Jan

- NYC DCP Transit Travelshed (nycplanning.github.io)
    - *Access to public transportation is often thought of as a binary – either you have it, or you don't – but we know it's more complicated than that. The number of stations and types of transportation you can use, where they take you and how fast they get you there, are what really matter.*
    - *A travelshed is the geographic area that can be reached from a specific point, within a specific period of time. For example, a travelshed can show which job centers a resident from a particular neighborhood could reach within an hour-long commute.*
    - td-travelshed/Transit Travelshed.pdf at master · NYCPlanning/td-travelshed · GitHub
- Could be helpful: 2022-chp-pud.xlsx (live.com) (2022 Community Health Profiles Public Use Dataset)
    - Contains data at the Community District level on:
        - Cause of Premature Deaths (Including cancer and heart disease), which could be used to make a case for the benefits of lower emissions in the area because of QueensLink.
        - Data on most common cancers per Community District, same as above.
        - Poverty rates, which could be associated with transit access (Should be more updated census data)
        - Unemployment rates, which could be associated with transit access (Should be more updated census data)
        - Avertable Deaths - This measure considers income as a factor in death rates. Avertable deaths are defined as the expected percentage of deaths that could have been averted had each neighborhood had the same mortality rates as the top 5 highest average household income "baseline" neighborhoods.
        - Child Asthma Emergency Department Visits
        - Life Expectancy
    - The QueensLink report signals at a few benefits, including new jobs, auto congestion reduction, and reduced emissions
- Median Income – Median Income in areas served by transit (Subway + LIRR + MNR) vs communities served by the QueensLink

Elliot

- Queensway
    - 35 million in funding from the city for the greenspace.
    - [redacted]
- MTA Studies:
    - Phase 1 Study: 10941 (mta.info)
    - Phase 2 Study: 10986 (mta.info)
    - [redacted]
- Queenslink Study:
    - Phase 1 The-QueensLink-Corridor-Analysis_Ph-1-Prelim-Assessment-Study-Rpt_June-2021_Final.pdf (thequeenslink.org)
    - Responds to MTA study, stating the MTA study's costs are inflated. Breaks down "soft costs" from Construction costs. Queenslink study has similar metrics for Construction costs, but much lower soft costs. Also mentions the Economic benefits.
    - No clear definition of transit desert.
- Census Data
    - Census Bureau - Advanced Search
        - B08301-ACS Means of Transportation at the block group level for 2022
        - P9-Hispanic or Latino 2020
        - B19013-Median Household Income in Last 12 Months
- Mapping New York City's 'Subway Deserts' - Bloomberg
    - They define transit deserts as areas more than 500 meters away from a subway stop.
- Final Report (nyc.gov) (Transit Study in Western Queens)
- Measuring the Fairness of Transit Accessibility: The Case of Affordable Housing in New York City - Transform Transport
    - . The study found that only 14% of affordable housing units in the city are located within a quarter-mile of a subway station, compared to 33% of market-rate housing units. This lack of access to public transport puts affordable housing residents at a disadvantage, making it harder for them to access jobs, healthcare, and other essential services.
- Study: Half of the city's hottest bus stops are in Queens (ny1.com)

List of potential products:

- Short report outlining multiple socio-economic indicators of the community around the proposed project area that are typically influenced by access to public transit. For example, we could provide data on existing conditions and how, theoretically, they could change based on the construction of new transit, such as:
    - Median Household Income (Increased median household income)
    - Poverty and Unemployment Rates (Increased access to job centers and services)
    - Means of Transportation to Work (Cars -> Public Transit)

    - Health Indicators (Cause of premature deaths, cancer rates, childhood asthma hospitalization rates, life expectancy, and more, all of which could be correlated with higher usage of vehicles and higher levels of emissions. In fact, the QueensLink makes specific mention of lower levels of emissions as justification for the project).
    - Availability of affordable housing units.
- A map highlighting the above-described relationships.
- The NYC Department of City Planning has a very cool interactive tool that shots travel sheds. Essentially, they're able to let readers input a census tract and they'll calculate how far can you travel in one hour and how many jobs you would have access to.
    - NYC DCP Transit Travelshed (nycplanning.github.io)'
- The MTA doesn't like the word *transit deserts* because they believe most of the city is served by at least one mode of transportation. However, we could outline in the report the fact that the area is lacking in rail transport.
- Literature review summarizing the existing studies that analyze the impact of extending public rail in both in New York City and similar urban environment. This could analyze the affects on commute time, unemployment, income level, as well as property value.

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