

Community Board Hears 'Subway Options' Plans

Representatives of the Metropolitan Transportation Authority submitted a series of proposals to members of Community Board 5 on The Queens Subway Options at last Wednesday's meeting.

It was explained that the purpose of the Queens Subway Options is to relieve overcrowding on the Queens Boulevard subway line (E and F trains). These trains are presently running at 100% capacity in both ridership and service. Many people are taking buses from this area out to 169th St. so they can board the trains during the rush hours.

Jeannene Coppinger, District Manager of Community Board 5 reported that passengers cannot get on these trains at more local stops and resorted to "going backwards by bus to go forward by train".

The MTA reported that construction of major projects to help solve these problems has been underway. By 1985, new service will be initiated across East 63rd St. in Manhattan, through a new tunnel

to a new Roosevelt Island Station and to a new 21st Street station in Long Island City.

A series of five options were presented to Board members since part of the changes would pass through the Board 5 area.

The options include: no additional construction other than complete current above mentioned construction. The second option submitted calls for a tunnel to a new Northern Blvd. station underneath the Sunnyside Yards to surface on the South Side of the LIRR Main Line to connect to a new Woodside station, then travel under Yellowstone Boulevard to a new transfer station at Continental Avenue in Forest Hills into the Queens Boulevard line.

The third option would construct a link from the 21st Street station to Queens Boulevard, and local "E" tracks at Queens Plaza. "GG" trains (from Brooklyn at Court Street) would transfer via a 300' underground passageway build to the 23rd St./Ely Ave. station to the "E" and "F" trains.

The fourth option would build a link with the 63rd St. line from the 21st St. station to a new station in the Sunnyside Yards at Thomson Ave. Riders could then transfer to LIRR trains using the existing Montauk Line tracks, which would be electrified to Jamaica Station. These tracks run, in part, along Rust Street in Maspeth. At the same time the MTA would renovate stations at Richmond Hill, Locust Manor, Laurelton, Rosedale, Hollis, and Queens Village.

Option five calls for a construction link from the 63rd Street line at 21st St. Station to the Montauk Line tracks in Sunnyside Yards, with possible transfer passageway to Queens Plaza Station.

This option also includes electrifying the Montauk tracks for NYC Transit Authority service with new stations at Fresh Pond Road, Woodhaven Blvd., and Leferts Blvd./Jamaica Ave. This plan would construct track links between LIRR and Jamaica EL in Richmond Hill running into Archer Ave. stations.

Coppinger stated that the Montauk line now is used for

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BEST FOOT FORWARD by Doctor Irwin M. Sater

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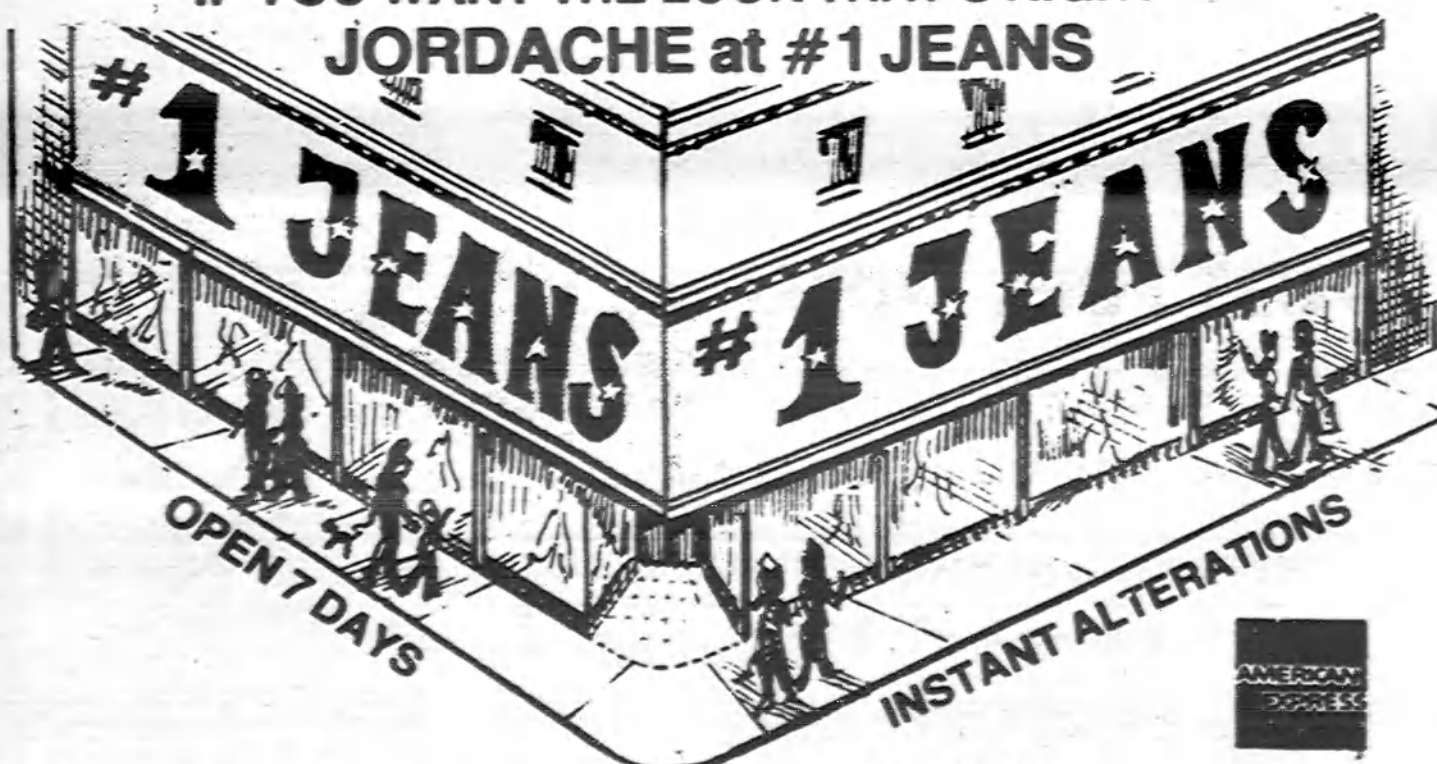
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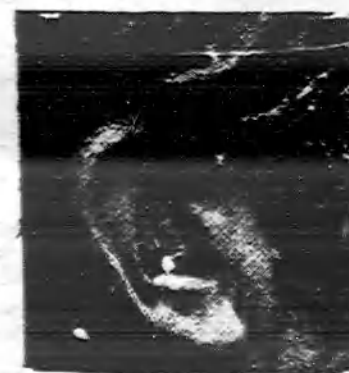


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