



Reintroducing

the **QueensLink**

Connecting Communities with Rails & Trails

QueensLink is a unique opportunity to build BOTH rails and trails on the abandoned Rockaway Beach Branch!

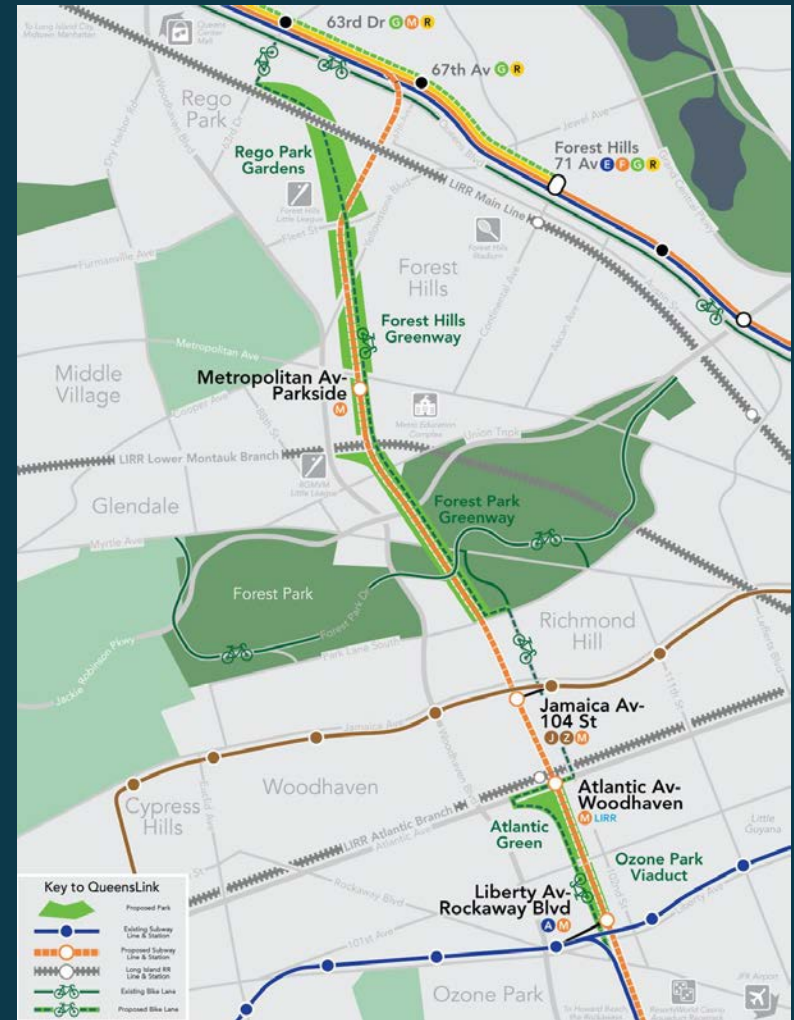
From Queens Center Mall to the Rockaways, we can connect communities with the borough's FIRST north-south subway, with 4 new stations, and 33 acres of new parks with protected bike paths.

The QueensLink can be broken into three sections:

North: Rego Park Gardens, Forest Hills Greenway, and the Metropolitan Station & Overlook

Middle: Union Crossing, Forest Park Greenway, and Jamaica Ave Station

South: Atlantic Ave Station and Green, Ozone Park Viaduct, and Liberty Ave Station



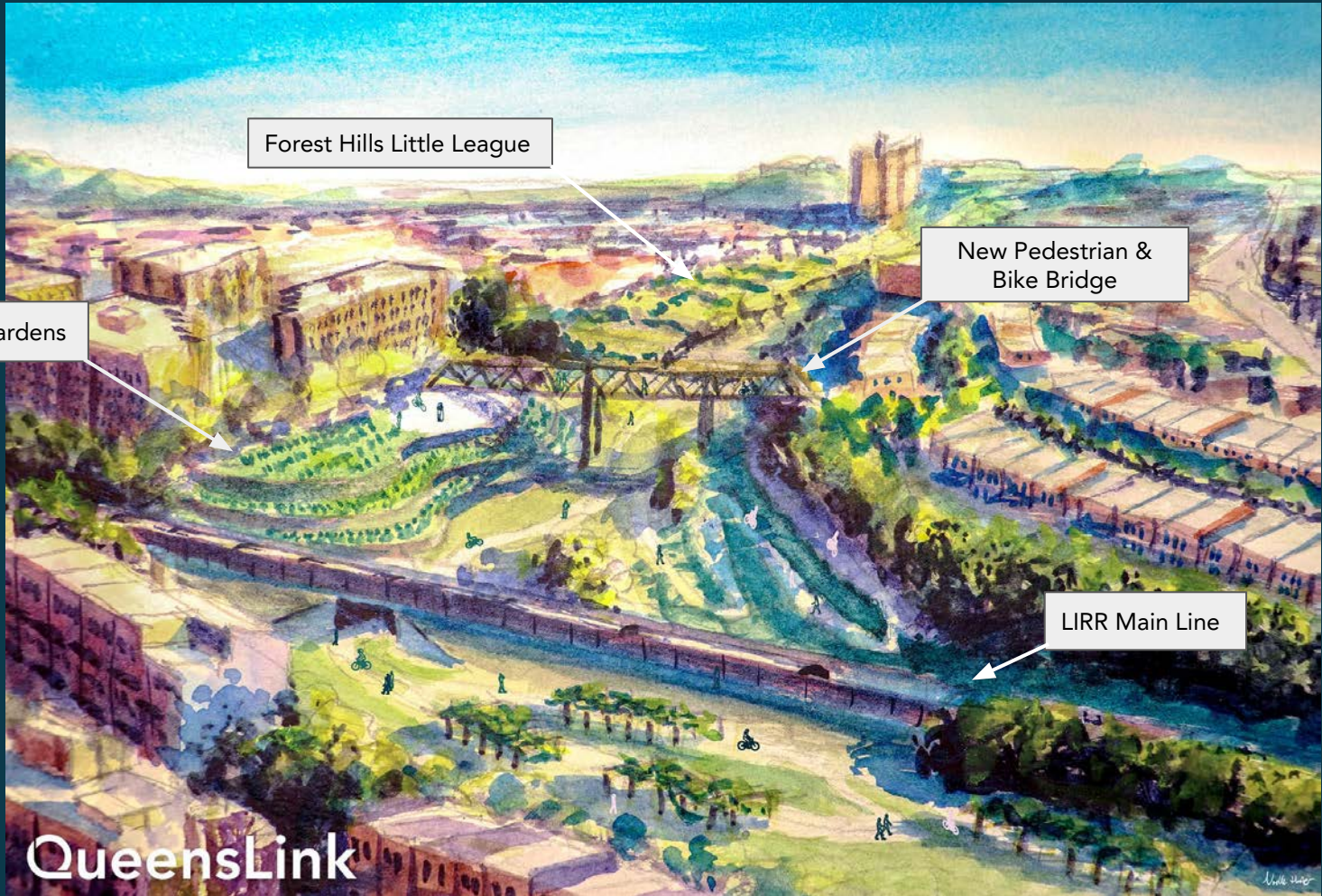


Forest Hills Little League

LIRR Main Line

QueensLink

Before: Looking south over the abandoned White Pot Junction between Forest Hills and Rego Park



Forest Hills Little League

Terraced Gardens

New Pedestrian & Bike Bridge

LIRR Main Line

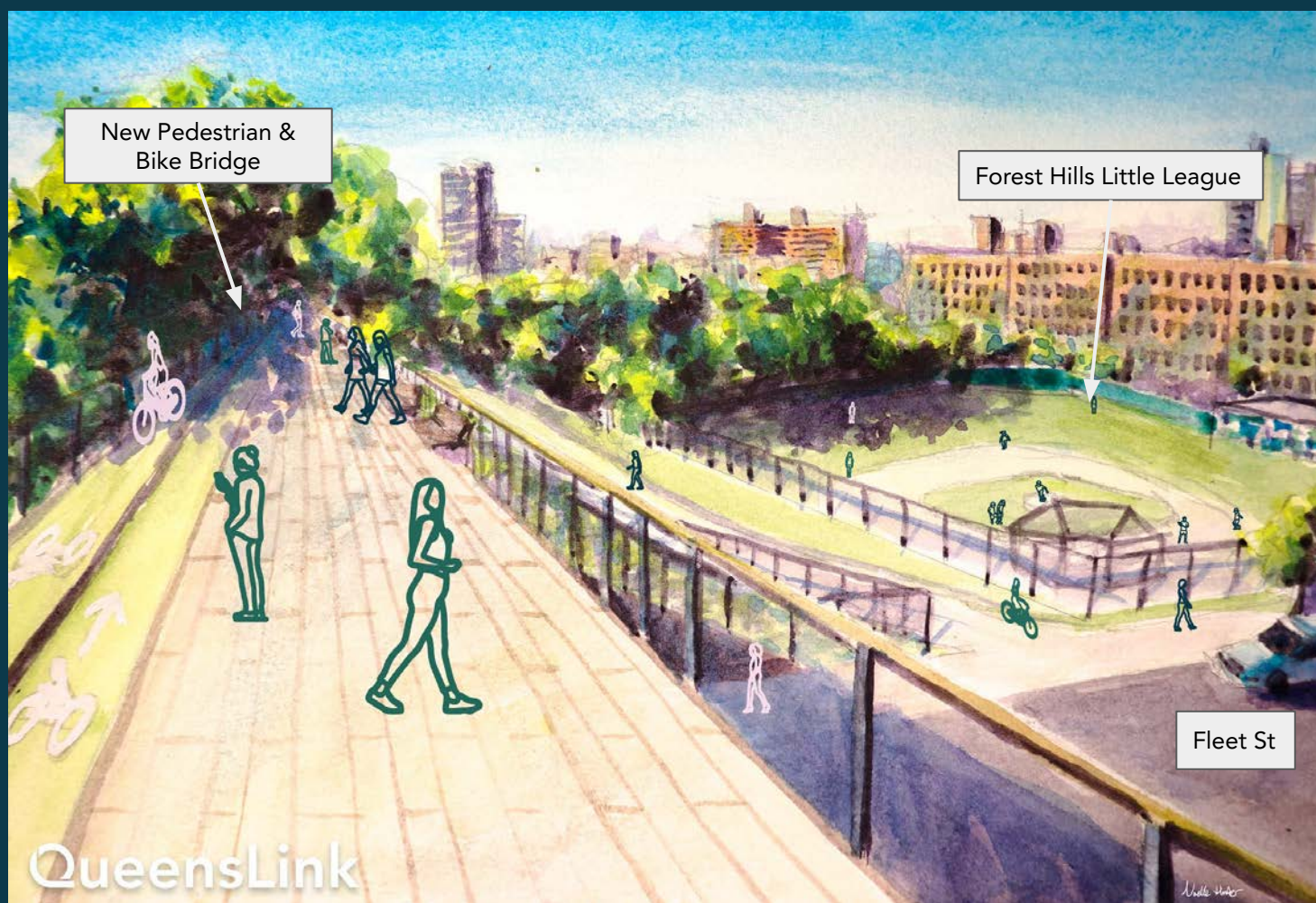
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After: Looking south over Rego Park Gardens Park

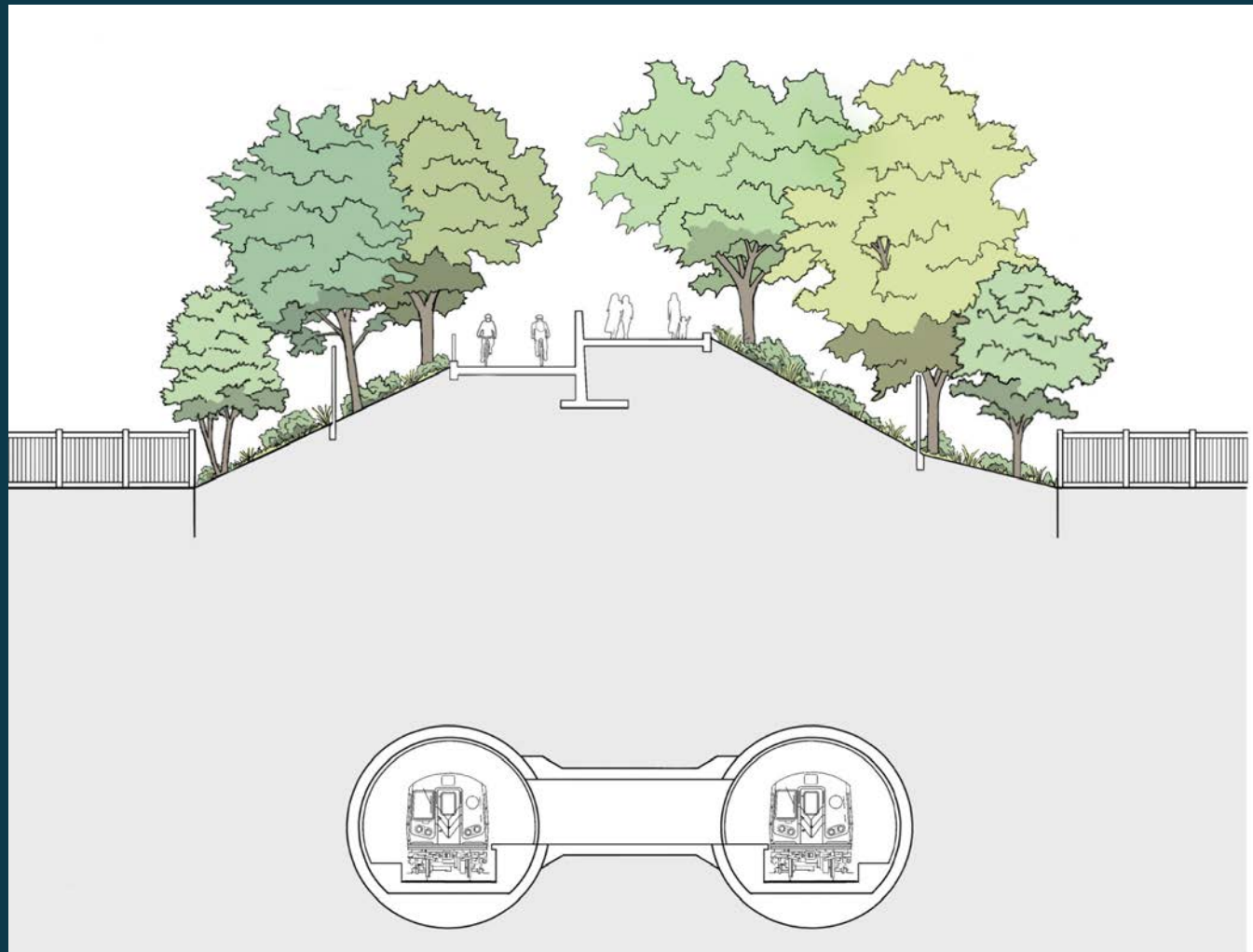


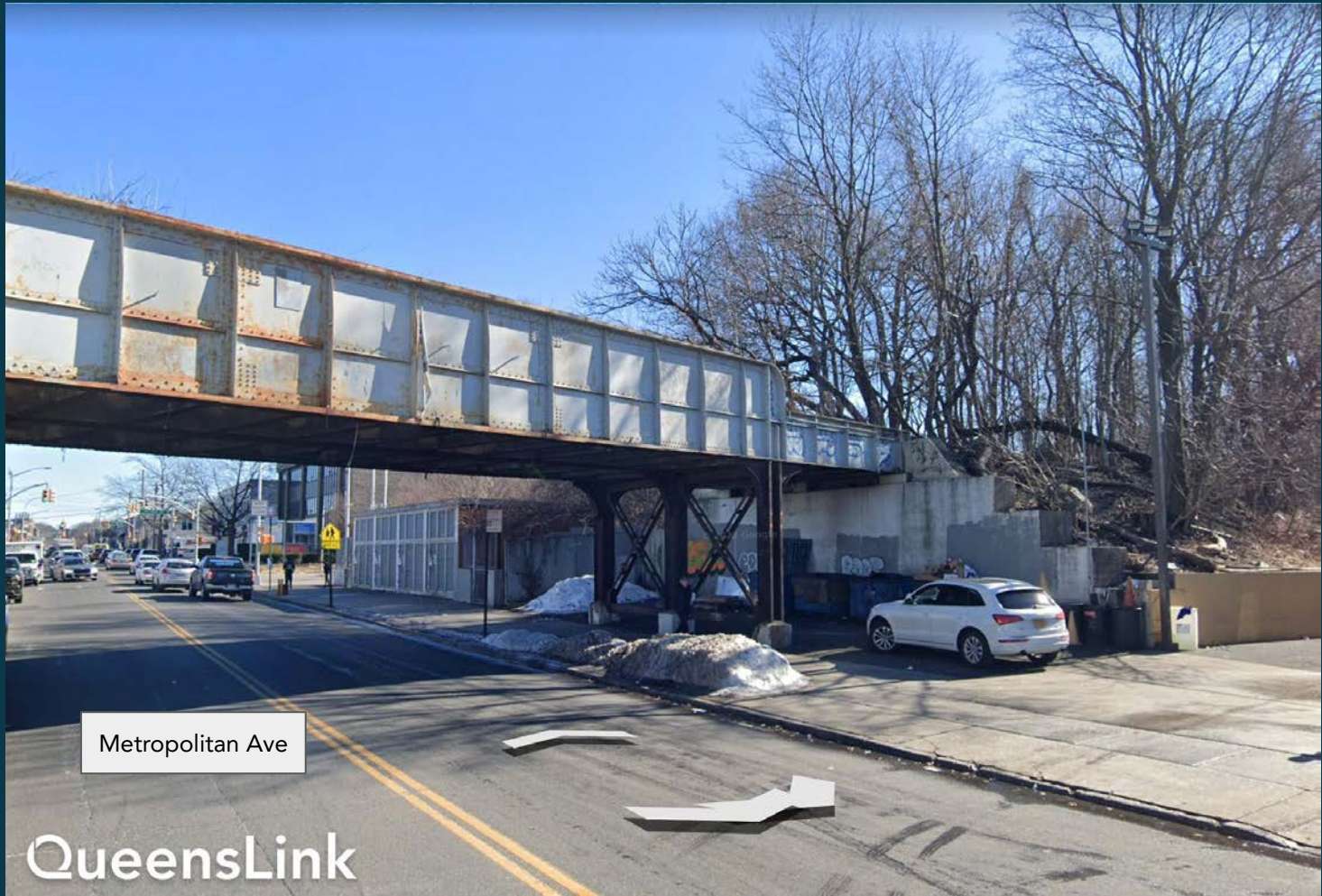
QueensLink

Before: A typical view along the abandoned Forest Hills embankment tracks.



After: Looking north over Fleet St over the new pedestrian and bike bridge.





Metropolitan Ave

QueensLink

Before: Looking east along Metropolitan Ave and Trotting Course Lane at the abandoned bridge and embankment.



New Pedestrian & Bike Bridge

Metropolitan Overlook Park, on the roof of the new subway station

Metropolitan Ave

New Metropolitan Av-Parkside subway station

QueensLink

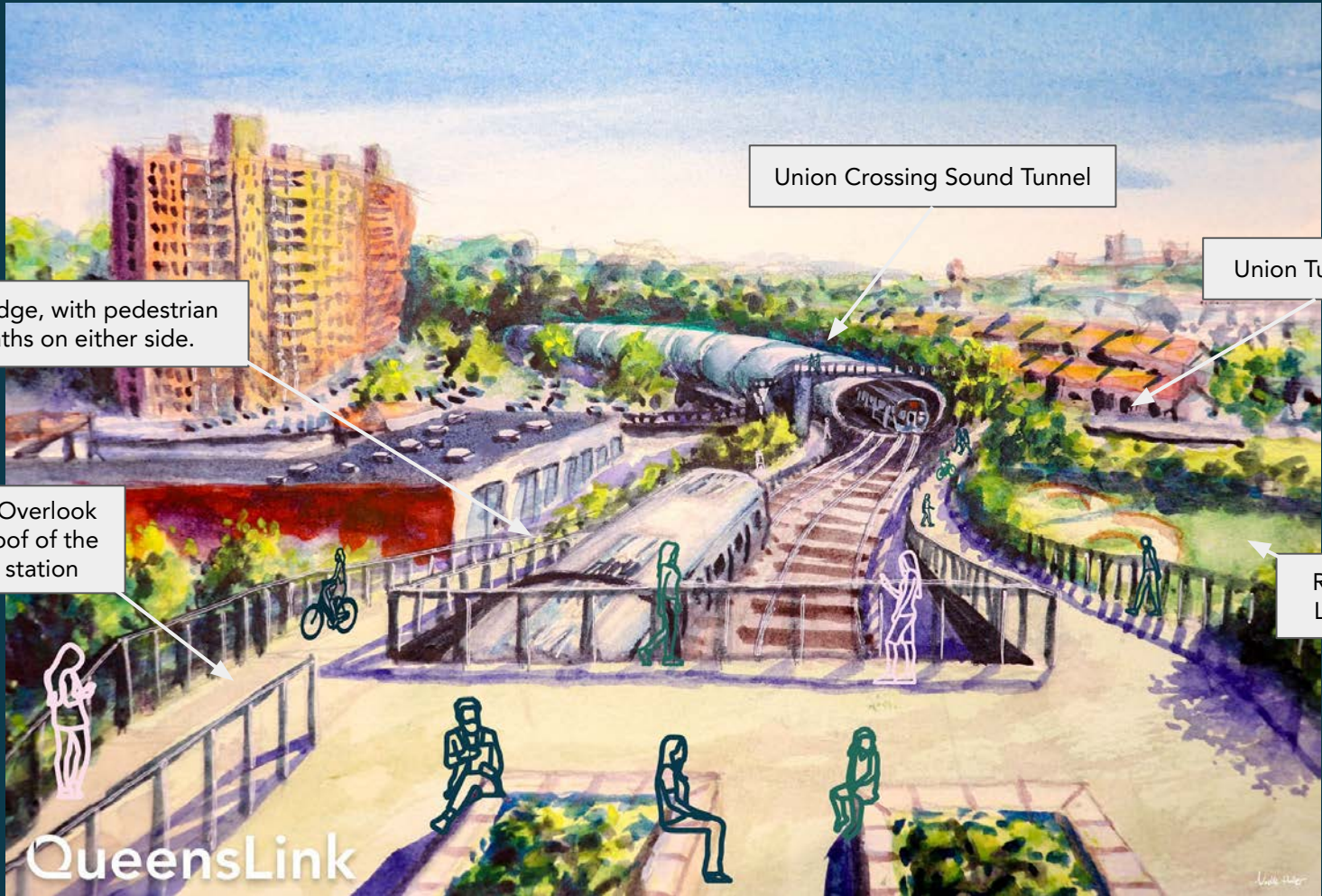
EUS

After: Looking north over Fleet St over the new pedestrian and bike bridge.



QueensLink

Before: Looking south along the abandoned right-of-way as it passes over the LIRR Lower Montauk Branch and Union Turnpike, past the Forest View Crescent.



Union Crossing Sound Tunnel

Union Turnpike

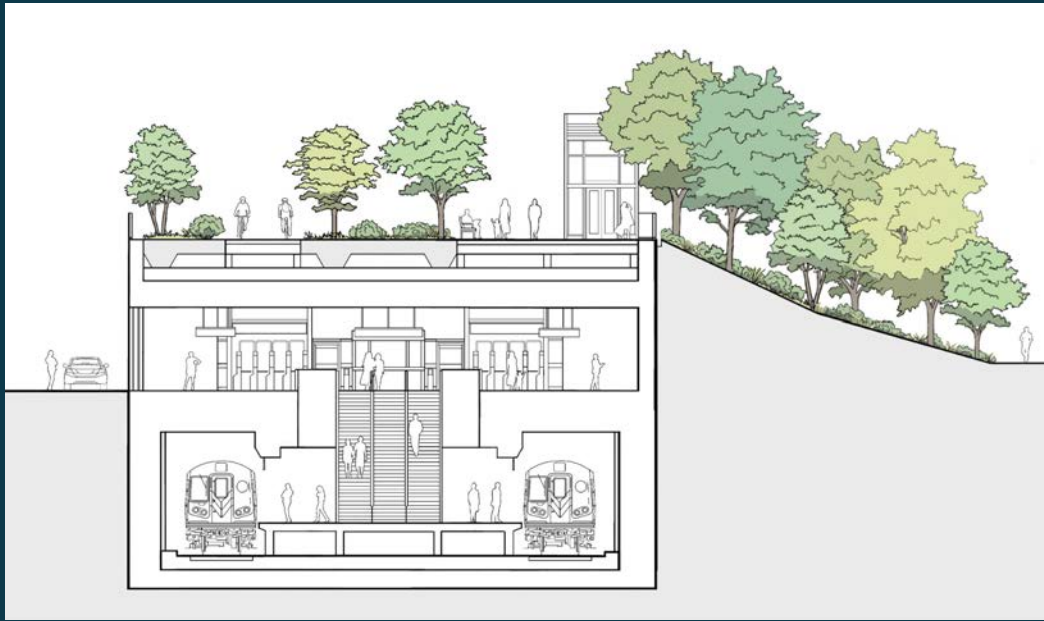
New Train bridge, with pedestrian and bike paths on either side.

Metropolitan Overlook Park, on the roof of the new subway station

RGMVM Little League Fields

QueensLink

After: Looking north over Fleet St over the new pedestrian and bike bridge.



Looking south at Forest Park Drive, showing restored train service, with walking and bike paths alongside.

A bike ramp would connect the Forest Park Greenway with existing paths in the park.



Forest Park Drive

Victory Field



Passing Peacefully Through Woodhaven and Richmond Hill

Due to the close proximity of neighboring buildings to the Rockaway Beach Branch right-of-way, no park would be possible through Woodhaven and Richmond Hill with QueensLink's plan. Instead, the existing tree-laden setback along the right of way would be used as a natural sound and vibration barrier between the new tracks and adjacent homes and businesses.

Improvements in sound mitigation over the last decade have provided several options to eliminate the vast majority of sound coming from railways. Envisioned here is the permeable sound barrier option, which redirects the sounds of passing trains upwards and adds privacy for local residents with foliage growing directly from the wall.

Perimeter Fencing

Nine-foot fence along the base of the embankment separates backyards and prevents unauthorized access

Vibration-Absorbent Trackbed

Continuously welded track, damping pads, and a concrete base isolate the vibrations of passing trains

Rebuilt Abutments and Bridge

New abutments support rail trestle bridge and earthen embankments on each side of the road

Living Sound Barrier

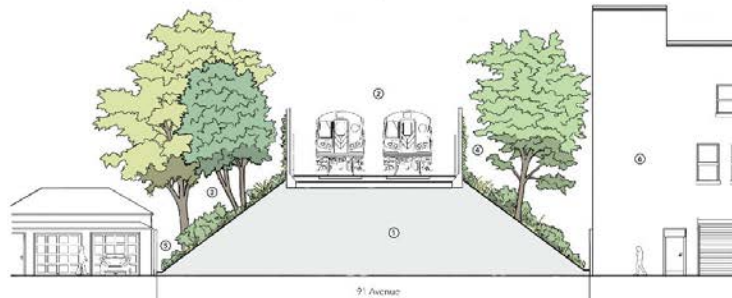
Fourteen-foot sound barrier features modular "plant pockets" combining to create a foliage cover. These barriers will not only provide peace and tranquility, but also a layer of privacy to residents along the track

Natural Privacy Setback

Sloped embankment separates track level from street level with a variety of native trees and plants

Residential Backyards

Backyards of private residences line the track between Atlantic Avenue and Park Lane South



Section at 91st Avenue

1. Existing railway embankment made of compacted soil
2. NYCT right-of-way and maintenance walkways
3. 25' natural sloped setback made up of native trees and plant species
4. 14' permeable sound barriers on each side
5. 9' metal fencing on each side
6. Neighborhood residences and businesses along the right-of-way



J/Z train on Jamaica Ave

↑ Exit Jamaica Avenue & 101 Street
24 hour booth
via passageway

↓ Exit

↓ Exit

Jamaica Avenue

QueensLink



View from the new Jamaica Ave station platform.



QueensLink

Atlantic Ave

Before: Looking north at the abandoned LIRR Atlantic Ave station, between 98th and 102nd streets.



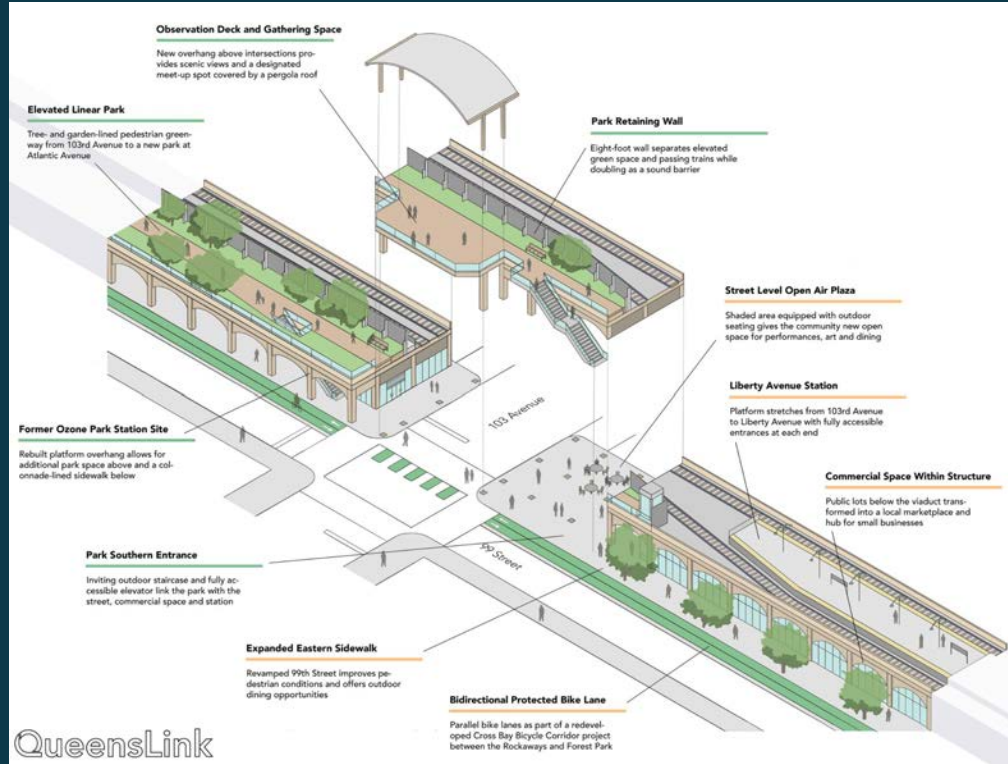
New Elevator

Connection available to a reopened LIRR Woodhaven station (underground)

New protected bike lane on the median of Atlantic Ave

QueensLink

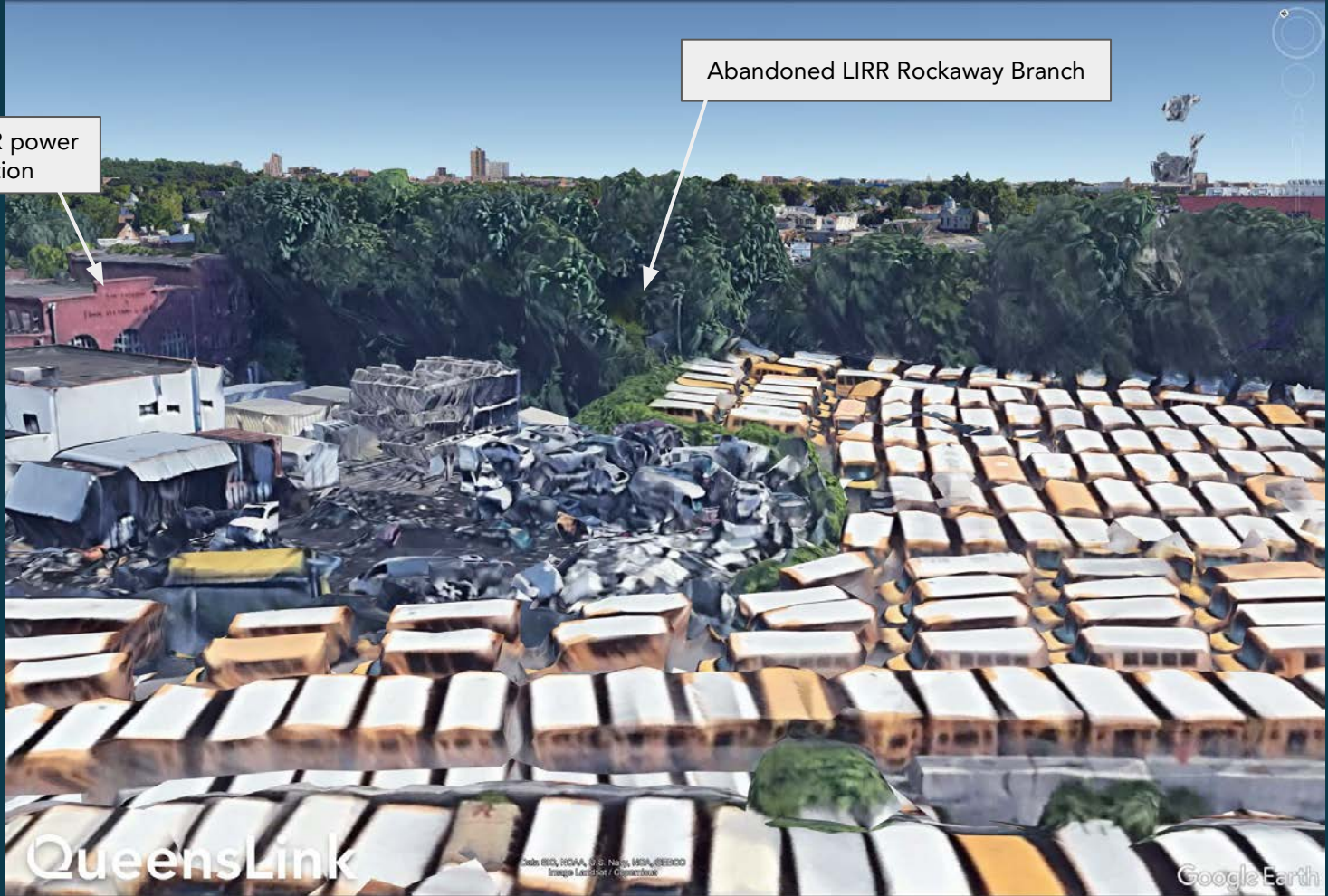
After: The reopened Atlantic Ave-Woodhaven subway and LIRR station.



Ozone Park creates the possibility for two unique park spaces: The Atlantic Green, built on city-owned land, and The Viaduct, an elevated park built alongside subway tracks, with public and commercial space on the ground level.

Former LIRR power sub-station

Abandoned LIRR Rockaway Branch



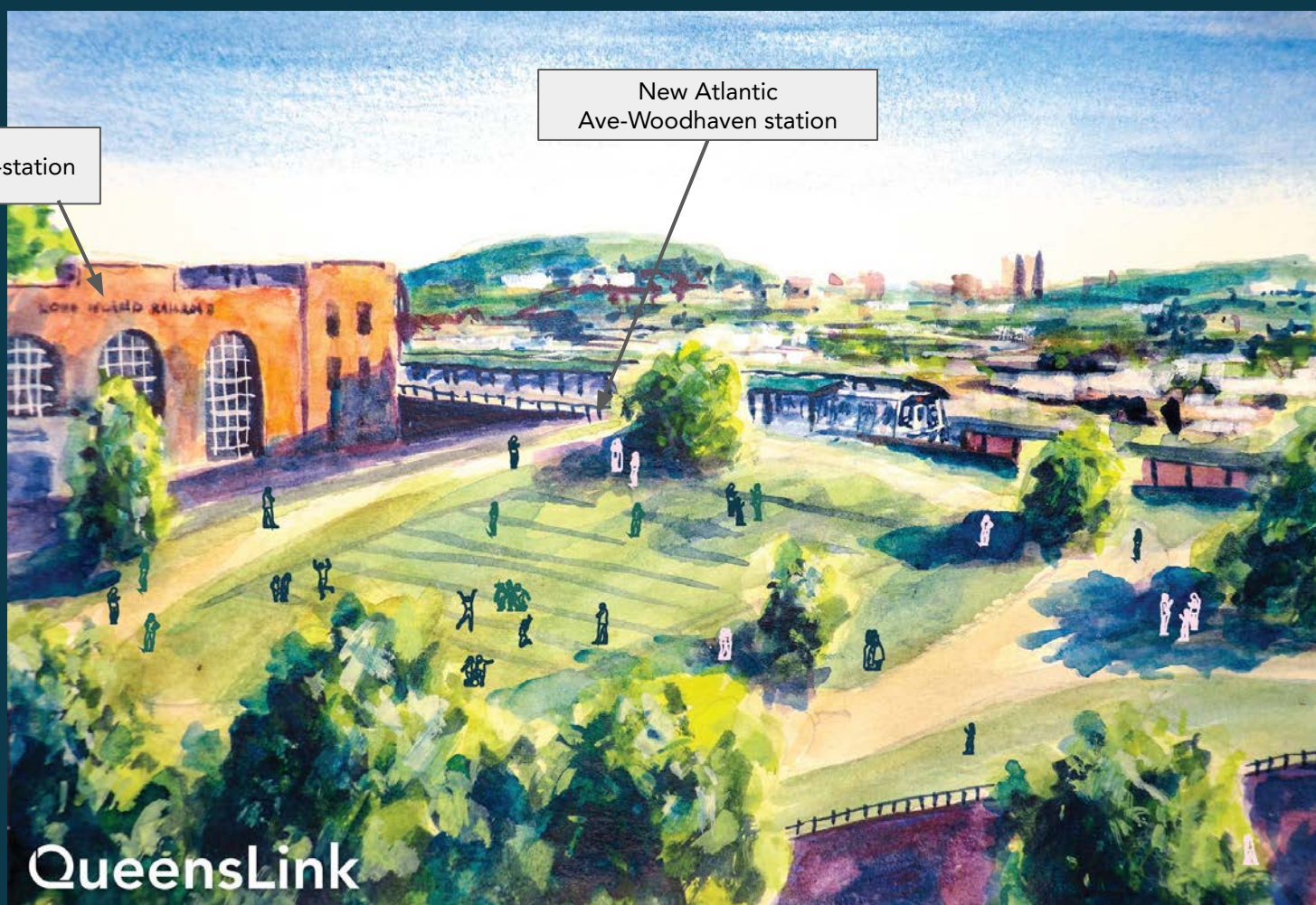
Before: Looking east over the Logan Bus parking lot, built over the unused LIRR right-of-way.

Rebuilt sub-station

New Atlantic
Ave-Woodhaven station

QueensLink

After: The new Atlantic Green Park next to the Atlantic Ave-Woodhaven station





97th Ave

Abandoned LIRR Rockaway Branch

99th St

QueensLink

Google Earth

Before: Looking north at 97th Ave and 99th St, showing the disused viaduct and abandoned tracks.



Bidirectional bike lane

97th Ave

New elevated park, separated by a sound wall from subway tracks

Replacement parking under the viaduct

99th St

QueensLink

After: The transition between the Atlantic Green and Viaduct park, showing new bike and walking paths.

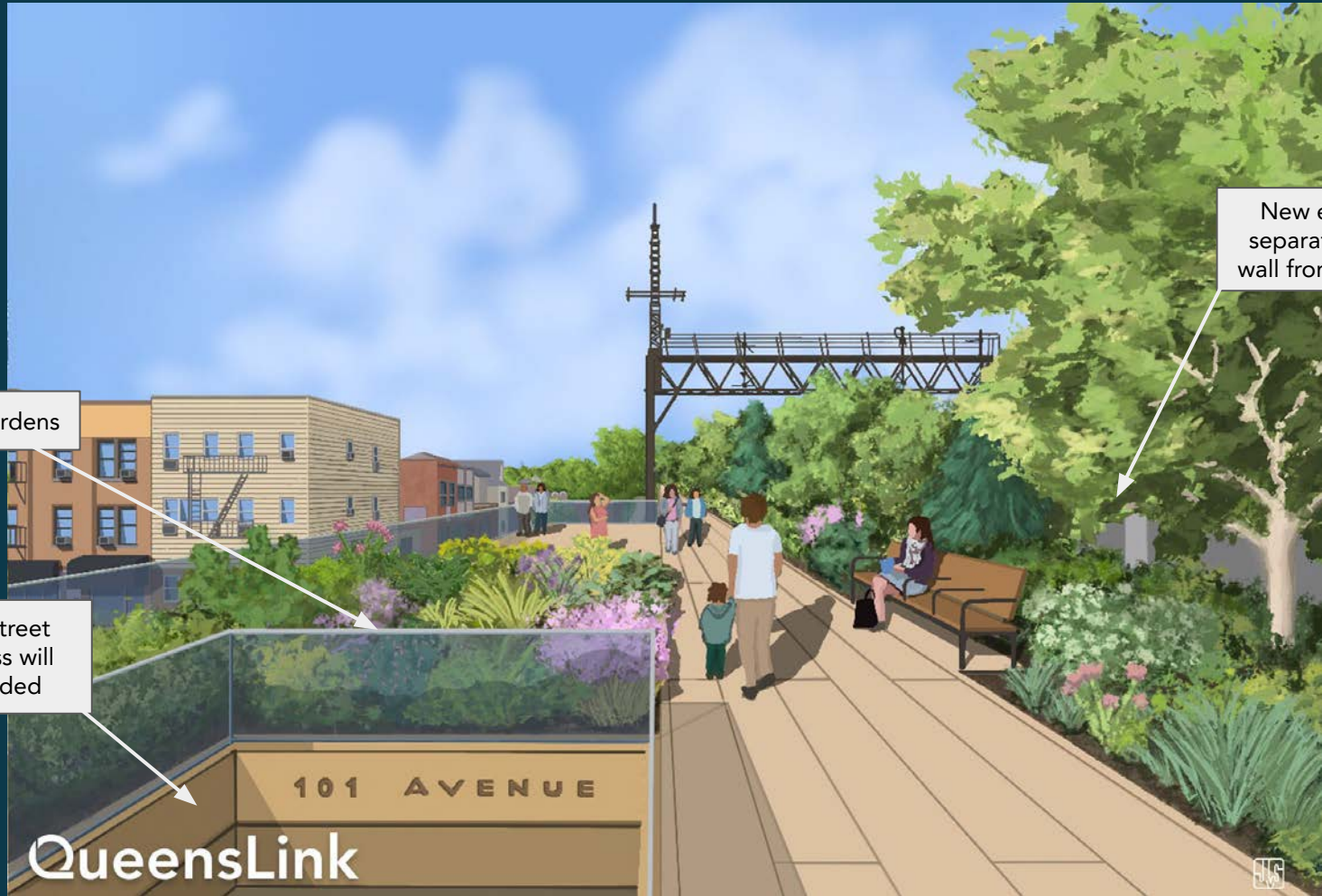


Abandoned LIRR
Ozone Park station

Abandoned LIRR Rockaway Branch

QueensLink

Before: Looking north at 101st Ave on top of the viaduct, showing the abandoned platform of the LIRR Ozone Park station



New roof gardens

New elevated park, separated by a sound wall from subway tracks

Stairs to the street Elevator access will also be provided

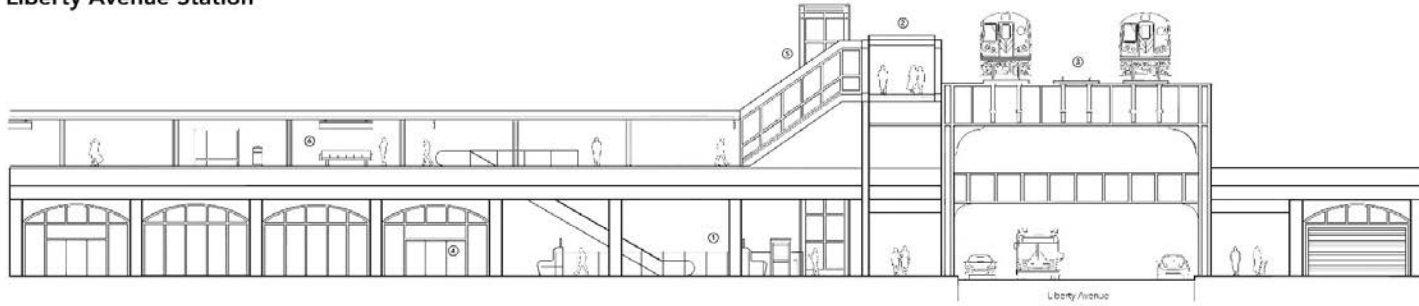
101 AVENUE

QueensLink



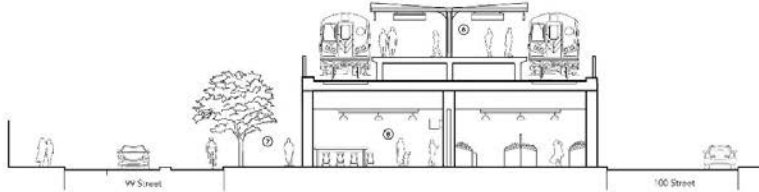
After: The new rooftop park on the Viaduct. Subway tracks shielded by sound wall and plants.

Liberty Avenue Station



West Elevation at Liberty Avenue

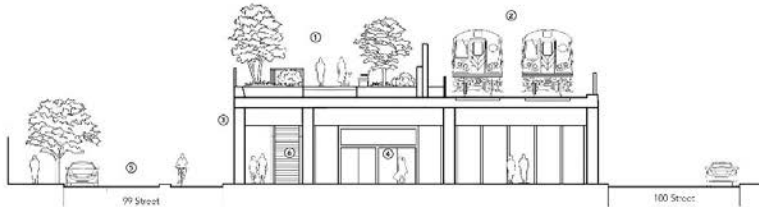
1. Southern fare control area (Primary station entry and egress)
2. Elevated passageway to Rockaway Boulevard Station (A)
3. NYCT (A) elevated structure
4. Entrance to commercial space within viaduct
5. Elevator connecting passageway, platform and street levels
6. Station platform and canopy



Section between 103rd Avenue and Liberty Avenue

7. Expanded 99th Street eastern sidewalk
8. Multipurpose commercial space with restaurants and other local businesses

Elevated Linear Park



Section at 103rd Avenue

1. Garden-lined pathway with seating and views, leading to new Atlantic Green park
2. NYCT right-of-way and maintenance walkway
3. Collonade along expanded 99th Street eastern sidewalk
4. Entrance to commercial space within viaduct
5. Revamped 99th Street with protected bidirectional bike lane
6. Open air staircase to elevated park



Abandoned LIRR Rockaway Branch

A train to Lefferts Blvd

99th St

QueensLink

Google

Image capture: Nov 2020 © 2023 Google

Before: Looking east at the existing viaduct at Liberty Ave. Current viaduct has commercial and industrial spaces below the tracks.

New Liberty Ave station



New elevated passageway connecting the Liberty Ave station with existing Rockaway Blvd station

New commercial space and station entrance

After: The new Liberty Ave station at 99th St, with commercial space on the ground floor, and passage to Rockaway Blvd.



Thank You



Joint Transit Association

Dear the NYC City Council,

We, the members of the Joint Transit Association, are in support of a pilot program testing regional rail on the LIRR Port Washington Branch. As eastern Queens continues to grow, we believe the Port Washington Line is uniquely fit for a regional rail-like system, especially given its separation from Jamaica and the rest of the LIRR network. The benefits of a regional rail system would include:

- Lowered, subway-like, fares within city limits, to make the Port Washington branch more attractive to 7 train users in Flushing and eastern Queens.
- More frequent, subway-like frequencies to boost ridership and flexibility, made possible by the opening of the East Side Access project.
- Faregates would alleviate a conductors' need to check tickets at every fare zone.
- Longer trainsets to support the new influx, and platform extensions at specific stations (ex. Murray Hill)
- Decreased congestion on the 7 train, one of the most overcrowded lines in the network
- Decreased congestion at Flushing, as fewer riders would need to transfer onto buses to continue their trip further east
- Lowered CO2 emissions
- Transit Equity to the neighborhoods of Aburndale, Murray Hill, Bayside, and Little Neck

Regional rail is valuable in that it does not require a complete overhaul of physical infrastructure, nor does it require building out massive new station amenities. Regional rail can be done with willpower. But for regional rail, we are asking for a pilot program at the Port Washington Line in order to study the feasibility of what could be potentially a life-changing system for many. A pilot program would involve the following:

- 6 minute service on all stations west of Great Neck
- \$2.90 fare within city limits, with a \$7 fare on other stations

We look forward to working with you to better serve communities we come from, and we want to open the floor to more communication and meetings along the way.

Thank you for your time and consideration,

Joint Transit Association

Anthony Phung

8/17/23

Queenslink and Port Washington Regional Rail

I am writing this to the Committee of Transportation and Infrastructure to state the increasing need for the Queenslink project and the LIRR Port Washington regional rail. First, the Queenslink project, which will reuse the abandoned Rockaway Beach Branch for both new rail and parks, is a project that will benefit the local communities and others in the surrounding area the most. The new rail link will allow for faster connections from the Rockaways to Midtown Manhattan, while increasing capacity and reducing crowding on existing subway and bus lines. The Q52/Q53 buses, which run parallel to the proposed Queenslink corridor are very crowded, not to mention the high amounts of private vehicle traffic along the same corridor. Since Queenslink will run along an already existing right of way, this is the best chance we have to build a new subway that is cost effective but will also allow for easier travel between northern and southern Queens. This in turn will reduce traffic and pollution that exist along this corridor while adding high quality transit and parks into this area.

The next topic of concern is the LIRR Port Washington Regional Rail. This commuter rail line runs parallel to the 7 train line, which is currently overcrowded. This is in addition to the crowded buses that feed into Flushing-Main street, making the 7 even more crowded and causing delays. Increasing the service frequency alongside the addition of new stations can relieve the overcrowding issues along the 7 line and buses in eastern Queens, while allowing for faster trips that can't be done in the present day. The positive benefits not only affect Queens, but crowded stations in Manhattan like Grand Central and Times Square can also see relief with simple changes and additions done to this rail line. Please take these projects into consideration as Queenslink and the LIRR Port Washington Regional Rail are key to improving mobility while connecting the city in a more equitable and sustainable way. Thank you for your time.

-Anthony Phung

My name is Brent Bovenzi. I am a resident of Williamsburg. I hope the council votes in favor of Resolution 390 to study QueensLink, to restore rail service on the Rockaway Beach Branch. Queens is the fastest growing borough but also has some of the worst commutes in the entire country. Woodhaven Blvd is already one of the busiest bus corridors, but the benefits go beyond just replacing a SBS route. QueensLink also increases the number of local trains that can run on Queens Blvd, and increases the number of trains that can serve the Rockaways. The right of way already exists so it is an opportunity for the MTA to finally build something relatively fast and affordable. South Queens is also an area lacking in park space, but fortunately the right of way is large enough to accommodate both subway service and new parks. We can have transit and parks, but the value of a new subway is too great for it to be converted solely to a park. I believe an EIS will prove that, so please vote to study QueensLink.

Written Testimony in Favor of QueensLink

I am a resident of Forest Hills and like many New Yorkers I do not own a car. Unfortunately, I love the beach, and I always try to make time to go every summer. However access to Rockaway Beach is at least an hour and 20 minutes by transit and only accessible by bus, where it seems my most convenient option is to head to Brighton Beach despite being 10 miles physically closer to Rockaway Beach.

The QueensLink would easily link me with Rockaway Beach and give me beach access. I feel it is especially important to have a North/South subway line in Queens, as communities are left separated and disconnected, when the end goal of transit should be to bring us together.

Another benefit of the QueensLink route is the proximity to Woodhaven boulevard, one of the busiest boulevards in Queens. The environmental impact of getting those cars off the road, as well as the social impact of reducing the longest commute times in the country, are immeasurable yet still important.

I urge you to consider supporting this project, and support our communities. The QueensLink plans do not come instead of building a park, but allow us to have both a park and a transit connection. It is a one in a generation investment in our communities and it is imperative that it is acted upon.

Thank you,
Daniel Kogan

Councilors,

I am writing to you today as an advocate for the public good in Central Queens. As a resident of this community, I urge you to support the QueensLink project, a transformative initiative that will bring much-needed subway access and park space to our neighborhoods.

For over 60 years, the Rockaway Beach Branch has sat abandoned, robbing our communities of the basic transportation infrastructure that we deserve. The proposed project offers a unique opportunity to address this injustice by constructing both rails and trails, creating a north-south subway line that will connect us with the rest of the borough.

But QueensLink is not just about transportation – it's also about building a greener, more sustainable future for our city. By providing up to 33 acres of new parks and protected bike paths along the right-of-way, we can reduce car congestion and emissions, while creating vital public spaces that will benefit generations to come.

I understand that there may be concerns about safety and noise, but I assure you that these issues can be carefully addressed through community input and design. The project includes four new stations with transfers to the A, J/Z, EFR, and 7 trains, as well as the LIRR, ensuring that residents have multiple options for convenient and accessible transportation.

We cannot afford to miss this chance to build a better future for ourselves and our children. The time is now to invest in sustainable transportation and recreation within New York City. I urge you to stand with us and support the QueensLink project. Together, we can create a brighter, more equitable future for Central Queens.

Thank you for your attention to this critical matter.

Sincerely,
JB Reefer

Hello. I would like to present 2 transit projects that should be built in the near future that can have significant impacts on the city. The first is the conversion of the LIRR Port Washington Branch into a regional rail service (between Penn Station and Bell Boulevard). This would involve the removal of the ticket stands for the line and the implementation of a fare structure that would use OMNY pads and be integrated into the subway system. With the branch operating at subway-like frequencies and having its cars changed to accommodate more standing room, this service can take riders off of the 7 train, one of the most overcrowded lines on the system. While this may not be useful to me, it can open the gate for low-income riders to take the LIRR branch as their way of getting in or out of Midtown Manhattan. This would cost a couple hundred million dollars by some estimates, yet produce the output of a new subway line. So, a cheaper alternative to a subway line with the same results and impact on the lives of people in Queens should take priority.

The 2nd project I would like to call advocacy to is the reactivation of the Rockaway Beach Branch using the Queenslink plan. The Queenslink plan will involve turning the right-of-way of the LIRR Rockaway Beach branch into a subway line, branching off of the Queens Boulevard local track using provisions after the 63rd Drive-Rego Park station. It will continue down the abandoned line, with infill stations at Metropolitan Avenue, Jamaica Avenue for a transfer to the Jamaica Line, Atlantic Avenue for a connection to the LIRR Atlantic Terminal Branch (as the Queenslink also proposes the reopening of the Woodhaven station on the LIRR Atlantic Terminal Branch), and Liberty Avenue for a transfer to a Manhattan bound A train at Rockaway Boulevard. This Queenslink project will also feature parks, bike lanes, and greenery on the unused portions of the right-of-way. This project will affect riders across Queens, as they have the option to take a subway line that goes North-South in an area where there exist only East-West subway lines. This project will take off riders on the overcrowded Q52/Q53 Select Bus Services and take cars off Woodhaven Boulevard and Van Wyck Expressway, which is what the proposed Queenslink would parallel. This plan would reduce times between the Rockaways and Northern Queens by significant amounts of time, as it boosts service to the underutilized Rockaway subway lines. It will give riders a one-seat from the Rockaways into Midtown Manhattan (the plan calls for the M train to be diverted to the Queenslink) and make it faster for riders to get from the Rockaways into the Northern parts of Queens, like Flushing, in an hour. Lastly, this Queenslink plan will also help the Queens Boulevard line as the plan calls for Woodhaven Blvd station to be converted into an express station, which will decongest a large number of riders at Jackson Heights-Roosevelt Avenue station. With the M train diverted to the Queens Boulevard line, the G train can make a return to the line and boost the capacity of the Queens Boulevard local tracks by 33%. With the use of cut and cover and modern elevated viaducts constructed to limit noise, the cost can be about \$3 billion, which would be cheaper than MTA's official report, which values the project more than Phase 2 of the Second Avenue Subway, even though this would not involve deep drilling. So, this plan would not be as expensive as the MTA official announces using cheap and effective methods. At the end of 2022, Mayor Adams proposed an opposing plan called the Queensway. I believe that the Queensway, with all due respect, will cause harm to the communities around the abandoned Rockaway Beach Branch. This will prevent any trains from being on the branch. If there was a plan to construct subway service on the line when the Queensway gets built, there would

protest on tearing up a park for a subway line, similar to how citizens around Central Park protested the construction of the IND 63rd Street line in the 1970s and the project was made more expensive because of the protests. Also, the Queenslink will feature the main advocacy of what the Queensway has to offer: parks and greenery, as well as offering a meaningful connection between Northern and Southern Queens. So, Queenslink should be a priority of the city and should be built to improve the lives of people. I live near the Rockaway Beach Branch and it would be impactful to have a subway line that can go from Ozone Park into Queens Boulevard in a shorter amount of time than a bus that has to go through traffic.

In conclusion, the conversion of the LIRR Port Washington into a regional rail line and the reactivation of the Rockaway Beach Branch into a subway service and park using the Queenslink plan are crucial projects for the development of Queens, which has seen a population boom, yet has one of the worst commute times in the city and has several transit deserts. The city should take priority in making these projects a reality, they will be cheap effective connections between Queens and the rest of the city.

jorge.s4592@gmail.com

By itself, Queens is one of the largest cities in America (it is home to two airports!) but it's transportation system is critically poor. Queens needs options, desperately. An EIS for Queenslink is the very least that can be done.

No need to say more: Queens needs better transit. An EIS is needed.

Kevin Boyle

Good afternoon,

I am writing to speak out in support of building the Queenslink rail link/linear part combination between Rego Park and Ozone Park, Queens. I strongly believe there is a need for a frequently running rail link between Rego Park and Ozone Park that will serve as a much-needed faster alternative to heavily trafficked parallel Woodhaven Boulevard. An alternative that will benefit both people traveling locally between North and South Queens as well as people traveling between North and South Queens and the job and entertainment centers of Midtown Manhattan, Long Island City and Jamaica faster than any of the current bus transportation options or driving on Woodhaven and Queens boulevards. Please strongly consider this and direct the MTA to conduct a fair **and unbiased** EIS over building an M or R subway line extension **together** with a linear park in this corridor. Thank you.

mden1978@gmail.com

Good Morning!

My name is Miriam Bensman. I'm a long-time resident of Richmond Hill and a leader on the QueensLink team. Thank you for letting me speak today.

I visited friends in Chicago last month. It was amazing. I took a subway from the airport to my friends' home in a neighborhood many miles from downtown. BOTH airports in Chicago are on the subway.

I was able to take a quick, clean subway or bus to points across the City to a few of the sites. I toured downtown and residential neighborhoods, and saw parks, big and small, at frequent intervals.

New Yorkers are rightly proud of our extensive subway system, but it doesn't go everywhere. Large parks of the city—and especially Queens—are transit deserts.

Rockaway residents have the longest commutes, on average, in the nation.

Residents of Glendale, Woodhaven, Ozone Park, and Richmond Hill long slow bus rides or bus and subway combinations that seem to take forever.

So, many of us depend on cars—and will soon be hit with high congestion pricing fees when we drive into Manhattan. Unlike many of my neighbors, I support congestion pricing—but please, we need an alternative.

That alternative is possible. Just a few years ago, an MTA sketch assessment determined that it was feasible to extend the subway south from the Rego Park mall to the Rockways, using the city-owned land on which the Rockaway Beach Branch trains once ran.

That MTA study estimated that roughly 50,000 people would take it every day. That figure doesn't include the many who could transfer from the A and J trains. Many more people—both visitors and residents of northern Queens and Manhattan—would take it to the beach, JFK airport, and the Resorts World Casino.

It would spur economic development and create jobs. And many people would enjoy the parks and bike paths we could build above and alongside the tracks.

My colleagues have shown you our renderings of how we imagine the QueensLink rails plus trails plan for the RBB right of way. In recent weeks, hundreds of people in Rego Park, Forest Hills, Woodhaven, Richmond Hill, Ozone Park, Howard Beach and the Rockaways have signed a petition urging the Governor and Mayor to fund an Environmental Impact Statement that would provide a finer analysis of the full costs and benefits.

Please join them. Pass Resolution 390 to fund an Environmental Impact Statement for the QueensLink rails plus trails plan for transit equity, environmental justice and jobs to Queens.

Dear City Council.

Thank you for allowing me the opportunity to testify. My name is Paul Trust and I am a Richmond Hill Queens resident, a father of three daughters, an educator in Brownsville Brooklyn, and an advocate for many causes, including support for QueensLink's rails PLUS trails proposal to reactivate the Rockaway Beach Branch.

Back in 1962, the LIRR Rockaway Beach Branch was taken off line and has remained abandoned ever since. As a result, removing this service cut off Central and South Queens from train connectivity to Northern and Western Queens, as well as Midtown. Currently, if I want to get to Manhattan by train, I have to go through the entire length of Brooklyn or head in the wrong direction to Jamaica to catch the E. This severing of connectivity also denies ease of access for many Queens residents who rely on mass transit to get to some of our borough's greatest assets, whether that's gaming at RW/Aqueduct, hiking through Forest Park, or catching some waves in the Rockaways. I can personally attest as someone who first moved to Astoria in the 90s and has never owned a car that before moving to Richmond Hill two years ago, I had only visited Forest Park and the Rockaways one time. Why? They were too difficult to get to!

Thankfully, there is a solution. The QueensLink proposal would utilize a pre-existing right of way by extending the M train from Rego Park down through the Rockaways, providing transit equity for many underserved communities, improving connectivity within the borough (and beyond) and having the potential to take tens of thousands of cars off the road. In addition, because the right of way is wide in many places, the QueensLink proposal can add up to 32 acres of park space...even more if tunneling is extended from Union Turnpike North to Queens Boulevard.

I often think of Queens Borough President Donovan Richards' anecdote in describing his commute from the Rockaways, that it took less time to fly to Florida from JFK than it does to get from South Queens to Midtown. He told me personally that he can't believe he did that commute for so many years, and I know he is aware that this commute is still a reality for many South Queen's residents who have some of the longest commuting times in the nation. Which is one of the reasons Donovan, along with so many others, would like to see the Queenslink proposal advance. Currently, our letter of advocacy includes 21 lawmakers from the city to federal level, as well as many local and national organizations. And our support continues to grow as we conduct outreach events along the entire corridor, collecting hundreds of signatures in the process.

In addition to greater connectivity and shorter commuting times to work or education, QueensLink has the potential of taking tens of thousands of cars off the road. The parallel corridors of the Van Wyck and Woodhaven Boulevard are often parking lots, whereas Queenslink would provide a smoother, quicker, safer and more reliable alternative. Just today after picking up a rental from JFK, a truck almost swerved into me while they were changing lanes on the Van Wyck. I believe I was in their blind spot, and luckily they caught themselves before hitting me. I'm sure similar incidents occur constantly as traffic tries to move through this

congested corridor, but some drivers are not as lucky as I am. Why else would there be multiple warning signs flashing along the Van Wyck regarding what to do if you get in an accident?

Besides providing a safer alternative for all commuters (no matter your mode of transport), through taking cars off the road QueensLink would improve air quality and aid in helping the state meet its climate goals. In the MTA's feasibility study on subway reactivation they estimated 47,000 daily riders, and that's without taking into consideration potential connectivity with the A or J trains, or 10,000,000+ seasonal tourists down to the Rockaways, or those visiting other attractions, like ResortsWorld/Aqueduct, or NYers wanting to escape the bustle of the city by taking a stroll in Forest Park. Once you factor in those elements, QueensLink's potential ridership would likely go up by the tens of thousands.

Another aspect to consider is how QueensLink would help to improve connectivity throughout the system. One way is that by diverting the M train south at Rego Park (rather than ending in Forest Hills), this allows for up to a 30% increase in capacity along the Queens Boulevard local lines, even allowing for the possibility of the return of the G train. Having the potential to return the G train to FH is like having two reactivations for the price of one! And, when you look at upcoming new residential developments such as Innovation QNS which demands increased capacity along the local Queens Boulevard lines, it is not a stretch to view Queenslink as being a project necessary for the future growth of Queens.

It is for these and many other reasons that a pre-existing right of way such as Queenslink cannot be wasted for the exclusive use of a linear park. Our current and future transit and climate needs demand no less than a thorough study on what reactivation would entail, which is why I am asking for the council to consider funding an EIS on QueensLink.

We also ask that the council take the stance that nothing should be done with the Rockaway Branch Corridor that would impede the possibility of future reactivation. In discussions with both Selvena and Joann they have informed me that Lynn Schulman, who is a champion of QueensWay's linear park proposal, promised this would be the case. That said, everything that has come out from the QueensWay team has indicated otherwise. QueensWay's messaging has been that reactivation will never happen, or that it is not feasible, and seem to be designing with a park-only solution in mind. As you can imagine, if QueensWay starts building their multi million dollar park without any consideration given towards future reactivation, it will become next to impossible to ever gain the political muster to rip up a new park for the purpose of improving transit. Both the reactivated corridor and included park space must be designed in tandem. Senator James Sanders put out an Op-Ed stating just this, while also touting how QueensLink would economically benefit the city through improved access to what is likely to be an expanded ResortsWorld complex.

With all the aforementioned benefits stated, we hope the council will see the potential benefit of QueensLink worthy of funding an EIS, so that all parties can learn exactly what reactivation would entail. Only through knowing all the details can an educated decision be made regarding whether to advance QueensLink beyond the EIS or not. We also ask that, if the council believes

in funding the EIS, that the council requests that no steps be taken in constructing the park-only QueensWay proposal until the EIS is completed, and only after stakeholders have had the chance to review the findings to decide whether to advance the QueensLink proposal further or not.

Thank you so much for your time and consideration.

Best,
Paul Trust
Advocacy Liaison
QueensLink

Thank you for hearing the people out on such a critical infrastructure project. The current Queensway vs Queenslink discussion is quite hilarious. Given the growing outer-borough travel that is justification for the IBX why would the city consider a project, Queensway, that removes future transportation capacity? Unlike the northern suburbs in Westchester and CT where density is so low rail can and is turned into pedestrian trails, it makes no sense to do so in a city that requires exactly that form of rail connection. By maintaining the Rockaway Beach Branch as usable rail, the goal of transitioning traffic away from existing trunklines can be met while also providing numerous benefits for the tourism and local leisure economy. Improved access to the Rockaways would have clear seasonal changes in ridership but unlike say the annual Bx12 expansion to Orchard Beach, a train line would mean consistent and reliable access to New York's cleanest waterfront for Northern Queens residents.

If the Rockaway branch is shuttered, it would also make the existing de-interlining process more difficult for the MTA given the A and C still terminate at 4 locations. Extending a Northern Queens line to the Rockaways means the shuttle to broad channel can end service and the A can be reduced to two termini with the new line terminating at Rockaway Park. While this would interline the A to the Rockaways the ability to consolidate termini means more efficient timing and train distribution.

Although I favor a more transportation focused development, the implementation of park space along the line would provide critical green space in a city of concrete and bricks.

To sum my thoughts up, the reasons for implementing Queenslink are numerous and the merits of the proposal account for future city development and is consistent with the current capital plan for MTA which is establishing better connections between the outer boroughs. From increased capacity to decreased congestion on trunk lines, the infrastructural benefits are clear. Beyond this the connections created open up a far part of the city to residents, Northern Queens, whose water quality is consistently some of the worst and better connect the tourists to what is, in my opinion, one of the most naturally beautiful areas of NY. Thank you for your time.

-Richard Jones

To Whom it May Concern:

My name is Sean Hanley and I am a resident of Rockaway Beach, Queens. I am writing to testify in support of the proposed transit study referred to as QueensLink.

I believe that a transit study is essential for our city. A transit study would help us develop a plan for a more sustainable transportation system for Southern Queens residents who currently live in a transit desert. The ferry was a welcomed addition for downtown commuters and beachgoers, but does not allow free transfers to the rest of the MTA system.

I am particularly interested in the possibility of reviving the QueensLink subway extension. The current A/S train to Rockaway is a time consuming and non-direct route for residents and beachgoers to get to Rockaway in a timely manner. It also adds parkland to what is currently an abandoned railway.

I urge you to support the proposed transit study. It is an important step in making our city a more livable place.

Thank you for your time.

Sincerely,



Sean Hanley
Beach 96th St ### ##
Rockaway Beach, NY 11693