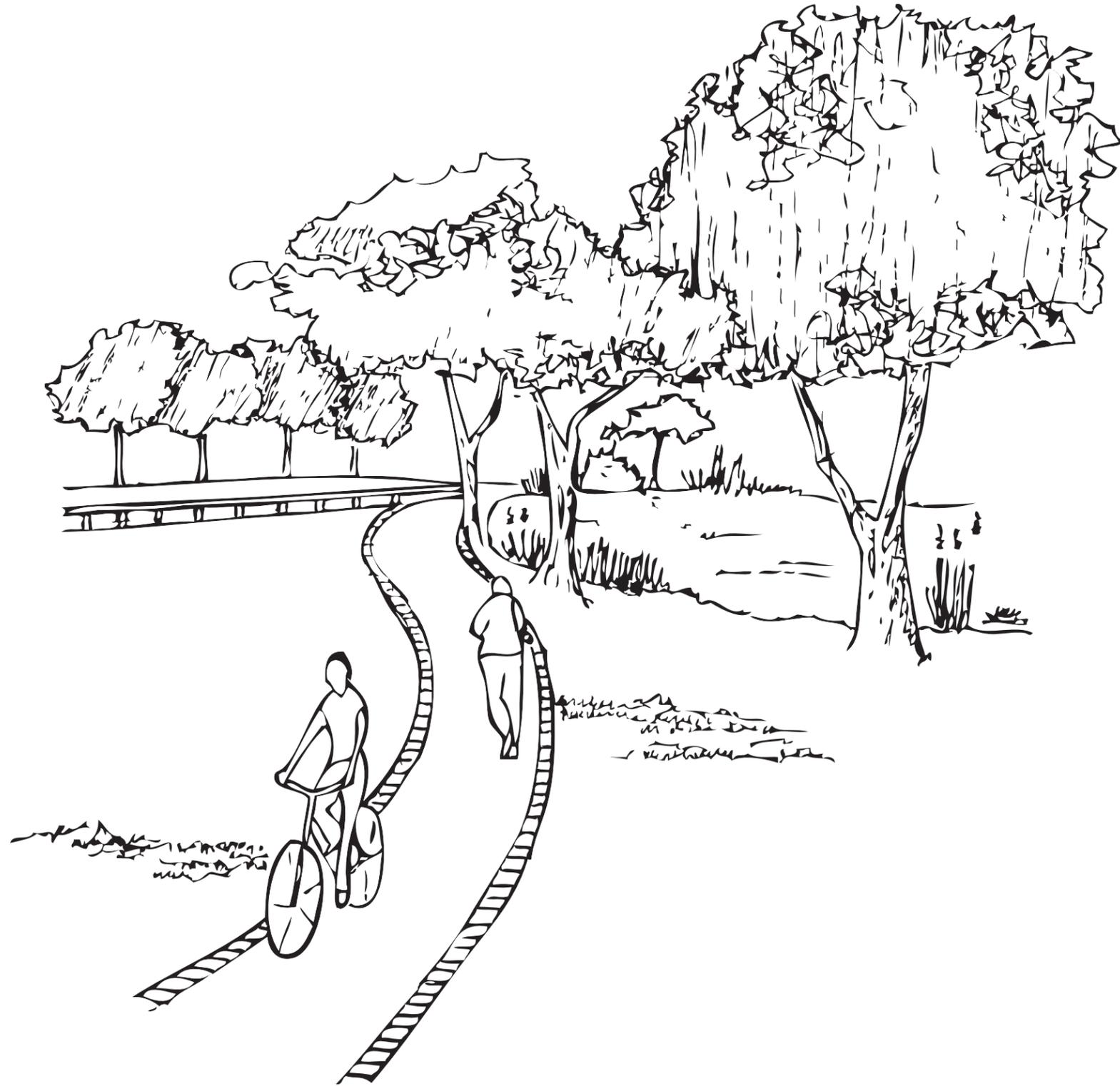


Laurelton Greenway Route Description

The Laurelton Greenway will travel along new asphalt paths, built along the alignment of the original 1940 paths. The original paths meander through a mature landscape dominated by oaks, pines, maples, Rhododendron and Mountain Laurel. Linear ponds, known as "Twin Ponds", are a defining feature of the Greenway. The paths also connect with neighborhood recreational facilities, providing the surrounding neighborhoods with playgrounds, ball fields and basketball courts.

Unfortunately, the paths, landscape and ponds have deteriorated. Pavement along the paths is crumbling and discontinuous, and the ponds suffer from stagnation due to an apparent drainage problem.

However, despite the declining conditions, the original beauty of the paths and landscape is still apparent, and their resurrection would represent a major urban restoration project. DPR has reconstructed the Laurelton Park and Playground, located along the Parkway between Francis Lewis Boulevard and 136th Street. The playground has been reconstructed, and the comfort station has been removed to open up more space for recreation. Reconstructed Greenway paths would enhance this restoration project and provide improved access to this renewed recreational facility. In conjunction with the DPR project, NYC DEP and NYS DOT should begin to improve the pond's drainage, realizing the ponds potential as a true park amenity. Finally, the Laurelton Greenway's linkage into the citywide Greenway system will provide improved access to such area destinations as the beaches of Nassau County and JFK Airport to the south and Alley Pond Park, the Creedmoor Campus and Queensborough Community College to the north.



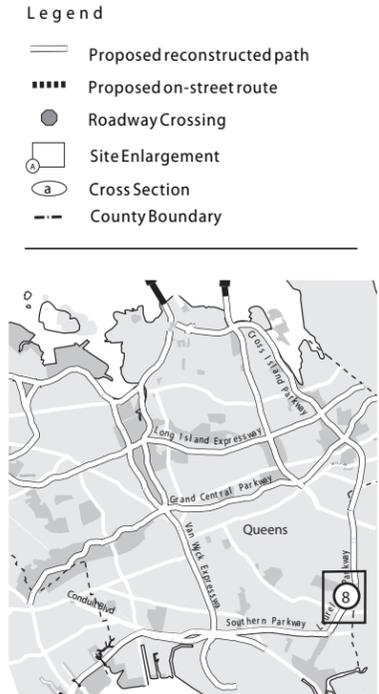
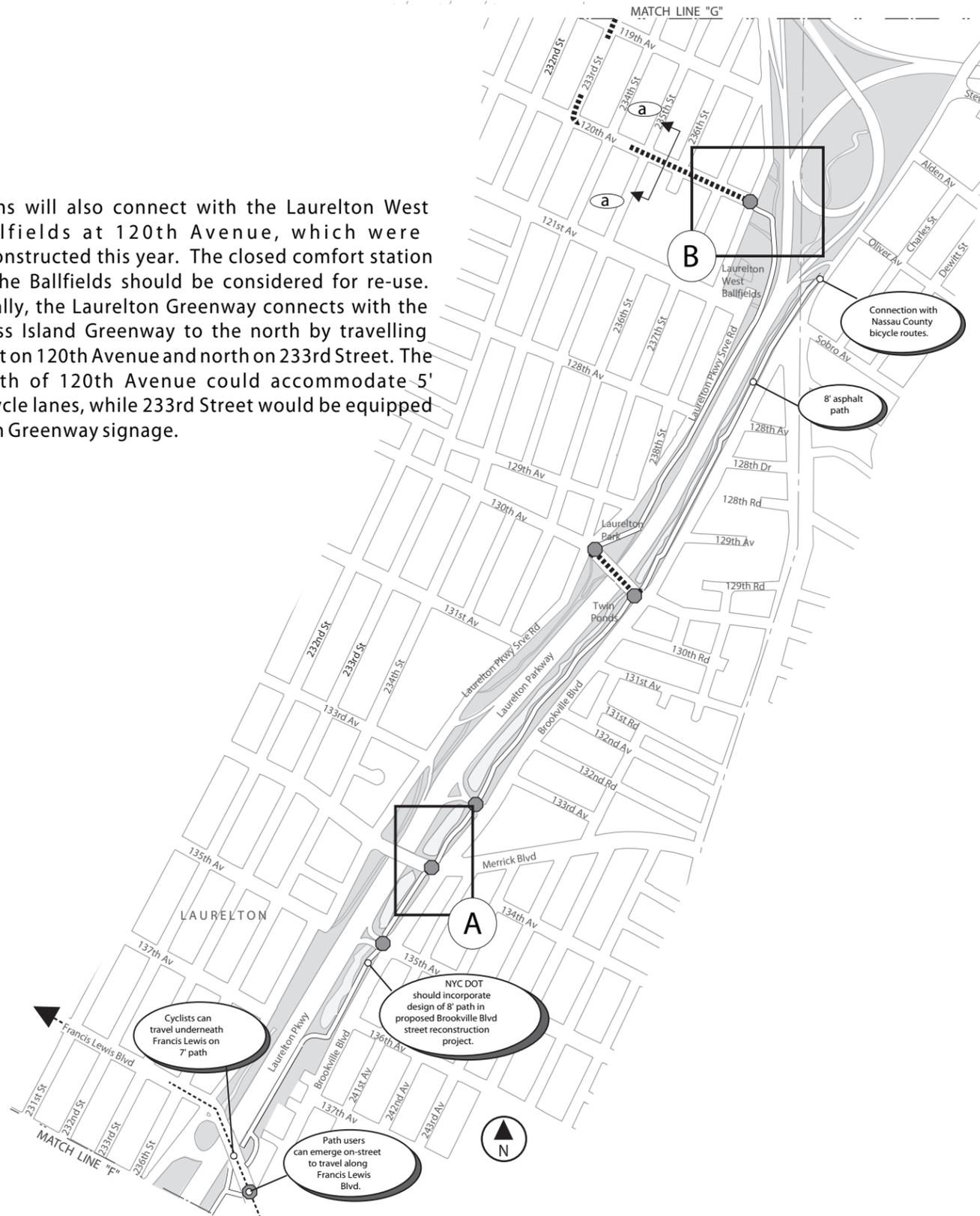
Laurelton Greenway

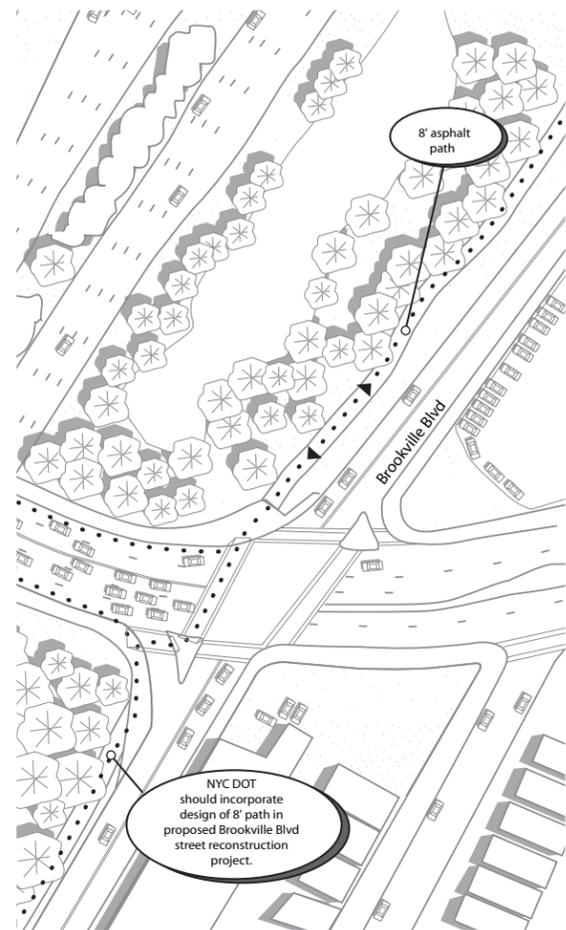
Segment Eight: Laurelton Parkway

From the connection with the Southern Queens Greenway at the intersection of Brookville Boulevard and North Conduit, the Laurelton Greenway travels north along the east side of Laurelton Parkway. The route travels on new 8' asphalt paths, replacing the existing 6' paths, and reconnects on-street at the intersection with Francis Lewis Boulevard and Brookville Boulevard. Here, Greenway users can exit the Greenway and travel along the NYC bicycle network on Francis Lewis and connect with a route to the Nassau County beaches. Greenway users wanting to continue north can avoid this intersection by travelling underneath the Francis Lewis overpass, adjacent to the Laurelton Parkway, and continue on the new 8' asphalt paths. Necessary improvements at the existing underpass include the installation of a new barrier with bicycle-safe rail, the creation of a more gentle slope on the southern side of the bridge and cautionary signage. Between Francis Lewis and 136th Avenue, the paths run alongside the basketball and tennis courts at the Laurelton Park and Playground. The Greenway paths will provide improved access to the Park and Playground. NYC DOT is scheduled to reconstruct Brookville Boulevard south of Merrick Boulevard in 2000. The redesign of this roadway should include traffic improvements for the construction of the proposed 8' greenway path. Intersections along Brookville north of Merrick need study and design with curb and crosswalk implementation. Continuing north, the 8' asphalt paths continue on the east side of the Parkway to connection with the Nassau County border, meandering through the landscaped open space and travelling along the edge of Twin Ponds.

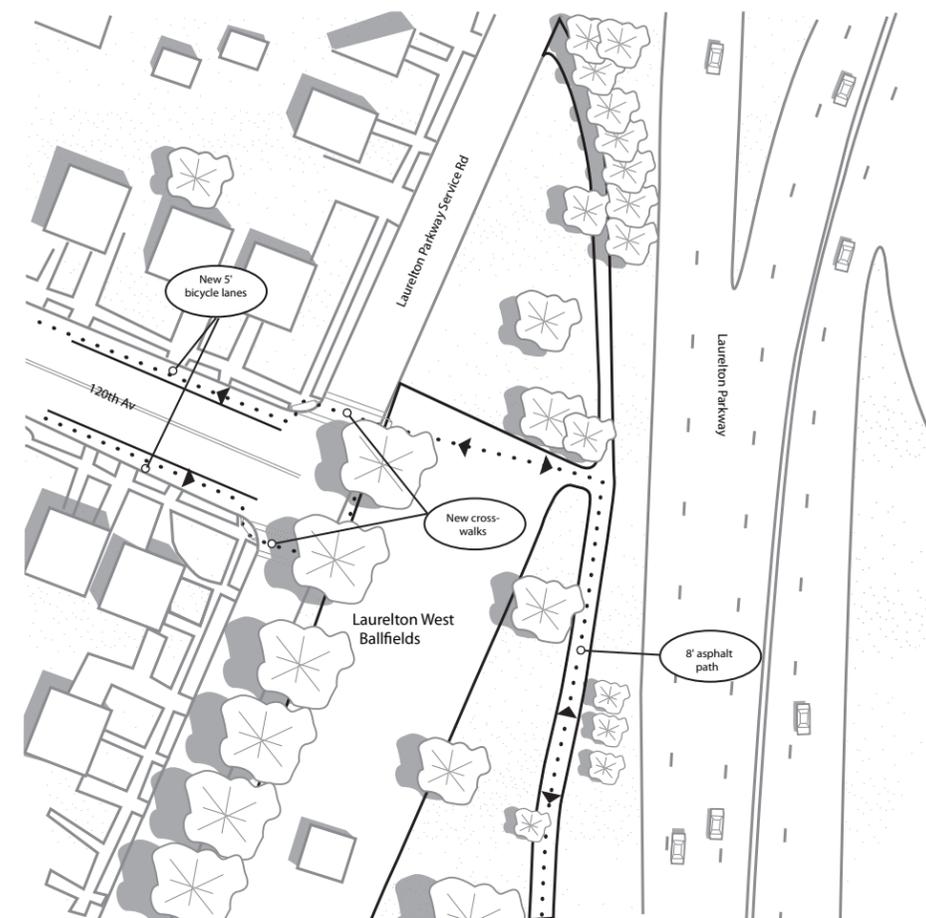
At 130th Avenue, the Greenway continues to a connection to the paths located on the west side of the Laurelton Parkway. Like the parallel route to the east, 8' asphalt paths (replacing the existing 6' paths) meander through mature trees and landscaping. The

paths will also connect with the Laurelton West Ballfields at 120th Avenue, which were reconstructed this year. The closed comfort station at the Ballfields should be considered for re-use. Finally, the Laurelton Greenway connects with the Cross Island Greenway to the north by travelling west on 120th Avenue and north on 233rd Street. The width of 120th Avenue could accommodate 5' bicycle lanes, while 233rd Street would be equipped with Greenway signage.





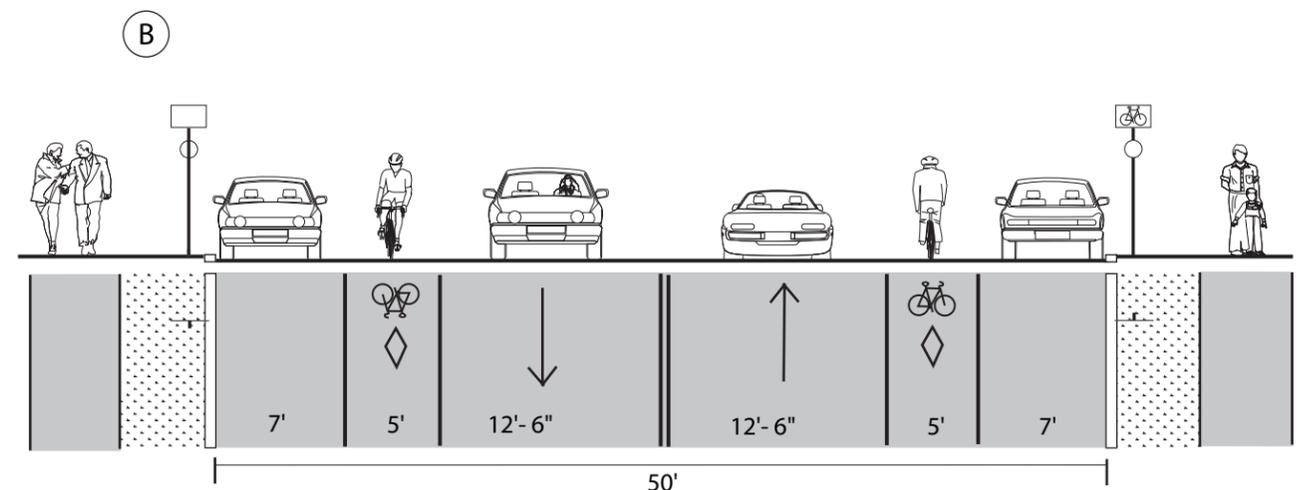
A Merrick Boulevard and Laurelton Parkway



120th Avenue and Laurelton Parkway



Existing 6' asphalt path along "Twin Ponds"



120th Avenue at 236th Street.
Proposed 5' on-street bicycle lane.

Cross Island Greenway Route Description

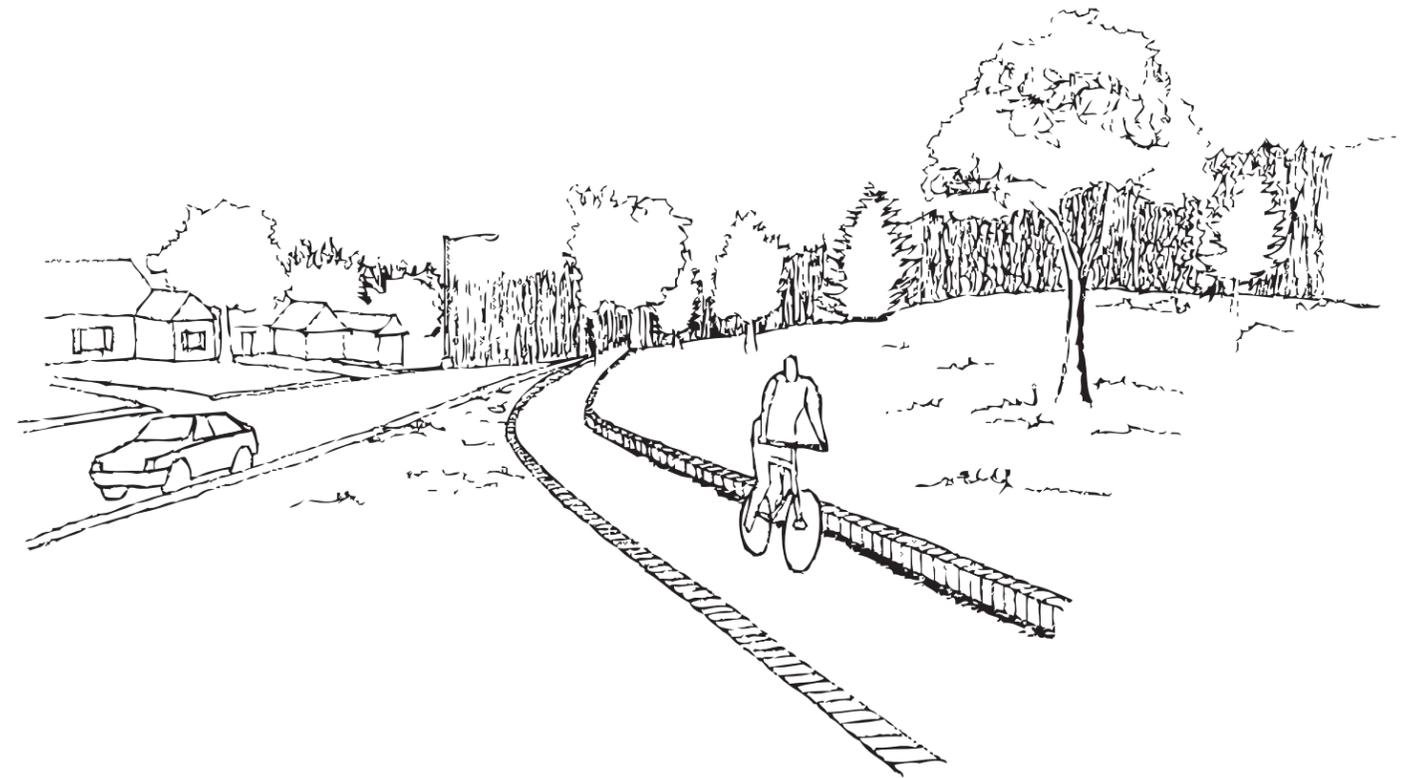
Connecting with the Laurelton Parkway to the south, the Cross Island Greenway travels in a north-south direction within a mile of the landscaped open space adjacent to the Cross Island Parkway. Belmont Race Track, which straddles the Nassau County-New York City border at the Cross Island Parkway and Hempstead Avenue, is the first major destination along the route. The Race Track occupies approximately 440 acres and employs over 1700 people. To the north of Belmont, the Cross Island Greenway travels on-street along 222nd Street and Winchester Boulevard through Queens Village, a residential community of single and multi-family homes. The on-street route also connects with Creedmoor Campus, home to the Creedmoor Psychiatric Center and other social service and civic organizations which provide over 1600 jobs. East of Creedmoor, the Cross Island Greenway terminates at the Queens County Farm Museum. Located on over 47 acres, the Museum is an historic farm with livestock, an orchard, gardens and the original farmhouse constructed in 1772. While the major entrance to the Farm Museum is located on Little Neck Parkway, the Greenway enters the Museum grounds from Commonwealth Boulevard, providing the Museum with a more direct connection to the remainder of the Greenway and Alley Pond Park.

At Union Avenue and Winchester Boulevard, the Cross Island Greenway links with the proposed Brooklyn-Queens Greenway (BQG) in Alley Pond Park to the north. Currently, the developed BQG ends at the Vanderbilt Motor Parkway path, the former parkway constructed by William K. Vanderbilt, great grandson of railroad magnate Cornelius Vanderbilt as a means of getting to the family's Long Island estate. Today, the Vanderbilt Motor Parkway is a popular and scenic 25' wide multi-use path, connecting Alley Pond Park with Cunningham Park and the BQG route to the west. The BQG will extend access to the north by reconstructing the existing paths in Alley Pond Park for pedestrians and providing an on-street bicycle route on the park perimeter. Totalling 623 acres,

Alley Pond Park is the second largest park in Queens and contains active recreational facilities, such as ballfields and handball and tennis courts. The Park is perhaps best known, however, for its extensive natural setting and resources, offering fields, forests, ponds and Alley Creek. The Alley Pond Environment Center (APEC) at Northern Boulevard studies, nurtures and interprets the Park's natural resources, and holds classes, exhibits and educational wildlife activities.

Exiting Alley Pond Park, a critical connection is made with Joe Michael's Mile. Located adjacent to Little Neck Bay, Joe Michael's Mile, which is actually over two miles in length, is one of the city's most popular and scenic paths, offering spectacular views of Little Neck Bay and Long Island Sound and the historic waterfront residential community of Douglaston Manor. A Marina is located along the path.

Fort Totten, another major route destination, is located at the northern end of Joe Michael's Mile. Occupied by the US Army and built in the 1860s, Fort Totten is situated on a 126 acre peninsula jutting into the Long Island Sound. The property is a unique waterfront site with commanding views, tree-shaded rolling acres and historic and architecturally significant buildings. The Army is in the process of declaring 120 acres of the Fort as surplus property, to be transferred to the City of New York. Bicycle/pedestrian access through the property, and along its waterfront, especially along scenic Shore Road, will be included in the master plan for the property. Finally, the BQG ends at Little Bay Park, a 50 acre waterfront park, providing two soccer fields and one little league field. This project proposes the development of a formal bicycle/pedestrian path along the waterfront to capitalize on the park's stunning views of Long Island Sound and to improve access to Joe Michael's Mile and Fort Totten. At the time of the completion of the Master Plan, DPR is constructing a waterfront path and roller hockey rink in Little Bay Park.



Cross Island Greenway

Segment Nine: 118th Avenue to 104th Avenue

Where 233rd Street crosses Linden Boulevard, the Laurelton Greenway ends and the Cross Island Greenway begins. The route travels on-street for two and a half blocks, where it crosses the Parkway service road and connect with a new 8' asphalt path within the open space of the Cross Island Parkway right-of-way. Similar to other open space areas of the Belt System, the Cross Island Parkway is populated with mature oaks, maples and pines, fruit trees and flowering bushes; the newly constructed path will meander through this open space. Care will have to be taken in the design and construction of this greenway to avoid impact on the existing trees. The north-south, 8' asphalt path crosses 115th Avenue at a new cross walk; curb and intersection design is necessary. The path continues north for approximately one mile to 113th Avenue. The on-ramps to the Belmont Race Track are located within the right-of-way between 113th and 107th Avenues, forcing cyclists to travel on-street in this section. New crosswalks are needed to facilitate the transition between on and off-street sections. North of 107th Avenue, the greenway again travels on an 8' path which will connect with 104th Avenue. Similar to the Laurelton Greenway to the south, the Cross Island Greenway meanders north-south through landscaped open space, providing a direct and safe alternative transportation and recreation route through a scenic landscape.

