named after one cross street, the stations stretch so far that they often take up several blocks and multiple cross streets. For example, the West 4th St. station on the A/C/E/F/S in Manhattan has exits at 3rd St. and 8th St. These long stations can be a help or a hindrance. They can be a help when a passenger knows exactly where on the train to board in order to be able to minimize walking time at his or her destination. But they can be a hindrance when a passenger winds up at the wrong end of a long station platform.

In order to minimize such hindrances, it helps to have as many station entrances and exits, or fare control areas, as possible. This way, riders have more options about where to exit a particular station and are less likely to be stranded at the wrong end of a station. Unfortunately, New York City Transit closed many fare control areas in the 1970s. The areas were closed for several reasons, but one of the primary factors was security. In fact, the New York Police Department actually asked Transit to close certain entrances and exits at that time in order to prevent crime.

Two things have happened since that time that allow for the possible reopening of fare control areas. First, the levels of both petty and violent crime in the subway have been reduced significantly. The subway is no longer perceived as the hotbed of criminal activity which it was stereotyped 20 years ago. A renaissance in ridership, along with crime reduction throughout the city, has made the subways a safer place.

Second, the fare medium for the subway system has changed. Whereas in the 1970s tokens were the only fare media, today MetroCard use is predominant. The popularity of MetroCard has allowed for the introduction of High Entrance Exit Turnstiles (HEETs). These new turnstiles resemble older, floor-to-ceiling turnstiles of decades past. However, HEETs accept MetroCard and allow both access to and exit from the system using a single turnstile without the need for a station agent to be present. Because HEETs are designed from floor to ceiling, fare-beating is almost impossible. A HEET paired with the installation of a MetroCard Vending Machine (MVM) thus becomes a cost-effective tool for reopening closed fare control areas.

For these reasons the Transit Riders Council decided to perform a survey of subway fare control areas to determine those that could potentially be reopened with the installation of HEETs. This report contains our recommendations.

METHODOLOGY

NYC Transit provided the Council with a list of all the closed fare control areas in the system. Most fare control areas on the list consisted of multiple stairways and were of substantial size, although some were single staircases leading to small vestibules. However, taken as a whole the list provided a good starting point for the Council's research.

The list contained 122 fare control areas distributed across 93 stations. The Council chose to exclude fare control areas which were part of larger, still-open mezzanines in order to concentrate on those areas whose reopening could provide entirely new access points to stations. After this exclusion, the Council was left with 86 fare control areas distributed across 63 stations to examine.

Council members and staff were assigned groups of contiguous or nearby stations and sent into the field to closely examine the closed control areas. Members and staff recorded the current state of the closed control areas, including open hours and the existence of HEETs and MetroCard Vending Machines (MVMs) which turned out to be present at some control areas¹, and made field speculations on the usefulness of fully reopening each area as an entrance. Their examination included recording the details of the open control areas and entrances, including their hours, and how many HEETs and MVMs they contained.

The appendix lists the 63 stations and 86 control areas that were examined by the Council.

¹ As is reported below, we found that some of the fare control areas on the list of closed control areas supplied by Transit had already been reopened as limited-hour exits or, with the use of a HEET, as limited-hour entrances.

FINDINGS

The list provided to the Council by Transit was not completely accurate. As Table 1 shows, fully 30 percent of the surveyed fare control areas that Transit indicated were closed had already been reopened, either as exits using old-style High Exit Turnstiles (HETs) or combined entrances and exits using HEETs. Another 19 percent were simply closed with a gate or other modest barrier. However, the majority (51%) of fare control areas examined by the Council were found to be permanently sealed or eliminated to the point where one might never know that they existed, making them potentially costly to reopen.

Table 1: Status of Fare Control Areas

Status of Control Area	Number Found	Percent of Surveyed Control Areas
Open	26	30%
Sealed Permanently	44	51%
Closed Not Sealed	16	19%
Total Control Areas Surveyed	86	100%

Closed Fare Control Areas

Fare control areas that are closed but not permanently sealed pose the best chance of being reopened in a cost-efficient manner utilizing HEETs and it is here that much of the Council's attention focussed.

Table 2: Closed Fare Control Areas

Station	Borough	Line(s)	Fare Control Area(s)
7 Av	Brooklyn	Q	Mezzanine at Sterling Place
72 St	Manhattan	B, C	Uptown platform at 70 St
8 Av	Brooklyn	N	Manhattan-bound platform at 7 Av
Beach 105 St	Queens	A, S	Queens-bound platform, east end
Beach 60 St	Queens	A	Queens-bound platform, east end
Beach 67 St	Queens	A	Queens-bound platform, west end
Beach 98 St	Queens	A, S	Queens-bound platform, east end
Broadway/East New York	Brooklyn	A, C, L, J, Z	Mezzanine at Conway & Broadway
Delancey St/Essex St	Manhattan	F, J, M, Z	Uptown platform mezzanine at Norfolk St
Hoyt St	Brooklyn	1, 2	Uptown platform at Duffield St Downtown platform, west end
Jefferson St	Brooklyn	L	Canarsie-bound platform at Jefferson St
Morris Park	The Bronx	5	Mezzanine at Colden Av
Mosholu Parkway	The Bronx	4	South Mezzanine at Mosholu Pkwy South
Myrtle-Willoughby Avs	Brooklyn	G	Southbound platform at Willoughby Av Northbound platform at Willoughby Av

Table 2 shows the surveyed stations that have closed but not sealed entrances. Our findings about these stations are below, with our eight candidates for reopening located at seven stations) discussed first.

Candidates for Reopening

7th Ave. (Q)

This station has only one entrance that is currently open, at Flatbush Ave. and 7th Ave. The closed entrance is slabbed over at street level and gated inside the subway. The entrance is currently used for storage, but could be reopened, as the stairs up from the platform and mezzanine area still exist. The entrance would be quite useful for riders and should be reopened.

72nd St. (B,C)

This station is one of the best candidates for having its closed entrance reopened. The closed entrance, at 70th St., is at the complete opposite end of the platform from the station's only open fare control area, located at 72nd St. Given the long distance between this station and the closest station to the south (at 59th St.) this would be an extremely useful entrance and exit for passengers from the area between these two stations.

8th Ave. (N)

This station is also an excellent candidate for having its closed fare control area reopened. The closed entrance is at 7th Ave, a long block away from the only other fare control area for the entire station. The closed entrance is currently being used as a MetroCard maintenance shop, with trucks parked in front of it. If this maintenance shop could be moved, this would be a very useful entrance for residents west of this station who currently face a long and often desolate walk.

Beach 67th St (A)

The closed entrance at this station is completely intact, and also has an old HET present at its top. It could easily be reopened, and would be useful since the station is well west of 67 St. and this is the last station on the Far Rockaway Branch before Broad Channel.

Broadway/East New York (A,C,J,L,Z)

The fare control area at Conway and Broadway, leading to the J/Z trains, has stairs that are gated shut at the platform level. All street stairs remain intact, so this entrance could easily be reopened. Given that there is only one entrance to this mega-station, and that there are no entrances that lead directly to the J/Z or L trains, reopening this area would prove quite useful for riders.

Jefferson St. (L)

This station has only one open entrance, at Starr St. and Wyckoff Ave. There is an exit at Jefferson St. from the Manhattan-bound platform, but the entrance/exit at the Brooklyn-bound platform is closed. It could be reopened easily as there is room for more than one HEET and more than one MVM on each side. The reopened entrance would be very useful for riders.

Myrtle – Willoughby (G)

This station has only one entrance for each platform. Each platform has a closed entrance at Willoughby Ave. that could be reopened with relative ease. The location of these entrances is useful for passengers, and both should be reopened.

Other Surveyed Stations

Beach 105th St (A,S)

This station, like most others on the Rockaway Peninsula, is elevated and has only one open fare control area. The closed entrance at 105th St. has a gate over the entrance, and could be reopened. However, the staircase is in terrible condition, due to the fact that its roof is missing and therefore the stairs have eroded significantly. Given the short distance from this staircase to the open fare control area, this entrance is not a good candidate for reopening.

Beach 60th St (A)

This station's closed entrance was completely intact, and an old HET could be seen at its top. Although the entrance could easily be reopened and cleaned, its utility is not clear since it is not that far from the main fare control area at 59 St., and the nature of its location makes access difficult.

Beach 98th St (A,S)

This closed entrance could be reopened, however, it is not far from the open fare control area, and its utility is not immediately apparent. The entrance itself, however, is more or less completely intact.

Delancey/Essex (F,J,M,Z)

This station has two 24-hour station entrances, one at Norfolk St. and one at Essex St. The two stairways on the southwest corner of Delancey and Norfolk are boarded up, and the fare control area, a mezzanine at the center of the platform, could easily be reopened. However, given that this entrance is close to other open entrances, and not near any buildings at the street entrance, its utility is questionable.

Hoyt St. (2,3)

This station has three active entrances. Two are 24-hour entrances, one at Bridge St. and one at Fulton St. and Hoyt St. One part-time entrance, with MetroCard entry only and one HEET, is located at Duffield St. on the northeast corner. An entrance to the northeast corner is closed but could easily be reopened. An entrance to Macy's Department store is closed and could also be reopened. Given the ample access to this station, neither of these entrances are top priorities for reopening.

Morris Park (5)

Although this station has only one open entrance, the closed entrance at Colden Avenue is right next to it. Moreover, this entrance leads to a secluded alleyway, and may intrude onto private property. Therefore, it is not a good candidate for reopening.

Mosholu Parkway (4)

This station is currently being rehabilitated. The closed entrance from both platforms could be reopened, although some construction would be required. Given that this station is being rehabilitated, this entrance is not a strong candidate for reopening at this time.

Open Exit-Only Fare Control Areas

Of the 26 fare control areas that turned out to be open in some form, 13 of them, located at 12 stations, were found to be open only as exits. These are listed in Table 3.

Table 3: Open Exit-Only Fare Control Areas

Station	Borough	Line(s)	Fare Control Area(s)
110 St	Manhattan	2, 3	South end of platform at 110 St
135 St	Manhattan	B, C	Uptown platform at 137 St
Av I	Brooklyn	F	South mezzanine
Av J	Brooklyn	Q	Southbound platform at Av J
Av M	Brooklyn	Q	Southbound platform at Av M
Av U	Brooklyn	F	South mezzanine at Neck Rd
DeKalb Av	Brooklyn	L	Canarsie-bound platform at Stanhope St
Halsey St	Brooklyn	L	Manhattan-bound platform at Norman St Canarsie-bound platform at Covert St
Hoyt St	Brooklyn	2, 3	Manhattan-bound platform at Bridge/Elm Sts
Jefferson St	Brooklyn	L	Manhattan-bound platform at Jefferson St
Morgan Av	Brooklyn	L	North mezzanine at Bogart St
Wall St	Manhattan	4, 5	Downtown platform at Amex Building

The Council feels that seven of these fare control areas, at six stations, would be good candidates to be opened as station entrances. Our findings for all 13 control areas are given below, with our seven candidates for opening as entrances listed first.

Candidates for Openings as Entrances

135th St. (B,C)

There are two entrances to this station at 137th St, one for each platform. However, while the downtown platform entrance at 137th St. is equipped with two HEETs and 1 MVM, the uptown platform is exit-only, with two HETs. The exit is open most of the day (6:10am - 10:50pm). Since this exit is at the opposite end of the platform from the only other fare control area, it could be very useful if it were converted to an entrance/exit

through installation of HEETs and MVMs.

DeKalb Ave. (L)

The main entrance to this station is at Dekalb Ave and Wyckoff Ave. There are control areas two blocks away at Stanhope St. on each side of the platform. Both areas are open part-time (M-F 5:35am -11:00pm, Sat-Sun 8:20am – 11:00pm), but the northbound side (towards Manhattan) is equipped with a HEET while the southbound side (towards Brooklyn) is exit-only. Conversion with a HEET would be useful for passengers trying to head further into Brooklyn, including those trying to get to the A,C,J,M or Z trains via the L.

Halsey St. (L)

This station has two separate 24-hour fare control areas for each platform. Each platform also has part-time exits (M-F 6:15am -11:20pm, S-S 6:45am-10:35pm), with one HET each. Both exits would have room for HEETs and MVMs, and could be useful as entrances since they are a few blocks from the main entrance.

Hoyt St. (2,3)

This station has two full-time entrances, at Fulton St./Hoyt St. and Bridge St. just north of Fulton, and one part-time entrance at the northeast corner of Duffield St. and Fulton St. (6:30am – 7:00pm). The exit-only control area, at Elm Place and Fulton St., could be turned into an entrance/exit easily, and would be very useful.

Jefferson St. (L)

The main entrance to this station is at Starr St. and Wyckoff Ave. A part-time exit (M-F 5:10am-10:15pm, S-S 8:54am -11:00pm) from the Manhattan-bound platform with one HET is located at Jefferson St., two blocks away. This would be a useful location for a HEET.

Morgan Ave. (L)

The main entrance to this station is located at Morgan Ave. and Harrison Place. Part-time exits from each platform at Bogart St. lead to a secluded and empty mezzanine with one HET. There is room for MVMs and HEETs at this mezzanine, and the exit is a substantial distance from the main entrance. However, improved security might be necessary to make this area into a viable entrance, as it is somewhat isolated.

Other Surveyed Stations

110th St. (2,3)

This exit is only twenty feet away from the main 24-hour entrance to this station at 110th St. and Lenox Ave. Therefore, it does not make sense to convert this to a HEET.

Avenue I (F)

This station has a twenty-four hour common control area for both platforms at McDonald Avenue and Avenue I. There is also a part-time entrance at the south end of the Manhattan-bound platform (M-F 6:35am -10:00pm, Sat. 7:10am-7:25pm, Sun. 7:00am-7:10pm). However, the outbound side of this entrance/exit, located close to Avenue J, is exit-only (with approximately the same hours of operation). There is room to replace a HET with a HEET and install MVMs, but the amount of entering traffic does not justify the change as most people entering at this station are going towards Manhattan.

Avenue J (Q)

Like the Avenue I station on the F train, this station has an extra exit on the Brooklyn-bound side. Since this exit is so close to the 24-hour entrance on Ave J between 16th and East 17th St., and it is on the Brooklyn-bound side, it is not a great candidate for conversion with a HEET.

Avenue M (Q)

The design of this station is almost identical to the Avenue J station discussed immediately above. The extra exit on the Brooklyn-bound side is a mere 10 feet from the 24-hour entrance, and thus would not be very useful as an entrance.

Avenue U (F)

This station is very similar to the Avenue I station described above. The control area on the Brooklyn-bound side near Neck Rd. is exit-only, while the area on the Manhattan-bound side is equipped with a HEET. There is no evidence that suggests that the Brooklyn-bound side should be a priority for conversion with a HEET.

Wall St. (4,5)

This station has two entrances, one at Broadway and Rector and one at Broadway and Thames. It also has two part-time exits, one on Broadway opposite Wall St. (M-F 6:00am – 9:30pm) and one at the south end of the southbound platform near the American Express building (M-F 6:00am – 6:00pm). The exit near the Amex building is only 35 yards from the Broadway/Rector entrance, and thus may not demand a HEET. However, the exit opposite Wall St. near Trinity Church would be very useful as an entrance and should be converted with a HEET.

Open Fare Control Areas with HEETs, but No MVMs

In the course of our study of fare control areas, we also took note of the number of HEETs and MVMs at each station and fare control area. We found 10 part-time entrances that were equipped with HEETs but not MVMs. Most of these entrances also had no station booths. Thus, their usefulness as station entrances is severely limited, since passengers without MetroCards, or with insufficient funds on their MetroCards, cannot gain access to the system.

Table 4: Open Fare Control Areas with HEETs but No MVMs

Station	Borough	Line(s)	Fare Control Area	Booth Hours, If Present
Avenue U	Brooklyn	F	South mezz. at Neck & McDonald	NA
B'way–Lafayette	Manhattan	F, S, S	Mezzanine at Lafayette & Houston	NA
Wall St	Manhattan	4, 5	Downtown platform at Thames St	M-F 3:10p-7:30p
225St	The Bronx	1	SW corner of Broadway and 225 St	NA
207 St	Manhattan	1	SW corner of 10 Av & 207 St	NA
Avenue I	Brooklyn	F	Manhattan-bound platform at Av J	NA
Hoyt St	Brooklyn	1, 2	NE corner of Duffield and Fulton	NA
Winthrop St	Brooklyn	2, 5	SW corner of Parkside and Nostrand	NA
Church Av	Brooklyn	2, 5	SW corner of Church and Nostrand	NA
Beverly Rd	Brooklyn	2,5	SW corner of Beverly and Nostrand	NA

Table 4 shows the stations we found that have fare control areas with HEETs but no MVMs. All of these fare control areas were equipped with only one HEET. Almost all have no station booth, and the one booth present is open for only a few hours per day. MVMs should be installed at all 10 of these stations as soon as possible.

SUMMARY OF RECOMMENDATIONS

Based on the Council's analysis, we summarize below our recommendations to NYC Transit on the use of High Entry/Exit Turnstiles (HEETs) to reopen closed subway fare control areas and improve existing exits and entrances:

▶ **Recommendations For Currently Closed Fare Control Areas**

Eight closed, but not permanently sealed, fare control areas located at seven stations should be reopened as soon as possible using HEETs. These stations and fare control areas are:

Station	Borough	Line(s)	Fare Control Area(s)
7 Av	Brooklyn	Q	Mezzanine at Sterling Pl
72 St	Manhattan	B, C	Uptown platform at 70 St
8 Av	Brooklyn	N	Manhattan-bound platform at 7 Av
Beach 67 St	Queens	A	Queens-bound platform, west end
B'way–East New York	Brooklyn	A, C, L, J, Z	Mezzanine at Conway & Broadway
Jefferson St	Brooklyn	L	Canarsie-bound platform at Jefferson St
Myrtle–Willoughby Avs	Brooklyn	G	Southbound platform at Willoughby Av Northbound platform at Willoughby Av

▶ **Recommendations For Currently Exit-Only Fare Control Areas**

Seven exit-only fare control areas located at six stations should be converted to entrances using HEETs. These stations and fare control areas are:

Station	Borough	Line(s)	Fare Control Area(s)
135 St	Manhattan	B, C	Uptown platform at 137 St
DeKalb Av	Brooklyn	L	Canarsie-bound platform at Stanhope St
Halsey St	Brooklyn	L	Manhattan-bound platform at Norman St Canarsie-bound platform at Covert St
Hoyt St	Brooklyn	2, 3	Manhattan-bound platform at Bridge/Elm Sts
Jefferson St	Brooklyn	L	Manhattan-bound platform at Jefferson St
Morgan Av	Brooklyn	L	North mezzanine at Bogart St
Wall St	Manhattan	4, 5	Downtown platform at Amex Building

► **Recommendations For Current HEET Entrances that Have No MetroCard Vending Machines**

Ten fare control areas located at 10 stations have HEETs but no MetroCard Vending Machines (MVMs). MVMs should be installed as soon as possible at these locations:

Station	Borough	Line(s)	Fare Control Area	Booth Hours, If Present
Avenue U	Brooklyn	F	South mezz. at Neck & McDonald	NA
B'way-Lafayette	Manhattan	F, S, S	Mezzanine at Lafayette & Houston	NA
Wall St	Manhattan	4, 5	Downtown platform at Thames St	M-F 3:10p-7:30p
225St	The Bronx	1	SE corner of Broadway and 225 St	NA
207 St	Manhattan	1	SE corner of 10 Av & 207 St	NA
Avenue I	Brooklyn	F	Manhattan-bound platform at Av J	NA
Hoyt St	Brooklyn	1, 2	NE corner of Duffield and Fulton	NA
Winthrop St	Brooklyn	2, 5	SW corner of Parkside and Nostrand	NA
Church Av	Brooklyn	2, 5	SW corner of Church and Nostrand	NA
Beverly Rd	Brooklyn	2,5	SW corner of Beverly and Nostrand	NA

APPENDIX: SURVEYED STATIONS

Station Name	Lines	Fare Control Area(s)
103rd St.	B,C	South end of uptown platform at 102nd St. North end of uptown platform at 104th St.
110th St.	2,3	South end of platform at 110th St.
110th St.	6	North end of uptown platform at 111th St. North end of downtown platform at 111th St.
110th St.	B,C	North end of downtown platform at 111th St. Middle of downtown platform south of 111th St.
116th St.	B,C	North end of uptown platform at 118th St.
135th St.	B,C	North end of uptown platform at 137th St.
163rd St.	C	North end of mezzanine at 163rd St.
167th St.	4	South end of Bronx-bound platform
181st St.	A	North end mezzanine at Overlook Terrace North end mezzanine at 184th St. and Ft. Washington
191st St.	1,9	Platform level at center of station
207th St.	1,9	South end of uptown platform at 207th St.
21st St.	G	East end of Queens-bound platform at 63rd St.
225th St.	1,9	South end of Bronx-bound platform at 225th St.
238th St.	1,9	North end of Bronx platform at 238th St.
50th St.	C,E	South end of uptown platform at 49th St. South end of downtown platform at 49th St.
65th St.	G,R	East end of Manhattan-bound platform at 63rd St. East end of Queens-bound platform at 63rd St.
7th Ave.	Q	Mezzanine north of Sterling Place
72nd St.	B,C	South end of uptown platform at 70th St. Center of uptown platform at 71st St.
8th Ave.	N	7th Avenue, street level
96th St.	B,C	South end of uptown platform south of 96th St.
Avenue I	F	Mezzanine at south of station
Avenue J	Q	Brooklyn-bound platform at Avenue J
Avenue M	Q	Brooklyn-bound platform at Avenue M
Avenue U	F	South mezzanine at Neck Rd.
Beach 105th	A,S	East end of Queens-bound platform
Beach 25th	A	East end of Queens-bound platform
Beach 36th	A	East end of Queens-bound platform West end of Queens-bound platform
Beach 44th	A	East end of Queens-bound platform West end of Queens-bound platform
Beach 60th	A	East end of Queens-bound platform
Beach 67th	A	West end of Queens-bound platform
Beach 90th	A,S	West end of Queens-bound platform
Beach 96th	A,S	East end of Queens-bound platform West end of Queens-bound platform
Beverly Road	2,5	Center of Brooklyn-bound platform at Beverly Rd.
Bowery	J,M	Mezzanine at Bowery and Kenmare St.
Broadway	G	North end of mezzanine at Montrose Ave.
Broadway/East New York	A,C,L,J,Z	North mezzanine north of Stewart Avenue Mezzanine at Conway and Broadway
Broadway/Lafayette	F,S,S	West end mezzanine at Mercer St. East end mezzanine at Mulberry St.
Canal St.	J,M	North end of downtown platform

Church Avenue	Q	East 18th St., midblock
Church Avenue	2,5	Center of Brooklyn-bound platform at Church Ave.
City Hall	N,R	South end of platform at Woolworth building
Dekalb Avenue	M,N,Q,R	Southbound platform at Devoise St.
Dekalb Avenue	L	Northbound platform at Stanhope St. Southbound platform at Stanhope St.
Delancey/Essex	F,J,M,Z	Mezzanine at center of uptown platform at Norfolk St.
East Broadway	F	Center of mezzanine at Henry St.
Flushing Avenue	G	Center of mezzanine at Johnson Ave.
Franklin Avenue	2,3,4,5	Mezzanine at west end of station
Franklin Avenue	C,S	North end of Manhattan platform at Classon Ave.
Greenpoint Avenue	G	East end of Queens-bound platform at India St. North end of Brooklyn-bound platform North end of Queens-bound platform
Halsey St.	L	South end of northbound platform at Norman St. South end of southbound platform at Covert St.
Hoyt St.	2,3	East end of Manhattan-bound platform at Duffield St. Center of Manhattan-bound platform east of Elm St. West end of Brooklyn-bound platform
Jefferson St.	L	Northbound platform at Jefferson St. Southbound platform at Jefferson St.
Morgan Avenue	L	North mezzanine at Bogart St.
Morris Park	5	Mezzanine at center at Colden Ave.
Mosholu Parkway	4	South mezzanine at Mosholu Parkway South
Myrtle-Willoughby	G	South end of Brooklyn-bound platform at Willoughby Ave. South end of Queens-bound platform at Willoughby Ave.
Northern Blvd	G,R	East end of Manhattan-bound platform at 56th St. East end of Queens-bound platform at 56th St.
Nostrand Avenue	A,C	Mezzanine at west end of station West end of Manhattan-bound platform at Arlington Pl.
Spring St.	C,E	North end of downtown platform at Charlton St. North end of uptown platform at Charlton St.
Sutter Avenue	L	North mezzanine at Belmont Avenue
Vernon-Jackson	7	East end of Flushing-bound platform at Jackson Ave.
Wall St.	4,5	South end of downtown platform at Amex building
Winthrop St.	2,5	South end of Brooklyn-bound platform at Parkside Ave.