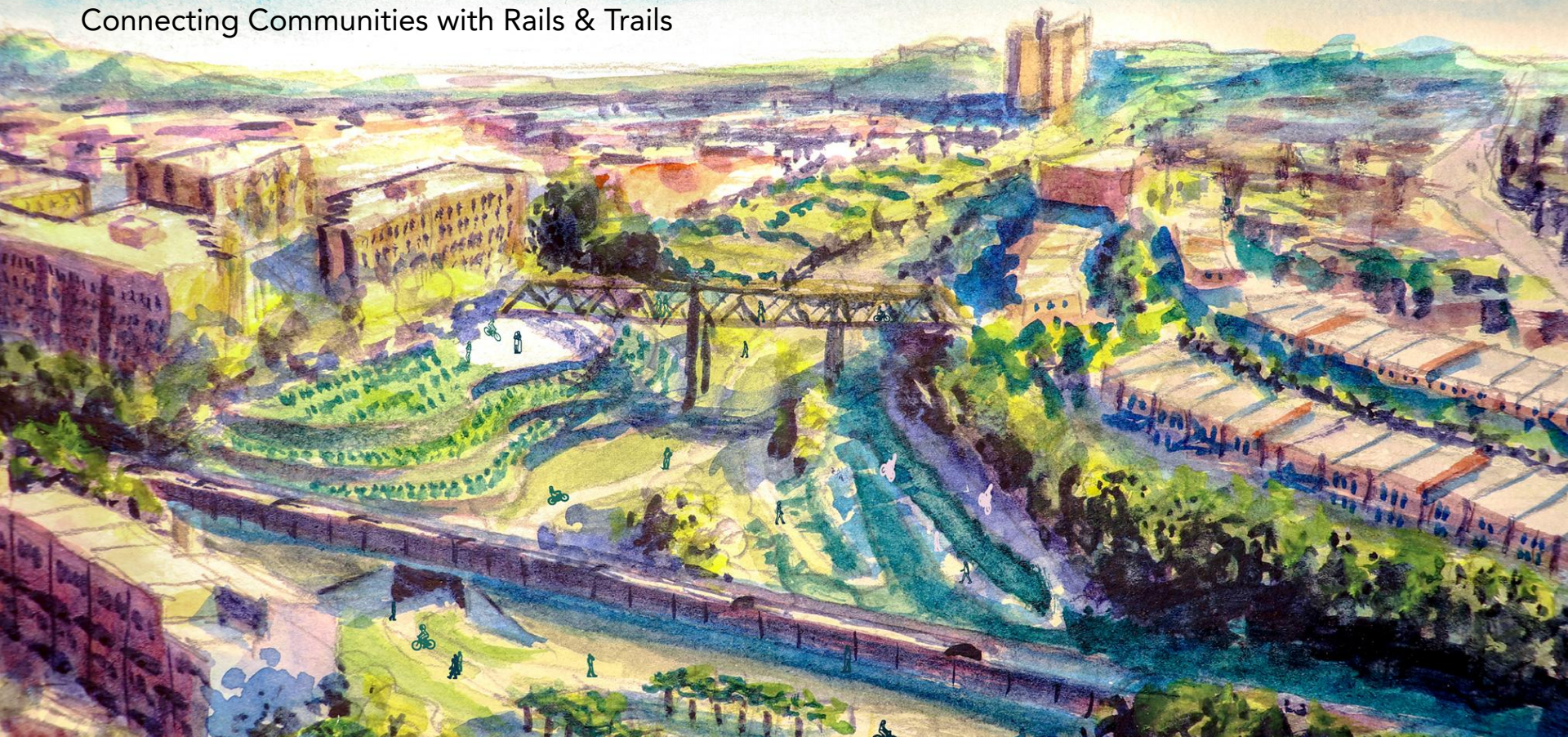


QueensLink

Connecting Communities with Rails & Trails



Who We Are

- ENTIRELY volunteer-run non-profit
- Funding comes from city discretionary funds and donations.
- Our plans were developed based on extensive community and political outreach.
- We want your input for how to make QueensLink better!



Lawmakers and Orgs that support advancing the QueensLink Proposal!



Gregory Meeks
United States
Congress, 5th
District



Jumaane Williams
Public Advocate



Brad Lander
New York City
Comptroller



James Sanders, Jr.
New York State
Senate, District 10



Michael Gianaris
New York State
Senate, District 12



Jessica Ramos
New York State
Senate, District 13



Alliance of
South Asian
American Labor
Richmond Hill
Chapter (ASAAAL)



Cityline Ozone
Park Civilian
Patrol



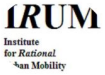
Community
Boathouse



Diverse Streets
Initiative



Far Rockaway
Arverne
Nonprofit
Coalition



The Institute for
Rational Urban
Mobility



Joseph Addabbo, Jr.
New York State
Senate, District 15



Julia Salazar
New York State
Senate, District 18



Kristen Gonzalez
New York State
Senate, District 59



Stacey Pheffer Amato
New York State
Assembly, District
23



David Weprin
New York State
Assembly, District
24



Andrew Hevisi
New York State
Assembly, District
28



Khalsa
Community
Patrol
(Richmond Hill)



Muslim
Entrepreneur
Association



New York Sikh
Council



Our Neighbors
Civic
Association of
Ozone Park, INC-ONCA



Queens Climate
Project



Queens Civic
Congress



Khaleel Anderson
New York State
Assembly, District
31



Jenifer Rajkumar
New York State
Assembly, District
28



Jessica Gonzalez-Rojas
New York State
Assembly, District
34



Zohran K. Mandani
New York State
Assembly, District
36



Donovan Richards
Queens Borough
President



Nantasha Williams
New York City
Council, District 27



QEDC



Riders Alliance



RISE Rockaway



Rockaway
Beach Civic
Association



SurfRider NYC



Sunrise
Movement NYC



Robert Holden
New York City
Council, District 30



Selvena Brooks-Powers
New York City
Council, District 31



Joann Ariola
New York City
Council, District 32



Queens
Community
Board 6



Queens
Community
Board 10



Queens
Community
Board 14



Tech Transit
Association



Together We
Serve



Tri-State
Transportation
Campaign



Waterfront
Alliance

What is QueensLink?

- Why not both?
- QueensLink is *both Rails AND Trails*:
 - An alternative transportation backbone for central Queens.
 - Extends the M train from Queens Blvd to the Rockaways.
 - Creates up to 33 acres of new parks along the ROW
- Based on 2019 MTA Feasibility study, found rail reactivation WAS feasible, as well as space for new parks.



2019 MTA RBB Sketch Assessment



 Long Island Rail Road

PHASE ONE: ROCKAWAY BEACH BRANCH SKETCH ASSESSMENT FINAL WHITE PAPER

LIRR CONTRACT 6168C-10-09, RELEASE "A"

Submitted by:

SYSTRA

520 Eighth Avenue, Suite 2100
New York, NY 10018
September 21, 2018

In Association With:

AECOM

KSE

**FIRST
N^{EV}ERONMENT**

LTK
LTK Engineering Services

ST
THEATRE ASSOCIATES

**KAPLAN
BURKHE
ROCKWELL**



The Team performed a Constructability Analysis as part of the study to identify any major obstacles with each alignment. In terms of construction feasibility, there is no single “fatal flaw” that would disqualify either of the LIRR or NYCT alternatives from being constructed and operated.

While the local TOD potential around RBB station areas is limited, with established residential neighborhoods and little opportunity/space to dramatically increase population density, the region would experience economic growth through increased property values, desirability/quality of life benefits, accessibility, and mobility options through leveraging the improved travel times to Midtown Manhattan for the study area’s primarily middle class residents.

3.8 EXAMINATION OF RIGHT-OF-WAY FOR POSSIBLE JOINT USE

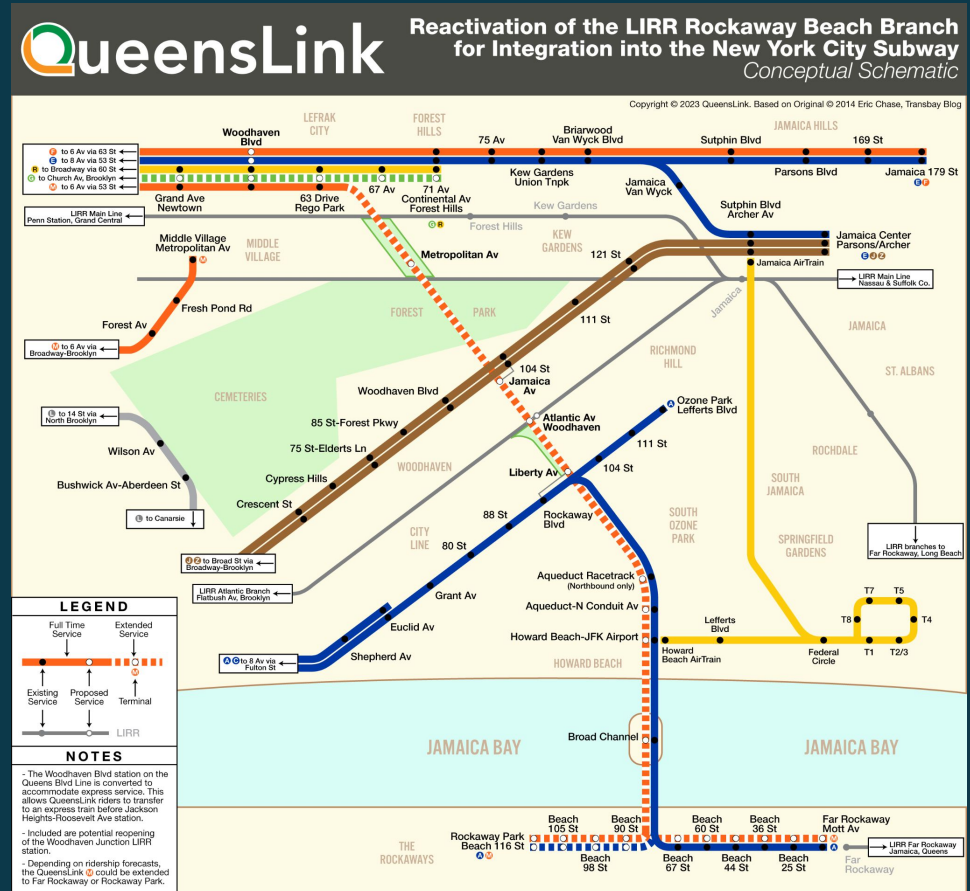
There are competing neighborhood plans for the future of the RBB. Some want ROW transformed into a recreational use whereas others advocate for reactivated transit service. Although both plans seem to be in opposition to one another, there may be a possibility to combine elements of each plan to create a right-of-way to support both uses. The following are some options the Team has identified:

- Potential recreational trail possible under the rebuilt viaduct section between 97th Avenue and Liberty Avenue.
- Potential to build south of Fleet Street, parallel to the tracks on the eastside of the trail. This would require converting the existing embankment to retained fill walls at the mapped ROW edge of the alignment.
- Through Forest Park, a new elevated walkway could be constructed similar to the High Line Park in Manhattan.

<https://new.mta.info/project/reactivating-rockaway-beach-branch>

Rego Park/Forest Hills benefits

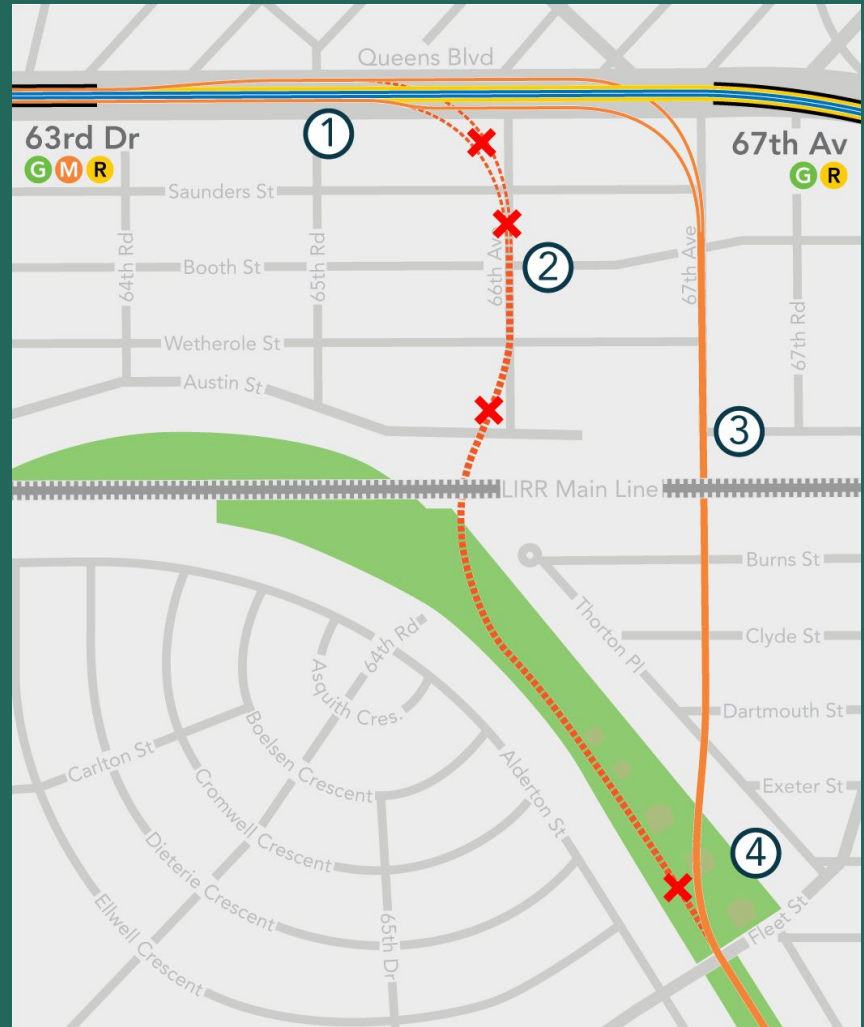
- Only North-South rail line in Queens
- Safe north-south bike paths; access to Forest Park
- Rego Park Gardens and the Forest Hills Greenway will provide 20 acres of new neighborhood park space
- Less traffic/air pollution on Woodhaven Blvd
- Better access to commercial areas on Metropolitan Ave and Rego Park malls
- Faster trips to JFK Airport and Rockaway Beaches
- Safer trips for students to and from MELS campus
- Potential to extend G train from Court Sq to 71st-Contiential Av

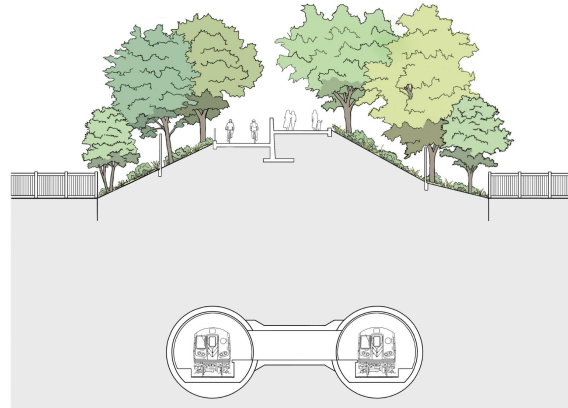
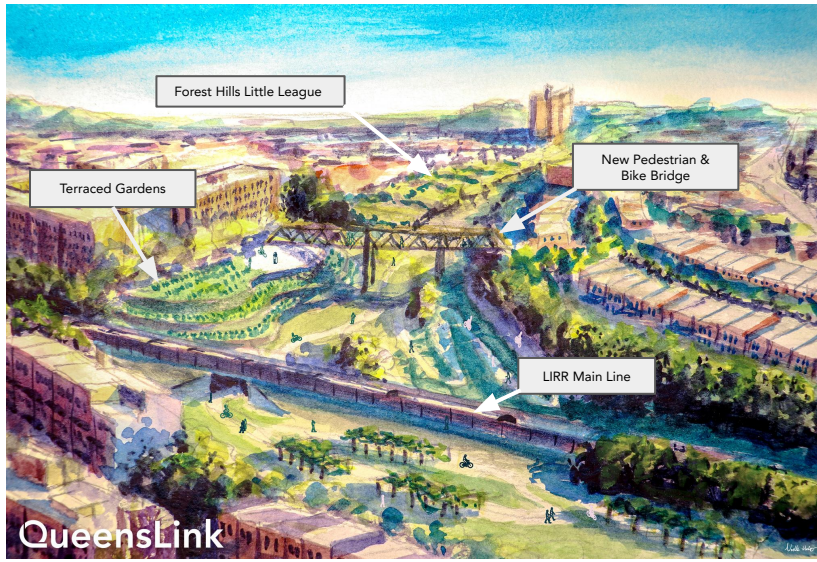


Rego Park Tunnel

A tunnel is needed to connect the embankment with the existing Queens Blvd subway.

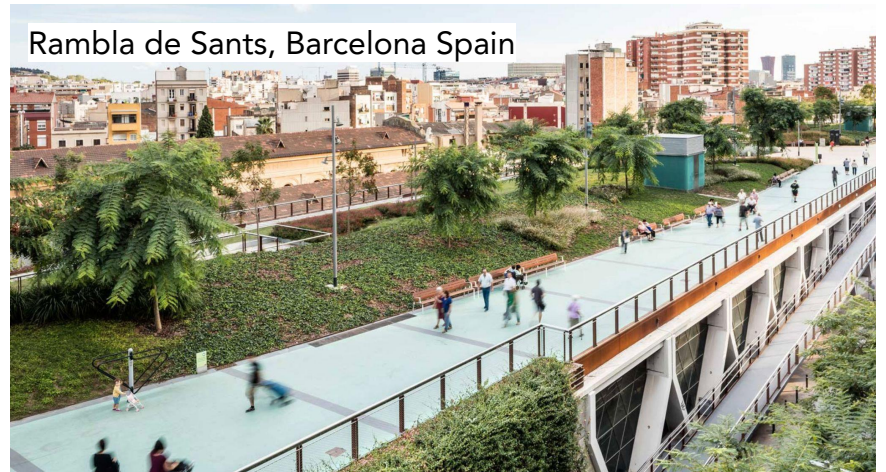
- MTA: tunnel along 66th Ave (1), requiring heavy construction on residential streets, underpinning buildings (2), and closing the Forest Hills Little League ball fields for a subway portal (4).
- QueensLink: 67th Ave alternative would allow for the tunnel to be built deeper underground, avoiding building foundations (3), and would extend further south (to Metropolitan Ave), saving the ball fields.
- QueensLink would use the parking lots near Home Depot for construction, and use the LIRR Lower Montauk rail line for waste removal (eliminating heavy trucks).





Metropolitan Ave Station & Overlook Park

- On the site of the tunnel portal at Metropolitan Avenue, a new station would be constructed with a rooftop park.
- Bike and pedestrian paths continue south alongside the tracks as they rise out and onto the existing right of way.



Forest Park

- 2-track wide rail line
- High fences to keep out trespassers
- Separate walking and bike paths
- New lighting along paths
- Rebuilt retaining wall with sound barrier on west side of ROW
- Stairs and ADA compliant ramps at Forest Park Drive, Myrtle Ave, and Jackie Robinson Parkway



Note: Rendering has removed some trees for clarity.

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

Residential Backyards

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

Living Sound Barrier

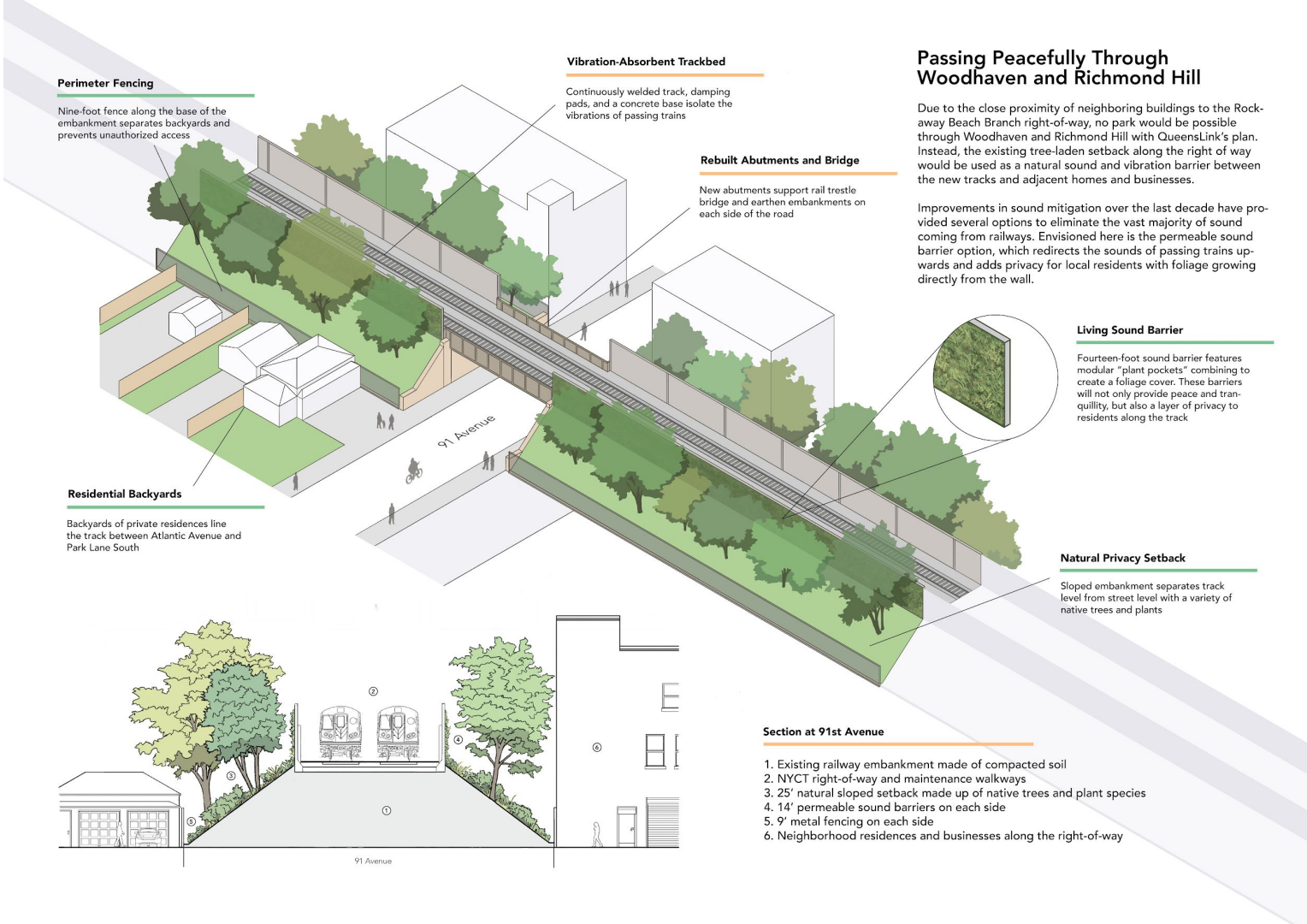
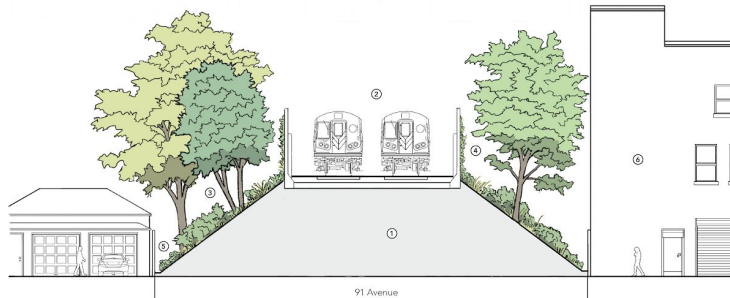
Fourteen-foot sound barrier features modular "plant pockets" combining to create a foliage cover. These barriers will not only provide peace and tranquility, but also a layer of privacy to residents along the track

Natural Privacy Setback

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

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

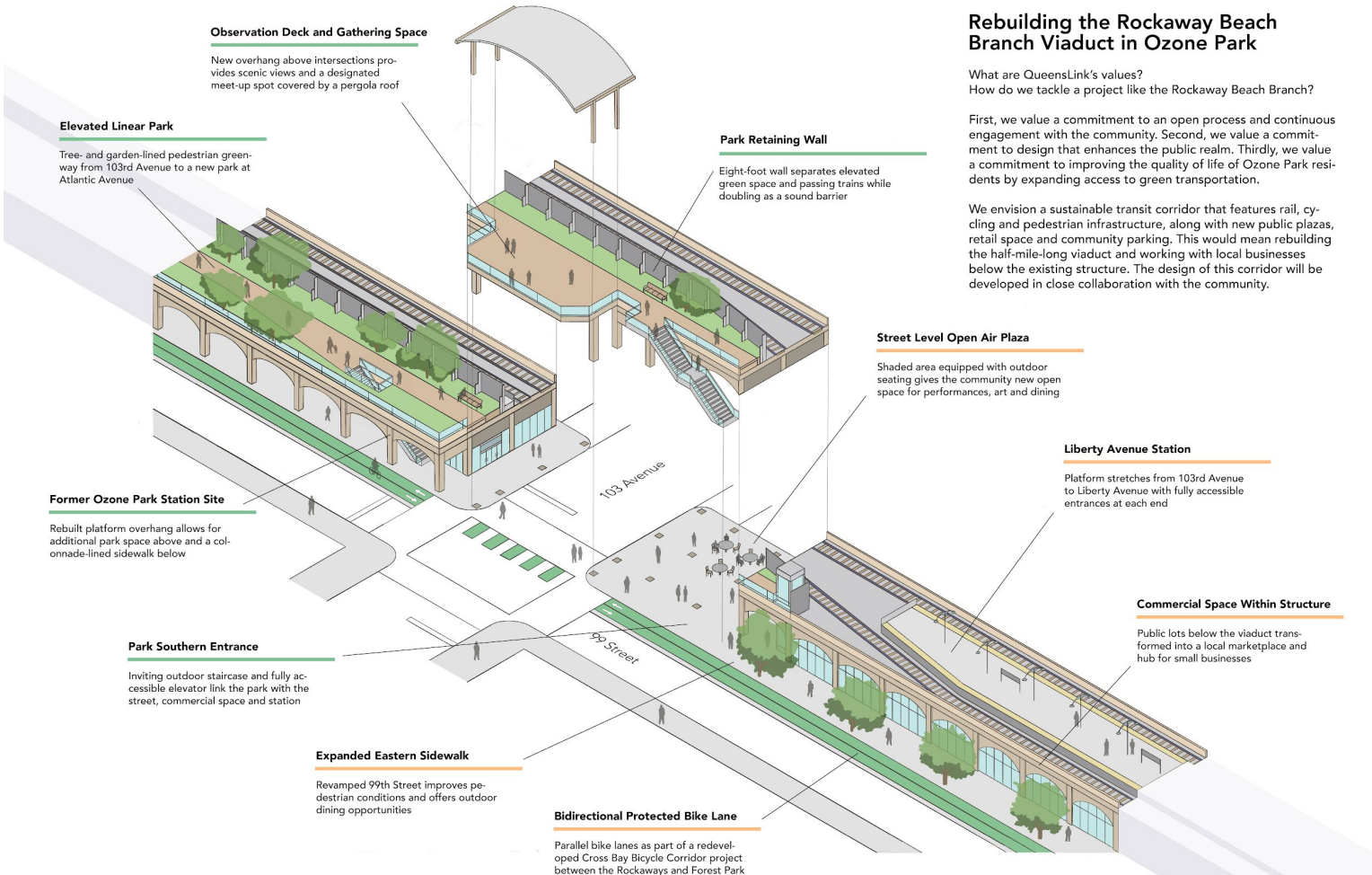


Rebuilding the Rockaway Beach Branch Viaduct in Ozone Park

What are QueensLink's values?
How do we tackle a project like the Rockaway Beach Branch?

First, we value a commitment to an open process and continuous engagement with the community. Second, we value a commitment to design that enhances the public realm. Thirdly, we value a commitment to improving the quality of life of Ozone Park residents by expanding access to green transportation.

We envision a sustainable transit corridor that features rail, cycling and pedestrian infrastructure, along with new public plazas, retail space and community parking. This would mean rebuilding the half-mile-long viaduct and working with local businesses below the existing structure. The design of this corridor will be developed in close collaboration with the community.



Observation Deck and Gathering Space

New overhang above intersections provides scenic views and a designated meet-up spot covered by a pergola roof

Elevated Linear Park

Tree- and garden-lined pedestrian greenway from 103rd Avenue to a new park at Atlantic Avenue

Park Retaining Wall

Eight-foot wall separates elevated green space and passing trains while doubling as a sound barrier

Street Level Open Air Plaza

Shaded area equipped with outdoor seating gives the community new open space for performances, art and dining

Liberty Avenue Station

Platform stretches from 103rd Avenue to Liberty Avenue with fully accessible entrances at each end

Commercial Space Within Structure

Public lots below the viaduct transformed into a local marketplace and hub for small businesses

Former Ozone Park Station Site

Rebuilt platform overhang allows for additional park space above and a colonnade-lined sidewalk below

Park Southern Entrance

Inviting outdoor staircase and fully accessible elevator link the park with the street, commercial space and station

Expanded Eastern Sidewalk

Revamped 99th Street improves pedestrian conditions and offers outdoor dining opportunities

Bidirectional Protected Bike Lane

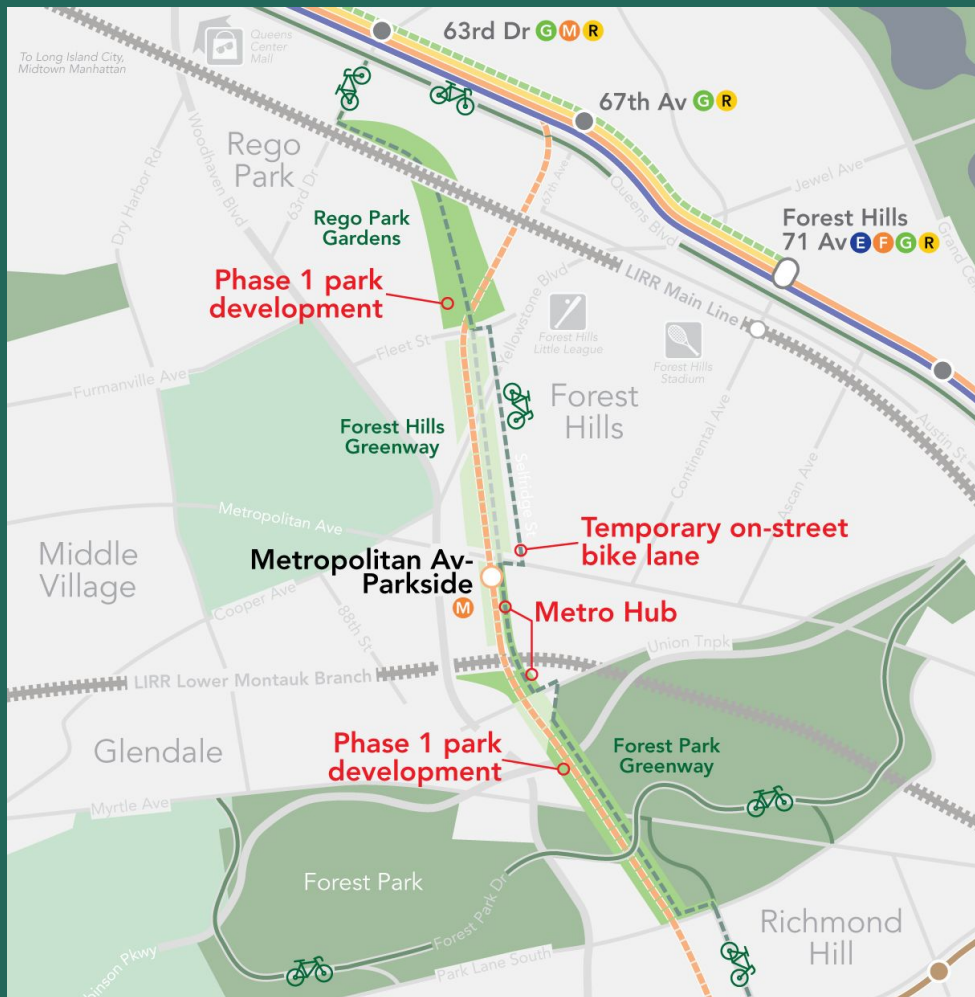
Parallel bike lanes as part of a redeveloped Cross Bay Bicycle Corridor project between the Rockaways and Forest Park

Phase 1 Parks?

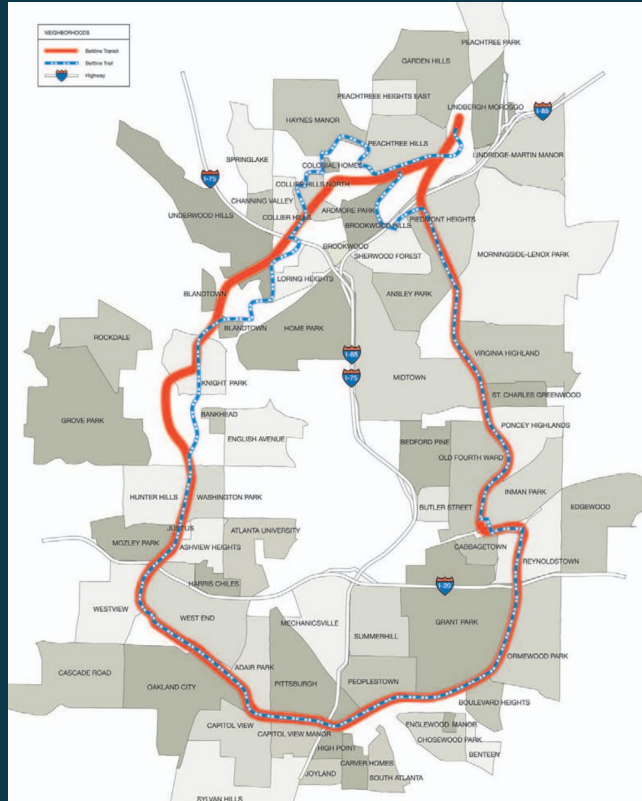
The argument for the QueensWay is that new parks and bike paths could be built long before transit. We acknowledge that, and have identified areas which could be developed first, leaving space for transit later.

- Rego Park Gardens
- Metro Hub path
- Forest Park Greenway

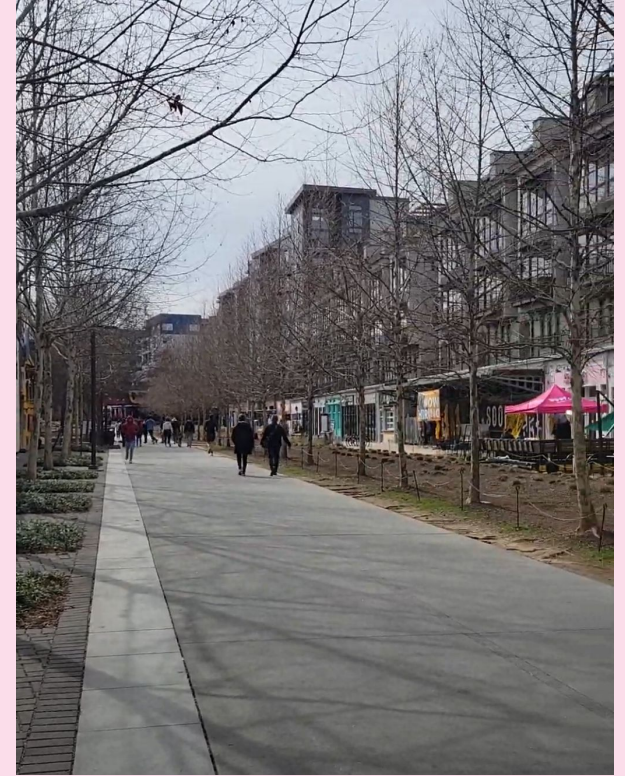
With additional on-street bike lanes, we can create a bike corridor between Queens Blvd and Forest Park.



Case Study: The Atlanta BeltLine



Case Study: The Atlanta BeltLine



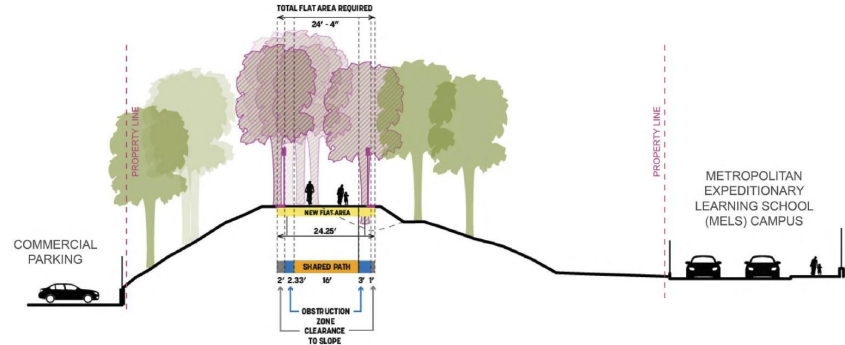
Case Study: The Atlanta BeltLine



Case Study: The Atlanta BeltLine



Embankment Section: 16' Shared Path



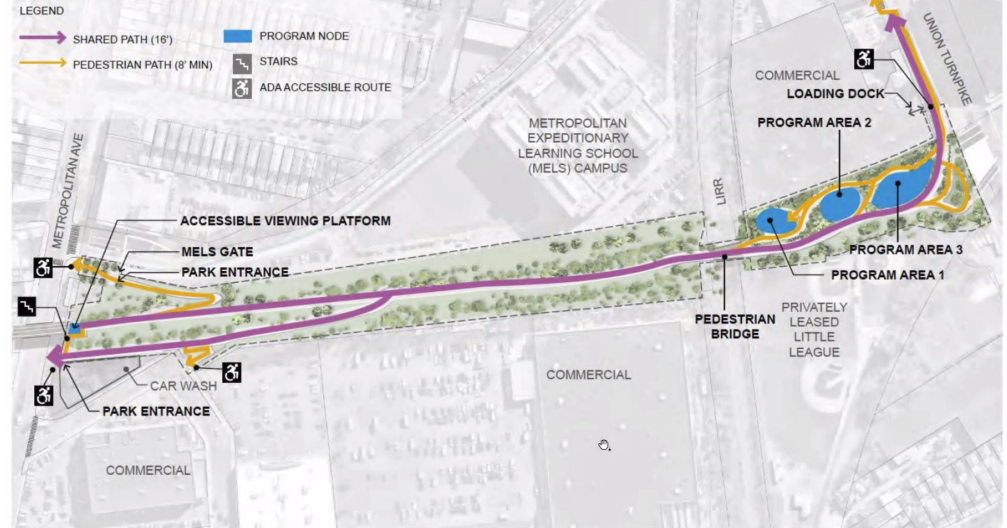
Metropolitan Hub: QueensWay

Preliminary Metro Hub designs call for a shared path to be built on the rail bed, and a new bridge built in a same location as the previous rail bridge.

This design clearly leaves no space for future rail reactivation, despite assurances from City officials and the MTA.

Metro Hub land currently managed by New York City Department of Citywide Administrative Services (DCAS), but would be transferred to Parks Dept., requiring future park alienation if transit is added.

Circulation Diagram



QueensLink

Plan for the
Metropolitan Hub
with provisions for rail reactivation

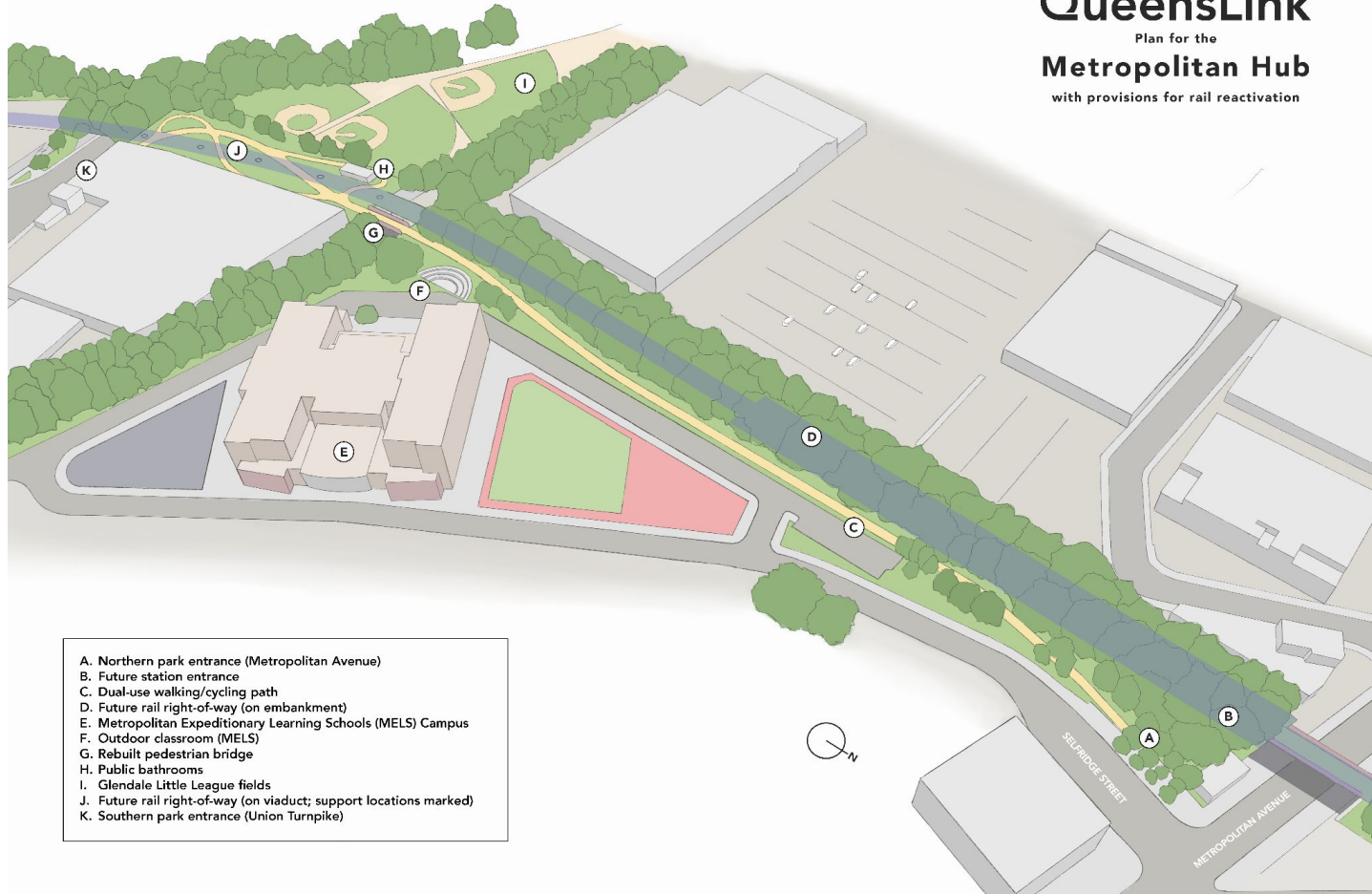
After attending Parks/EDC public scoping meetings, we came up with a proposal that addresses the key things that we heard from the public.

What we heard:

- Space for transit
- Safe access to Forest Park
- Public bathrooms

This property will be transferred to the Parks Dept. Any future transit through here would require park alienation, which will most likely be fought over in court.

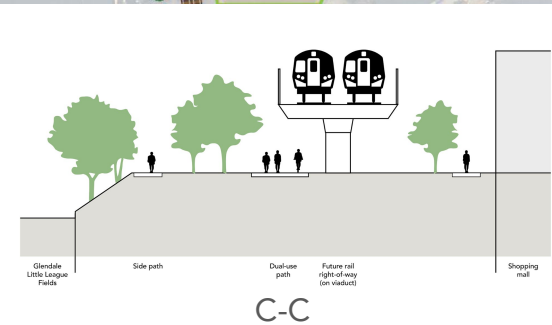
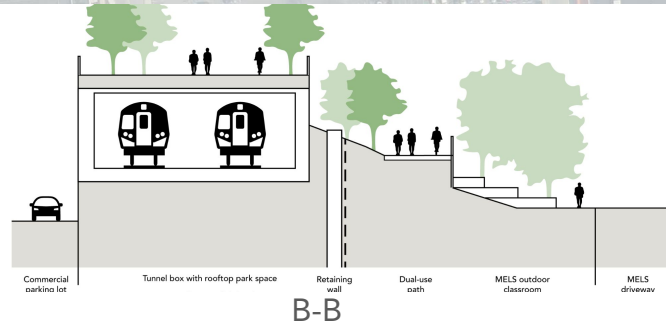
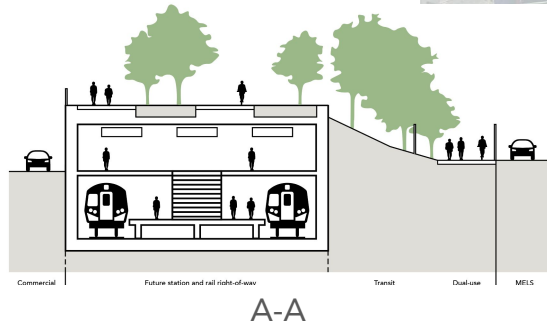
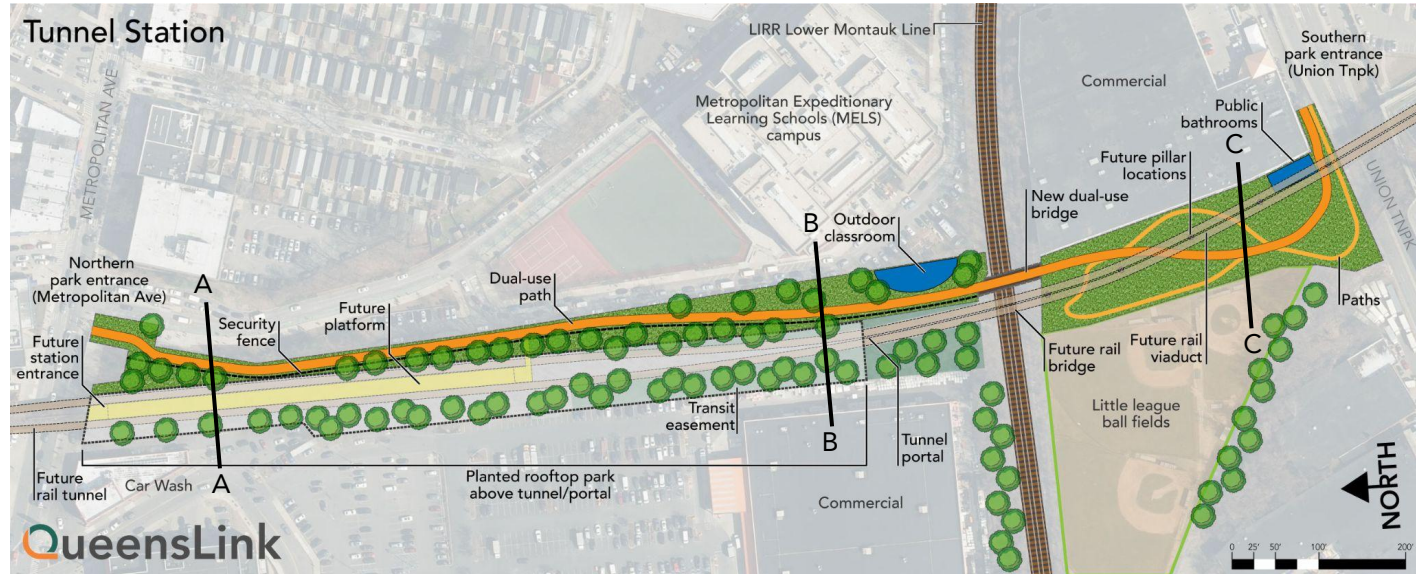
A transportation easement must be included in this transfer.



Metropolitan Hub: QueensLink

Our plan moves the path and new bridge to the side, providing the same connection to Union Turnpike, while creating a Transportation Easement for the future rail and station.

This would allow for future reactivation with minimal disruption to the paths and park; no park alienation.





MARTA: Atlanta, GA



BART: Oakland, CA

THE QUEENSLINK TIMELINE

We're here now!



Idea



Feasibility Study



Community Outreach



Environmental Impact Statement (EIS)



Funding Procurement



Design



Construction

Queens needs both parks and transit. Let's build both!

We assembled a team of dedicated volunteers.

Our idea is possible!

The MTA completed a study saying Rails & Trails are can work here.

We're working with residents, organizations, and leaders to craft a proposal that works for EVERYONE. We're holding town halls, tabling sessions, rallies, and more!

The MTA performs a detailed technical study, as part of a federally-mandated process. This tells us exactly how the project would work and its projected impact.

We acquire funding for the project through local, state, and federal sources. This happens through budget negotiations and creative funding strategies.

Industry professionals draw up the plans and engineer solutions to the project's technical challenges.

#RailsandTrails are coming to a neighborhood near you!

We'll work with the residents to minimize disruptions throughout construction.

Our Asks of CB6

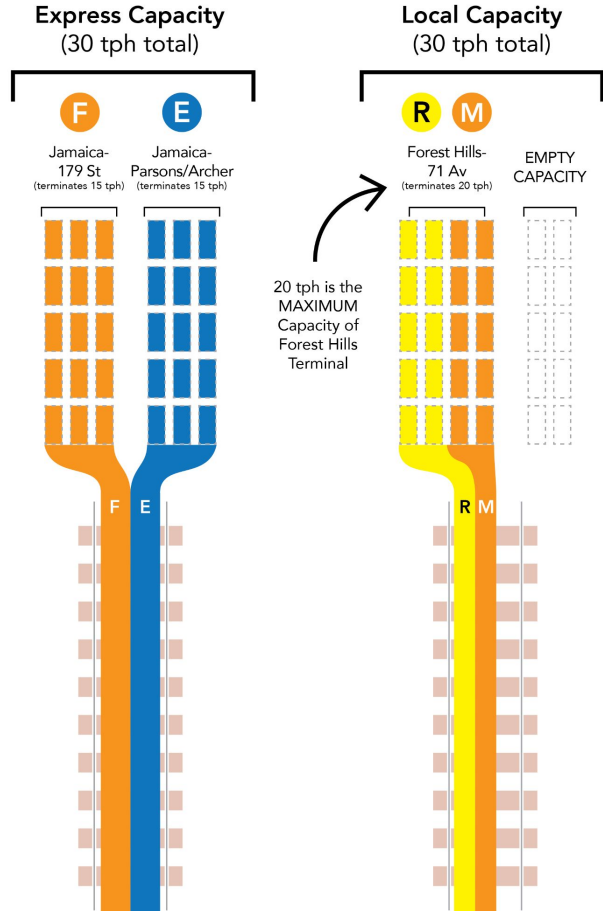
- To support our alternative plans for a Metropolitan Hub park that leaves space for future transit.
- To support our request of the NY City Council to fund an Economic Study on the benefits of QueensLink to the local economy.
- To support our request for \$10 million in the 2024-25 NYS budget for an Environmental Impact Statement.



A large globe sculpture with a metal frame and a map of the world, set against a sunset sky. The globe is made of a grid of metal poles and has a map of the world on its surface. The sky is a mix of orange, red, and purple, suggesting a sunset or sunrise. The globe is the central focus of the image.

Where can the
QueensLink take you?

Forest Hills-71 Av Present Service



Forest Hills-71 Av Proposed Service

