



FOR IMMEDIATE RELEASE | OCTOBER 8, 2025

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## QueensLink & QueensWay: What You Need to Know

**October 8, 2025** – At the request of City Council Member Selvena Brooks-Powers, the New York City Independent Budget Office (IBO) conducted an [analysis](#) of demographic and socioeconomic indicators for the area around the proposed QueensLink and QueensWay projects to inform ongoing community discussions.

The Rockaway Beach Branch (RBB), a long dormant rail line running through central and southern Queens, has become the focus of two community-led redevelopment proposals.

- [QueensLink](#) proposes reactivating the abandoned RBB rail line for public transit service, while incorporating park space and a bike path.
- [QueensWay](#) proposes converting the area into an elevated linear park, similar to Manhattan's High Line. *The Adams administration expressed support for the QueensWay plan along with \$35 million in City funds for the first phase of the plan. Additionally, the park proposal had \$118 million in federal funding allocated that was later rescinded in July 2025.*

While the proposals differ in vision, with one prioritizing transit connectivity and the other open space, both aim to address long-standing community concerns shaped by how residents live, commute, and access neighborhood amenities.

IBO's [analysis](#) of demographic and economic trends for neighborhoods surrounding the RBB rail line help explain the range of perspectives shaping the debate. 98% of buildings in the area are residential, with 80% being single-family homes and the remainder being multifamily walk-ups. 44% of residents [commute](#) to work by public transit, compared with 47% citywide, while 39% commute by personal vehicle, compared with 27% citywide. [Economic indicators](#) suggest that the area generally has higher median incomes and lower poverty rates than citywide averages. However, [access to parks](#) is limited—particularly in the southern portion of the project area.





At its core, the redevelopment proposals for the RBB reflects multiple competing community priorities. Improved transit access addresses long-standing public transportation challenges for the surrounding neighborhoods while expanding park space represents a chance to increase access to green space. The future of either proposal heavily depends on future mayoral and financial support.

