

MANHATTAN

Greenway Master Plan

Conduit ♦ Southern Queens ♦ Laurelton ♦ Cross Island



City of New York
Department of City Planning

City of New York
Parks & Recreation

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BROOKLYN

QUEENS

GREENWAY MASTER PLAN CONDUIT-SOUTHERN QUEENS-LAURELTON-CROSS ISLAND



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Introduction

The Conduit, Southern Queens, Laurelton and Cross Island Greenways will provide a continuous, 32 mile route for cyclists, walkers, in-line skaters and joggers, following portions of the Belt Parkway and connecting some of the most scenic and significant destinations in eastern Brooklyn and southern and eastern Queens. Recreation and non-motorized transportation opportunities will increase substantially with a safe and scenic route, connecting such beautiful parks as Highland, Brookville and Alley Pond Parks, and providing improved access to spectacular waterfront vistas and major employment destinations, such as John F. Kennedy International Airport, Creedmoor Psychiatric Center and Queensboro Community College. The Greenways in this Plan represent a major portion of the city's Greenway system (see page 2), and connect with some of the city's most popular, existing multi-use paths, including Joe Michael's Mile along Little Neck Bay, the Vanderbilt Motor Parkway in eastern Queens, and the Shore Parkway bicycle path in Queens and Brooklyn. Portions of the original pedestrian paths, built in 1940 in conjunction with the construction of the Belt Parkway, still exist in various states of repair. Where appropriate, this Plan proposes the revitalization of these paths to reclaim the original vision of the Belt Parkway as a scenic, landscaped corridor to be used and enjoyed by both motorized and non-motorized transportation.

The New York City Departments of City Planning (DCP) and Parks & Recreation (DPR) began this planning and schematic design study in the summer of 1996 with funding provided by the federal 1991 Intermodal Surface Transportation Efficiency Act's Enhancement Program. In consultation with an advisory committee composed of the local community boards, council members, Queens and Brooklyn Borough Presidents and representatives from City and State agencies, the Project Team completed the following: an Existing Conditions Report; a Conceptual Plan, which identified route destinations and route alignments; and a Schematic Design, which proposed design types for the identified route. Three advisory committee meetings were held to

review these documents. The Conduit, Southern Queens Laurelton and Cross Island Greenway Master Plan (Plan) will serve as the guide for the implementation of the Greenways. The Plan presents the schematic design for the route, proposes Greenway design guidelines, and identifies an overall construction cost estimate and phasing plan.

The complete construction of the four Greenways will cost approximately \$25 million. However, it is expected that the Greenway construction will be phased in over a number of years and, given the proposed route's alignment along existing streets, and adjacent to major parkways, should be included in future capital construction, thereby minimizing the need to seek separate funding. With the implementation of these four safe and scenic Greenways, the residents of Brooklyn and Queens will be provided with increased opportunities for recreation, the restoration of underutilized parkland, and more flexible and environmentally sound means of travel to work or for running errands.

