

BENEFITS

- ◆ **SPEEDY TRANSIT:** Commuters, Aqueduct, JFK Airport and Convention Center passengers would have a much faster ride between Central and South Queens and Midtown, Manhattan saving an estimated twenty minutes as compared to current A J & Z subway lines that have circuitous routes through Brooklyn. Local Queens residents and beachgoers would be able to take advantage of a speedy cross-borough rail service and achieve similar time-savings in comparison to local and limited stop buses to and from the Rockaway Peninsula.
- ◆ **REDUCED POLLUTION:** Motorists would have an alternative to crowded highways, reducing traffic congestion and air pollution.
- ◆ **BOOST ECONOMIC DEVELOPMENT:** NYC's tourism industry, a key economic generator for NYC, would greatly benefit from this new rail service. This line would also spark economic development for all of the retail businesses located adjacent to any of the reopened stations along the line such as the *Rego Park Station* located near 63rd Drive/Austin Street, the *Parkside Station* located near Metropolitan Avenue/Alderton Street, the *Brooklyn Manor Station* located at Jamaica Avenue/100th Street, the *Woodhaven Junction Station* located at Atlantic Avenue/100th Street and the *Ozone Park Station* located at 101st Avenue/100th Street but any these additional stations would only be added after consultation with the local community. Additionally, miles of vacant land in the Rockaways would be more attractive for real estate developments similar to the "Arverne by the Sea" Oceanfront Development if there were a faster commute between the Rockaways and the Manhattan Central Business District.
- ◆ **ENHANCED PROPERTY VALUES:** Property owners along the route would welcome increases in property values due to improved access and gain a valuable open space amenity, replacing a rubbish-strewn eyesore.
- ◆ **MINIMIZED NOISE:** With modern technology and noise barriers, the new rail line would not create the noise and vibrations to adjacent properties that once plagued older railroads.

REVITALIZATION OF THE LIRR ROCKAWAY BEACH LINE

A 4.2 mile segment of rail right-of-way along the LIRR Rockaway Beach Line between Rego Park and Aqueduct that was taken out of service in 1962 would be restored. Existing track would be removed and replaced with new track and signals meeting contemporary LIRR or NYCT Division B standards. Bridges would be rehabilitated and one missing bridge over the LIRR Montauk Line would be restored.

Two options exist for revitalization of the line as shown on the opposite side of this flier and explained below.

The Rail Road Option would have the LIRR resume operations between Penn Station and Aqueduct. At least two stations would be built, at Rego Park and at Aqueduct. The latter would allow transfers to the A train and to the AIRTRAIN (if it was extended from Howard Beach). If rail cars were developed with the ability to operate on both lines, a one-seat ride from Midtown to JFK would be possible as advocated in the Apple Corridor. See website: http://www.rwg.org/apple_cr.pdf.

The Subway Option would divert the R or M subway line east of 63rd Drive (via an existing connection) to the northern section of the Rockaway line. The subway would converge with the A train north of the Aqueduct Station and continue into the Rockaways. At Rego Park two stations would be built, one for the subway and one for the LIRR mainline, to permit transfers between the two services. This would allow Rockaway riders a quick trip to Midtown or to eastern points in Long Island.

Under both options this restored right-of-way would be professionally landscaped and with appropriate engineering might also accommodate a greenway with hiking paths and bike trails.

ADDITIONAL TRANSIT IMPROVEMENT

Partially adopting a suggestion from COMMUTE (Communities United for Transportation Equity), Select Bus Services could be established at the Rego Park stations to take riders to LaGuardia Airport, Citifield and Flushing. Thus, Rego Park would become a transportation hub improving intra-Queens connectivity and allowing riders to travel to many different points with only one transfer.

ADVOCATED BY:

The Regional Rail Working Group, a consortium of transit advocacy organizations and rail advocates whose goal is to improve mobility by advocating a regional rail system with fast and frequent service with affordable and integrated fares within the Tri-State (NY-NJ-CT) metropolitan area which includes through-running rail service at Penn Station. The group is hosted by the Institute for Rational Urban Mobility, Inc, a NYC-based not-for-profit corporation.

The Rockaway Subcommittee is a division of the *Regional Rail Working Group* that is made up of civic activists concerned with improving the livability and economic viability of their community by advocating the reactivation of the **LIRR Rockaway Line** to provide speedier rail service between Midtown Manhattan, Central/Southern Queens and the Rockaway Peninsula.

CONTACT INFORMATION:

REGIONAL RAIL WORKING GROUP
GEORGE HAIKALIS – CHAIRMAN
E-mail: Geo@IRUM.ORG
Phone: (212) 475-3394/Fax: (212) 475-5051
Websites: WWW.IRUM.ORG & WWW.RRWG.ORG

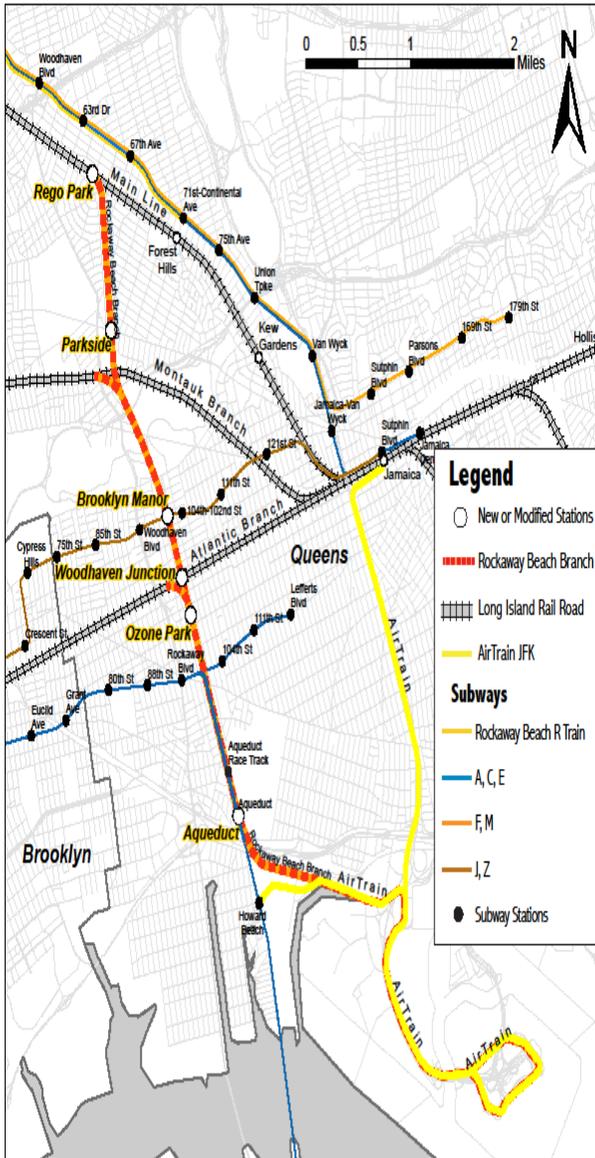
RRWG-ROCKAWAY SUBCOMMITTEE
P.O. BOX 21109
Floral Park, New York 11002-1109
www.Rockawaybeachline.org

CARL PERRERA – Co-Chair
E-mail: Nyctransitman@aol.com
NORMAN B. SILVERMAN – Co-Chair
E-mail: Bkdodgers47@aol.com
JOHN ROZANKOWSKI – Mass Transit Advocate
E-mail: Rozankowski@aol.com

RAIL ROAD OPTION

REVITALIZATION OF THE LIRR ROCKAWAY BEACH LINE

Rockaway Beach Branch - Kennedy Airport Alignment



- Speedier access between*
- Midtown Manhattan and
 - Aqueduct Racino
 - JFK Airport & Convention Center
 - Central/Southern Queens & the Rockaway Peninsula

Please sign the petition at the website below:
<http://www.change.org/petitions/reactivate-the-lirr-rockaway-line>

SUBWAY OPTION

Rockaway Beach Branch - R Train Alignment

