



PUBLIC COMMENT

BART Board Meeting

September 11, 2025

Item 6

LETTER #1: RECEIVED 08/18/2025 at 5:12p.m. from Aleta Dupree

Greetings Board President Mark Foley and Members.

Aleta Dupree for the record, she, her, with Team Folds.

I share with you my comments pertaining to the work and mission of the San Francisco Bay Area Rapid Transit District.

Written Out?

I consider matters of preparing written correspondence to you. While I have been attending and speaking at various kinds of Meetings for almost two decades, it is more recently that I have found an avenue to share through the writing of letters. I think back to around 2017, when Ken Duron was your District Secretary. Ken welcomed me into the BART space and helped me in very clear and understandable ways to engage more deeply with you. In considering that in Meetings, Public Comment is timed, I found that correspondence is also a way to share my thoughts with you. I admit that sometimes it is not easy writing letters to you. It can be cumbersome preparing letters on a small cellphone screen, especially given that virtual keyboards have no tactile surface indications.

I have written letters from a number of places, not just in my home office or a hotel room. I prepared one of my letters from onboard an airplane, a flight from Las Vegas to Oakland, I think. I mentioned in that letter to you that I was onboard an airplane while writing it. You see, I wanted to do something different on that flight, and so I lowered the tray table and started writing. At times we experienced turbulence, perhaps writing the letter helped take my mind off of that.

You see, I am profoundly afraid of flying, yet I have flown over a hundred times in the last four years. Most of the flights were short trips, between Oakland and Las Vegas. I think back to early March of this year. I decided to fly to New York. I was monitoring the weather, and I saw a forecast of thunderstorms in the Northeast. I considered putting the flight off for a day. Yet I had things that I needed to do in New York. I had a teleconference that next day. I didn't want to risk missing the afternoon conversation if the flight was delayed. The day after would be my birthday, and I very much wanted to be in New York for that.

And so I flew the first leg to Chicago with changing planes for the second leg to New York. I considered interrupting my trip in Chicago, and flying to New York the next day, when the inclement weather would have moved on. Yet it was very cold in Chicago, in the twenties, and I didn't want to endure an even colder night. And so I continued the trip onto New York. There were maybe forty people on the plane, maybe not many wanted to go to New York that day. And the flight was uneventful at first, and then it seemed like we were turning. The crew then told us we were in a holding pattern, and then we diverted to Pittsburgh. We waited on the ground for almost an hour, and then we went back up. It was very bumpy during the fifty minute trip to New York, and we landed, albeit arriving about three hours late. Then I used a bus and then the Subway to get to my hotel. And after leaving the Subway it was very windy and I wasn't able to use my umbrella and I endured several blocks of fast walking in a downpour until I made it to my hotel.

Yet I was able to begin my time in New York and do the things I wanted and needed to do. I was able to celebrate my birthday with a close member of my family in the Oyster Bar in Grand Central Terminal. Afterward we walked quickly through the Midtown section and later on I used the Subway to get back to my hotel. During the time of inclement weather I thought of "Home and Dry", by Gerry Rafferty, especially in using the "E" service of the Subway late at night to get me to my room. And sometimes I am "written out", and preparing correspondence to you doesn't come easy. Yet I often consider the messages of Mr Gerry Rafferty, and his sharing thoughts of New York City in his songs. Yet most of all, this idea comes

very easily to me, that BART is The Peoples System.

On matters of fare accumulation (also known as fare capping).

This is an open payment enabled fare gate array in the PATH Journal Square Station, Jersey City, New Jersey.



I bring forth matters of fare accumulation, also known as fare capping, in relevance to BART. I share with you that I have been experiencing fare accumulation more in recent weeks. You see, AC Transit offers daily, weekly, and monthly fare accumulation through a mobile platform, powered by Token Transit. I did

not understand the process at first but with the help of some of their senior leaders I have come to use this program. I then continue to share of my experiences in correspondence with the AC Transit Board of Directors. The messaging on their website has definitely become clearer.

Recently I was asked by a good friend of mine if I used BART that morning. In this particular case, I mentioned that I did not. You see, I used AC Transit to travel to my destination, and I made a deposit in accumulating fare toward the weekly limit. If I had used BART for this trip within Oakland, that would not have counted toward my AC Transit weekly limit, and that would have been extra money spent.

And so as I use AC Transit with fare accumulation, I have found that I am taking fewer trips on BART than I did before. I spend more on AC Transit than I did before, but only up to a specific limit. Yet as a result, I am paying less money into BART, and the ideal of The Peoples System.

There are times when I use BART within Oakland, there is the value added feature of time saved. That is helpful when transporting perishable items to my residence. Yet if I am not so constrained for time, then it makes more sense for me to use AC Transit, and accumulate fare toward the limit.

I think back to my times in New York, and using the OMNY (One Metro New York) fare payment system. You see, when I am in New York, I use the Subway, and very often at that. I average four to six trips on the Subway every day, yet I am only charged for the first twelve trips in a rolling seven day period. I sometimes use the bus network, but it is the Subway that offers the fastest and most efficient way to travel. It is important to remember that OMNY is a megaproject, given the size and scope of the program, which serves several million people per day.

I think back to earlier this year, when I conversed with several staff members at the Port Authority Trans-Hudson, also known as PATH. The PATH had completed deployment of open payments on its entire system, and was deep in the work of developing a reduced fare payment program. I asked of staff, do people ride PATH within Manhattan? The answer given to me was very few. I have used PATH within Manhattan a few times. This was mostly to experience the TAPP fare payment system, and to be able to later offer testimony at their Meetings. I also wanted to enjoy PATH, as I have done so since the fall of 1980, and now doing so while wearing a skirt at the same time. However, if I use PATH within Manhattan, such trips do not count toward the OMNY twelve trip accumulation in a seven day period. You see, fare accumulation is very powerful, and encourages people to use systems with fare accumulation more than systems that do not practice fare accumulation.

And so fare accumulation brings forth more questions about fare payment on our BART and other systems of Public Transportation in our beloved Bay Area. And for decades there has been competition between systems, as people choose which systems to use, and often first and foremost based on price. I feel BART needs to consider new possibilities for our fare products going forward. There are many, if not most, who use more than one transit system in the course of a day, or in a single trip. Given that, transit should be complementary and not competitive. I believe very strongly in the ideal that no one should ever pay more than they need to.

And New York City Transit performed a fare payment analysis. It was found that due to period passes not being fully used, that NYC Transit took in about \$40 million per year in overpayment. That was money that NYC Transit could use for its daily mission of serving the People of New York with its high quality transportation services. Yet NYC Transit is doing the right thing in making changes with the goal of only collecting money that reflects the trips taken by its users. And so at the end of this year, the MetroCard will no longer be sold. MetroCards will still be accepted for use on the System until a sunset date to be determined.

And so in this new space of open payment with fare accumulation, it would be interesting to see what the

uptake of plastic OMNY cards will be like over time. You see, not everyone has access to contactless payment cards and mobile devices. The plastic OMNY cards are available for those who need that option. I do not have a plastic OMNY card, as I am able to use my own payment card with Reduced Fares. This is applicable to both the bus network and especially the Subway, which I use often as I have said many times before. I might have to do Public Records Requests to see the statistics of the usage of plastic OMNY cards. I ask of you all to ensure the utmost of accountability and performance as we roll out open payments on our BART, especially ensuring most of all that the ideal of The Peoples System is upheld.

On Matters of the Fourth Track.

I consider the Oakland Main Line, that which runs between the Oakland Wye and MacArthur Station. I reflect on the Oakland Main Line having three tracks, two on the upper level for northbound traffic, and one on the lower level for southbound use. And yet this section of underground line surely looks to have been planned for four track operation.

You see, in a four track operation, the tracks on both levels, on the east side of Broadway would be used for service on the Southern Line, that which goes to Berryessa with a branch to Dublin-Pleasanton. The westbound tracks, on both levels would serve the San Francisco Line, through the Transbay Tube. Such would minimize conflicts in train movements by separating San Francisco and Southern Line trains north of MacArthur Station.

Perhaps my consideration of a four track BART in Oakland might not be understood. I can only relate things as I know them. A member of the Public that I know related to me the history of the third track in Oakland, which was planned for in the beginning but not installed until the 1980's.

(This is a screen capture of a detailed New York City Subway track map, from Vanshnookenraggen.)



Our Oakland underground mainline stations are reminiscent of the 63 Street-Lexington Avenue Station of the Subway, with phased opening of trackways, given that the Second Avenue Subway did not open until 2017. The connection between Second Avenue and 63 Street was built in order for Second Avenue trains to have access from the rest of the System. Eventually it is hoped that the Second Avenue Subway will be completed in full, from the Wall Street area north to 125 Street. There have been other plans to extend the line further, including a recent proposal for a westward extension to 125 Street and Broadway. There was

an early Independent System plan to connect the proposed Second Avenue Line to Court Street in Brooklyn. That never happened, and today the old Court Street Station is the home of the New York Transit Museum. There were other plans to bring the Second Avenue Line to the Bronx, such were considered redundant given the proximity of the Metro North Railroad. Yet four new ADA accessible stations are taking shape in the eastern Bronx as part of the new Metro-North Penn Access project.

And surely there are mysteries to be found in BART, of old plans for extensions that never made it off the drawing boards. I have heard about a proposed Geary BART, perhaps that would have been a four track line as is found in many parts of New York. I read that the Golden Gate Bridge was considered for an early version of BART, that was reportedly considered infeasible.

And so how do we consider historical aspects of our BART in plans long forgotten. There are many questions that could be asked. Perhaps BART in its early days considered a generating station, much like the 59 Street Generating Station in New York. This landmark building still has Interborough Rapid Transit Company signage. Might there have been revenue collection trains at one time? Perhaps they were painted yellow. Some of the power substations of the Subway are in architecturally distinctive structures some have original "City of New York" signage on them. Substations in New York are not only essential for basic operations but they also provide positive energy, as I have shared in Subway Committee Meetings. Could we have had a direct BART line to Oakland International Airport? I came too late, but I would have advocated for an extension of our original BART to Antioch instead of E-BART. Perhaps there are many things of the past on our BART that many do not know about. I feel we should be showcasing the deep and storied history of our BART, which might have originally been planned to have four tracks through Oakland.

I am simply an ordinary user of BART and other systems of Public Transportation. I have no special privileges, even with my sometimes incessant speaking and writing, I still pay the fares and follow the rules of conduct. Some of you have seen me pay fare on BART, and I always enjoy sharing time with you, both in the Board Room and out on the System. Gerry Rafferty often comes to mind, reminding me of many interesting places in New York City, especially Grand Central Terminal, but also including many places not often seen or talked about very much. BART is a system not easy to define, really neither Subway or commuter rail. Yet this ideal is very clear, that I share of and practice often, that BART is The Peoples System.

Wisdom of the nearly famous.

"Sometimes nothing can be a real cool hand." - Lucas "Cool Hand Luke" Jackson.

"It appears we have a vacancy brother, think you can fit in? I think so brother." - Brother Thadeus offering Brother Timothy a teaching job at St Basil Catholic High School, Sunset Park, Brooklyn, New York. (Heaven Help Us, 1985).

"District Secretary, would you please call the roll." - a familiar refrain from the BART Board Room dais.

This is everyone's Woodhaven Boulevard Subway Station, B Division IND, as depicted in the opening of "Soup for One", 1982.



Thank you.

LETTER #2: RECEIVED 08/25/2025 from Bernard Smits

Bernard Smits
446 Hudson St.
Oakland, CA 94618
(510) 652-6672
August 25, 2025

Honorable BART Directors;

In case you and the BART Board did not see this letter, attached is a letter sent by BART's Assistant General Manager, Operations, Shane Edwards presenting grave concerns about VTA's failure to provide prior notice of the August 11 press release on the twin bore cost report update and the lack of advanced discussion on the significantly scaled down version of the yard. Ultimately, Assistant GM Edwards formally notifies VTA that the yard concept presented at the VTA Audit Committee on August 14, 2025 is rejected.

This letter just begins to address the serious misrepresentations, unwise decision making and lack of transparency that have dominated VTA's efforts over the last several years. The fact that BART management has stood up and documented that both actions violate establish protocols, undermines the trust and coordination that have guided this partnership, and represent serious breaches of process seems to be too little and too late.

Please note that in AGM Edward's letter it specifically points to the Comprehensive Agreement's requirement that any changes affecting operation, safety, or long term system performance must be disclosed to BART. What the Agreement actually states (see section II. paragraph A.) "At the outset, VTA and BART agree that safety, customer service and convenience must be the primary focus of all planning, design, construction, and operation decisions in connection with the SVRT Project. (see section II. paragraph B. 1.) where it states that "the intent is to provide an extension of the BART system into Santa Clara to provide BART service to the people of Santa Clara County in a fashion that for the customer mirrors in every aspect service provided in the BART District. And (see section VI. paragraph B. 1. a.) in that "The Parties also recognize that BART must have final design approval on all items affecting operation, maintenance and safety"

VTA and the BSVII Project, with their lack of transparency, fake partnerships and misinformation have deviated so far from the Comprehensive Agreement that the public and now finally BART Management appears to be outraged.

A month or so back I requested that the BART Board establish a BART BSVII sub-committee since it appears that the Board gets more information from the public about the ill-fated BSVII project than the Board gets from BART management. So with all due

respect I hope that this letter will allow the Board to start to pry open this can-of-worms that VTA has been trying to hide from everybody and that the BART Board can reestablish the Comprehensive Agreement and the BART Standards to make this project the safer, cheaper to operate and maintain, and cheaper and faster to build BART system that was envisioned in 2001.

Thank you

Barney Smits P.E.

LETTER #3: RECEIVED 09/08/2025 AT 7:08a.m. from Aleta Dupree

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Board Meeting

Interim Secretary Bob Franklin, with thanks, please forward this message to the full BART Board for the next General Meeting.

Good morning Board President Mark Foley and Members.

Aleta Dupree for the record, she, her, with Team Folds.

I bring you my miscellaneous thoughts pertaining to the work and mission of the San Francisco Bay Area Rapid Transit District.

The Family Feud.

I consider the television program Family Feud, which first appeared on the scene with a pilot episode in 1975, and began regular broadcasts the next year. I can't call myself an expert on the matters of Family Feud, though I often enjoyed watching that when I visited my grandparents in Tamarac, Florida. At that time the show was presented by Mr Richard Dawson, a longtime television personality originally from England. During that era, Family Feud was taped somewhere in Los Angeles. As far as one can tell, Family Feud has never been taped in New York City. I would have liked to have seen Family Feud taped in New York City, I think I would have enjoyed it more. Certainly many of the contestants and employees of Family Feud would have used the New York City Subway to access the studio, which most likely would have been in a large and modernized Broadway theater. Perhaps in the introduction of the contestant families, there might have been mentions of taking the train into the legendary and historic railroad station that is Grand Central Terminal. I certainly would have attended taping sessions if the show was produced in New York City, and I would have used the Subway to travel there. Yet for a short time I lived in walking distance of Broadway, and passed by the many theaters on a daily basis. I don't have much experience with Broadway shows, I've found back in the 1990's when I've attended a few of them, it's a tedious affair. I am a tall person and the seats and rows were built for a generation that was on average a good bit shorter. Some shows had intermissions, and long lines formed for the restrooms, and it was quite late when the shows ended. I never felt comfortable at that time being out late at night, especially over on Eighth Avenue near Forty Second street, where there were still some low rent adult theaters, and public safety issues around and the Port Authority Bus Terminal. If I do see another Broadway show, I'll go at matinee time and in a more modern and accessible theater.

As much as I liked the early editions of Family Feud, especially with the version of the theme song with loud and kind of scratchy violins, I am concerned about Meetings. I speak of Meetings in general, not just about BART Meetings. I've seen things really devolve into bickering on the dais, and also from the Public Comment podium. Sometimes I feel like loudly playing the Family Feud theme on my phone to break things up, but I will not do that. I respect and follow the rules of conduct in Meetings, and I will not engage in distractions or disruptions. It is the Presiding Officer who has the authority to conduct Meetings in their appropriate manner. Yet I wonder at times about Presiding Officers being too tolerant or lenient in the conduct of these most important Proceedings. I believe that it's not just what you say but how you say it. This I practice all the time. I do often register disagreements, sometimes vehemently so, but I have respectful ways of doing such. Speaking at Meetings might be a right, but I believe there are

responsibilities as well. You see, my time is very valuable, and I want my speakings to count.

I consider the principle of inertia, and how such applies in Meetings. You see, there might be a parade of speakers all basically saying the same negative things, and disrespecting you along the way. Or you might be bickering amongst yourselves in Board discussion before taking Public Comment. And so the principle of inertia takes hold here, where I would rise for my two minutes of speaking, but is the previous negativity still taking up rent in your minds? And how does one reframe from that? How can I ensure that I am being heard given these challenges? Such is not like switching a light on an off, but more like trying to turn an aircraft carrier, it's long and slow.

I often attend Meetings of the Transit Security Advisory Committee, which was put into place in part for oversight of the processes pertaining to prohibition orders. I feel our biggest priority at BART Meetings is and should always be safety. And if conduct compromising safety is occurring in our Board Room, then a prohibition order should be summarily issued. I ask that you not forget about the importance of safety in our meetings, and not allow them to devolve into disorder. I ask that no one gets into feuding in the Board Room, but instead practices this most important of ideals, that BART is The Peoples System.

On matters of service disruptions.

I share with you my thoughts pertaining to the complete shutdown of service on our BART on the morning of 5 September, 2025. I have not experienced this issue personally, given that I am in the Peninsula area south of Millbrae. Yet in reading about this issue, I am deeply disturbed. I am following the news as this situation progresses. The complete shutdown of BART is definitely disruptive to the lives of many. I'm sure a large plurality of regular BART riders are trying to get to work. Some are going to school. Some might have worked night shifts and are trying to get home. I am especially concerned for those who are trying to get to medical appointments. And then there are the many who need to get to and from our airports, often with baggage. And how can one in the East Bay effectively make it to San Francisco International Airport to get on an international flight that only leaves once a day? I have always been of the opinion that the BART SFO Connector is one of the greatest pieces of transportation infrastructure in our beloved Bay Area. And yet in this disruption, that route is not available.

I have to ask myself, why are these things happening on our beloved community institution that is BART? And this is not the first time this has happened, but it seems like each time this happens the effects are more profound. I try not to let biases in the news affect my understanding of these things. I believe in the basic premise of BART, and I want BART to always be taken seriously. Yet I remember the days of the New York City Subway with the graffiti and broken lights in stations and all kinds of other problems. And even though many believed in the importance of the Subway, there were others who considered the Subway to be an embarrassment. And it took strong leadership to move past those issues and build a safer and more reliable Subway.

I'm sure if I was in one of your seats, with the authority to do so, I would call an emergency Meeting. I would have the entire team in the room and I would be asking questions and expecting appropriate answers. At times I would rise from my seat and say, I am having trouble enjoying my egg and smoked salmon benedict right now. I might have two glasses of water without ice, or maybe a pitcher nearby. You see, to have disruption of service like this is not reflective of the good name of BART. Such is not exemplifying ideals steeped in tradition and history, as the Subway has practiced since its inception in 1904. I'm sure I would mention the words of Gerry Rafferty, and maybe put plane spotting on the big screen. I certainly would make mention of Grand Central Terminal and the importance of its location in New York City. I'm sure some in the room would ask, why are you being so hard today, calling a Meeting like this? I would vehemently reply, this is about upholding the ideal of The Peoples System.

And there has to be accountability here. I might not be understood, but your General Manager Bob

Powers continually leads with clear and understandable direction. I know Bob as always operating with the highest levels of integrity and capability. And these problems are not exclusive to BART, but happen on other systems as well, including those in New York. And yet these things keep happening, with what some would perceive as regularity. And are problems such as these becoming expected? Will our community not be surprised when these issues come up? And we have to ask why our BART is having these issues? And I'm not satisfied when some mention the situation of old infrastructure. There are sections of the New York City Subway that entered service in 1904, and Grand Central Terminal was opened in 1913. Yet I expect these systems to operate just as reliably as something much newer. I do not want our BART to repeatedly have to engage in damage control in explaining these issues to what might be an increasingly skeptical Public. It is my hope that in your next Board Meeting that this matter of service disruptions will be agendaized for discussion, with Public Comment being allowed for as well.

On Matters of Accessibility.

I proffer to you my thoughts on accessibility, and the things we can do to build the best BART that we can have. I am a person with profound disabilities, as I have said many times before. And I am not always understood. But I know this, your General Manager, Bob Powers is one of the strongest advocates I know when it comes to accessibility on our BART, and Public Transportation in general. And Bob gives clear and understandable direction when it comes to maintaining and ensuring accessibility on our BART. I think back to a few months ago, when the BART Accessibility Task Force had a meet and greet reception, with food. Bob Powers was there and generously shared his time and thoughts, in being willing to listen and learn more about accessibility issues and work toward continuous improvement. And several of you on this Board also attended and shared your time and thoughts at this event as well. I do feel that Bob Powers has always been responsive to my needs and concerns on matters of accessibility.

I do feel BART has more work to do in ensuring that accessibility is maintained throughout our system. I am not just talking about infrastructure such as elevators and escalators, but the importance of interactions. It is my hope that in our BART that greater awareness of accessibility can be practiced among our front line employees. I would like to see strong and comprehensive training programs so all employees of BART will know how to ensure courteous and respectful treatment of our Senior and Disabled users. I certainly feel messaging about inclusion when it comes to our elevators is absolutely essential. You see, the New York City Subway has comprehensive messaging letting the Public know that the elevators are available for everyone to use, in their appropriate and intended manner. I feel we at BART need to ensure that messaging as well. Our BART is a leader in accessibility, and has been so since its inception. Yet we cannot take that for granted. I would like to see you as a Board be unanimously advocating for accessibility. And part of that is sharing on these matters, especially in Meetings, as I often do in Public Comment. I should not have to worry if I will be allowed to use the elevators, and I should never have to offer up a justifying reason. And so far I have always been able to use the elevators. Yet I often use the stairs, saying to myself, in New York sometimes the only way out is by climbing the stairs. I am grateful that BART has elevators and I want to be supported in being able to use them freely in their intended manner.

I share with you that it is often hard to be in groups of people with disabilities that I've seen around the country. Some I have come across are just plain mean, and have proverbial chips on their shoulders, and project endless streams of negativity in Public Comment. I'm really not getting why that happens. Disability is never an excuse for bad behavior. And that negativity is not how the cause of improved accessibility is advanced. I really enjoyed the presence of the late Christine Arseneault, who welcomed me into the accessibility space when she chaired the BART Accessibility Task Force. I do what I know to do, and that is to share what I know and experience in your Meetings and in the writing of letters.

I do believe that there are many good people who work at BART, and performing their assigned tasks with appropriate professionalism. That being said, I believe there is more work to do. The importance of

“soft skills” must never be underestimated or dismissed. You see, people who have disabilities are often misunderstood. I find myself misunderstood even in communities of persons with disabilities. It is one thing to be disabled, and it is another thing entirely to be a Disabled Veteran. There are many things about military service that are not known and not discussed with the public at large. And our Bay Area has a sordid history of the marginalization of Veterans going back to the Vietnam War. And I have to advocate vehemently when most can just take things for granted. I am concerned about people with disabilities potentially being unjustly detained, ejected, or denied service, simply for who they are, as opposed to having to answer for misconduct. And where is the oversight of that issue, if that oversight even exists? Disability is never an excuse for evading fare or breaking the rules of conduct. I can only share what I know and hope I will be understood, or at least listened to. But your General Management team of Bob Powers and Michael Jones are consistently responsive to my concerns about accessibility when I raise them in your Meetings and out on the system. I ask that you not rest on your laurels when it comes to accessibility. The Subway certainly isn't resting, given a generational program of building more than three hundred accessible stations throughout its network. The Subway chooses to make these investments, in upholding its traditions of being a space to serve anyone who respectfully engages.

I can only share with you things as I know them. I am very different, and in many ways. I did receive the newest Covid-19 vaccine recently, making me part of a seemingly shrinking minority in doing so. Yet I do this, regardless of what others think, because I need to do what is right for myself. And I did so while wearing a skirt at the same time. I hope to return to New York in cooler weather and visit many interesting places. When there I often listen to the works of Gerry Rafferty, who was surely thinking of New York City in working on his songs. I might walk past a Broadway theater, and say loudly to myself, “live from New York, it's the Family Feud”. Yet when I am here in the Bay Area, and riding on BART, I often think of this ideal, and I share it with others as well, that BART is The Peoples System.

Wisdom from the learned.

“Cause you believed in me, through my darkest night. Put something better inside of me, you brought me into the light.” - Gerry Rafferty, in reflecting on exiting the Park Avenue Railway Tunnel and going into the light.

“A man's got to know his limitations”. - Harold Francis “Dirty Harry” Callahan.

“Now is not the time to bicker, but to build.” - Aleta Dupree.

One must never underestimate the importance of big elevated Subway stations.



This is the divided approach to the Queensboro Plaza Station (7 service, A Division, IRT, and N, W services, B Division BMT), this is the only station that has cross platform transfers between the A and B divisions.
Thank you.