

An Atlantic Avenue Entrance to the IBX Broadway Junction Station

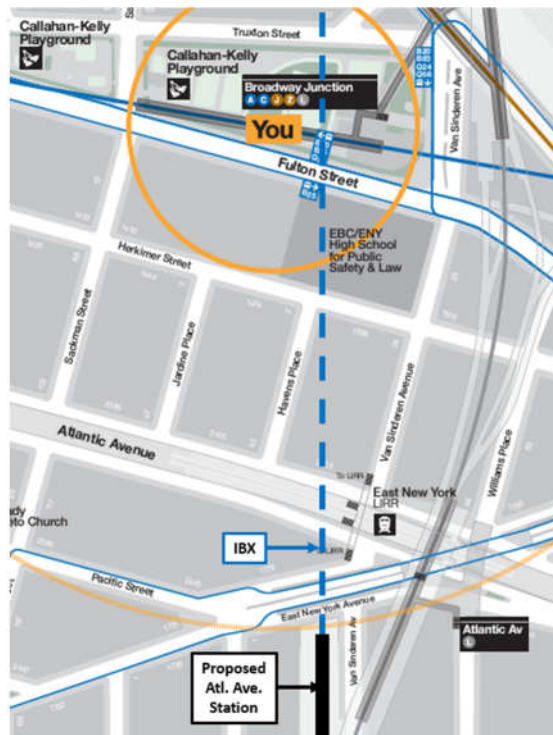
By John Pegram¹

The principal reason for building an Interborough Express (IBX) station near Atlantic Avenue would be for riders transferring from or to the nearby Long Island Railroad (LIRR) East New York Station.

What could be equally well serve transferring LIRR riders at a lower cost? I suggest an Atlantic Avenue entrance to a Broadway Junction IBX Station.

Background

The map below is part of a Broadway Junction area map from the MTA neighborhood maps website,² with my additions indicating the locations of the IBX line (dashed heavy blue line) and the MTA’s proposed Atlantic Avenue IBX station.



¹ © John Pegram, 2024.

² <https://new.mta.info/document/2831>

LIRR tracks on the line between Barclay Center in Brooklyn and Jamaica now run under the elevated central lanes of Atlantic Avenue. The side platforms of the LIRR East New York station are located under and to the west (left side of map) of NYC Transit's elevated Atlantic Avenue station on the Canarsie line, where "L" trains run.

The IBX tracks would enter the East New York Tunnel at its portal just south of East New York Avenue. That tunnel extends in a generally north, straight line under the LIRR tracks and a parking lot, toward Broadway Junction.

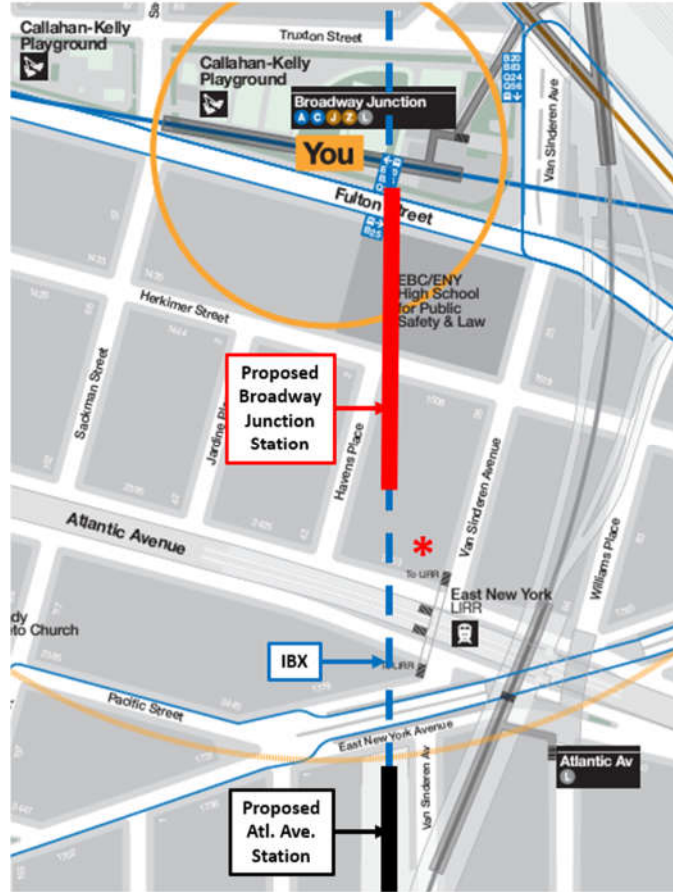
Current LIRR underpass entrances are located on Van Sinderen Avenue, on either side of Atlantic Avenue. LIRR riders can enter the East New York station by going down from these entrances, under the street-level, outer lanes of Atlantic Avenue and then up stairs to either LIRR platform.

The MTA consultants considered an underground Broadway Junction IBX station, with platforms north of the station entrance building, but concluded that their design for that station was too expensive. Therefore, instead of building an IBX station at Broadway Junction, they proposed that A, C, J and Z train riders transferring to and from the IBX line would walk approximately ¼ mile between the existing Broadway Junction subway station and the proposed IBX station at Atlantic Avenue, either by walking along the Van Sinderen Avenue or on an overhead "transfer bridge." I proposed a better alternative in my most viewed article, "There Should Be a Broadway Junction Station on the Interborough Express."³

The Atlantic Avenue Entrance Proposal

This proposal builds on my Broadway Junction Station proposal, which would place the IBX station platform in tube 2 of the existing four-tube East New York Tunnel, between IBX tracks in tubes 1 and 3. The present proposal relocates that station from north of the Broadway Junction station building (where a proposal by MTA consultants had placed it) to south of that entrance building, as indicated in red below:

³ <https://bqrrail.substack.com/p/there-should-be-a-broadway-junction>.



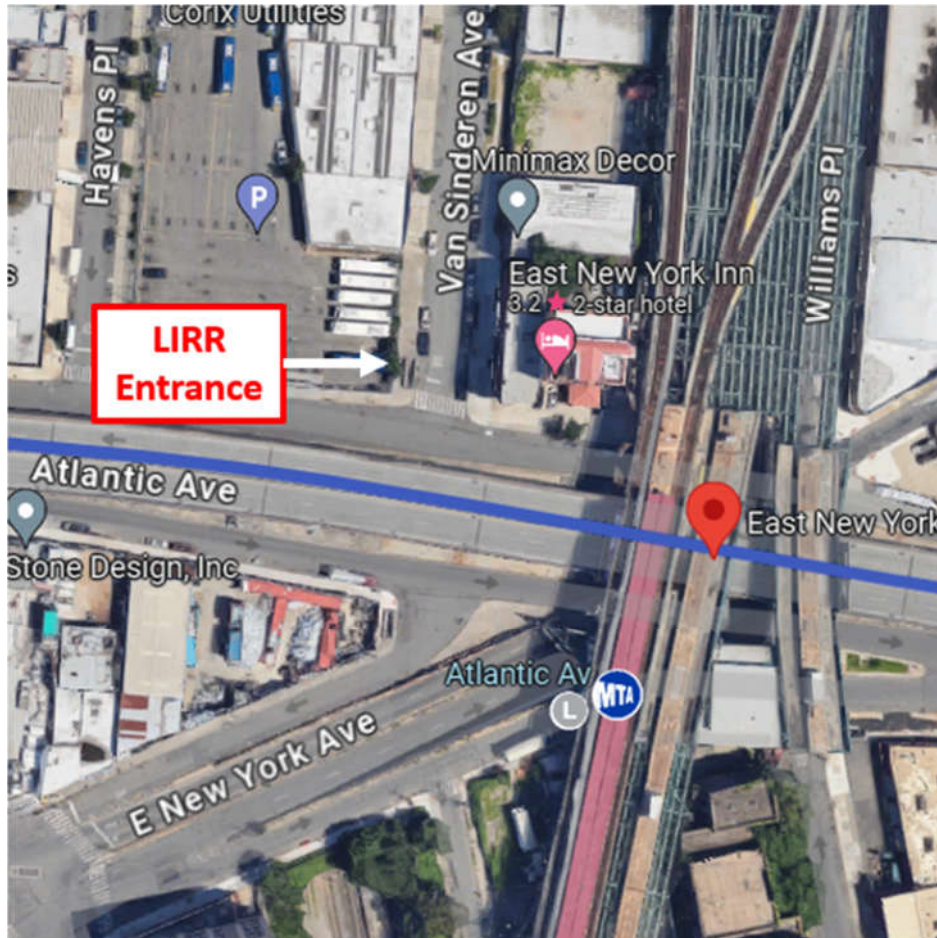
Rather than building an IBX “Atlantic Avenue” station south of East New York Avenue, a pedestrian passageway in tube 2 of the East New York Tunnel could connect the LIRR station with the Broadway Junction IBX station platform. Any necessary structures for stairs and elevator could be placed in and under the existing parking lot, located at the red * on the map above.

The proposed passageway and IBX platform would also provide a short, convenient, weather-protected route for LIRR riders transferring to and from the A, B, J and Z subway lines at Broadway Junction.

Additional Photos and Map

For better understanding, I offer the following photos and a map, marked to indicate elements of this proposal.

Aerial Photo of Atlantic Avenue Area



The blue line on this aerial photo indicates the location of the LIRR station, under the central, elevated lanes of Atlantic Avenue.⁴ Tracks and trees on the LIRR Bay Ridge Branch right-of-way, on which IBX trains would run, appear at the bottom of the photo. The portal of the East New York Tunnel is just south of New York Avenue. The tunnel continues straight under the parking lot near the LIRR underpass entrance.

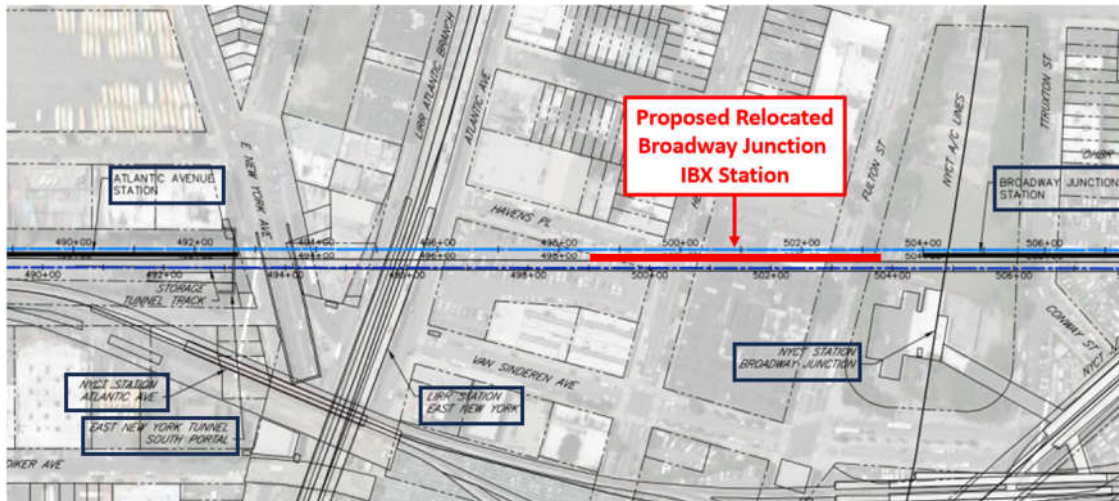
⁴ Google Maps, 2024.

Photo of Existing LIRR Underpass Entrance



This photo shows an LIRR East New York station underpass entrance (north of Atlantic Avenue), the parking lot behind it and the elevated section of Atlantic Avenue.⁵

Map



This map is from the MTA's IBX Interim Report,⁶ prepared when the MTA consultants were considering a Broadway Junction station with platforms extending north (right of map) from the station entrance building. The two IBX tracks are indicated in light blue. For clarity, I have placed boxes around the station names on the original map. The proposed, relocated Broadway Junction IBX station is indicated in red.

⁵ From Google Maps, Street View, Dec. 2022.

⁶ MTA, *Interborough Express, Interim Report* at [873/1041] (Jan. 2022).

Conclusion

A Broadway Junction station should be built in the East New York Tunnel, with platforms south of the existing entrance building. A pedestrian passageway should be provided from the LIRR East New York station, through tube 2 of the tunnel, to the IBX platform in that tube. No Atlantic Avenue station need be built on the IBX line, because the relocated Broadway Junction station will be just as convenient to the LIRR station, via the proposed passageway.

This article expresses the personal views of the author and does not express the views of his employer, or any client or organization. The author has degrees in law and physics, and has taken several engineering courses. After five years of work as an engineer, he has practiced law primarily in the field of patents for over 50 years, dealing with a wide variety of technologies. He is a life-long railfan and user of public transportation in the United States, Europe and Japan.