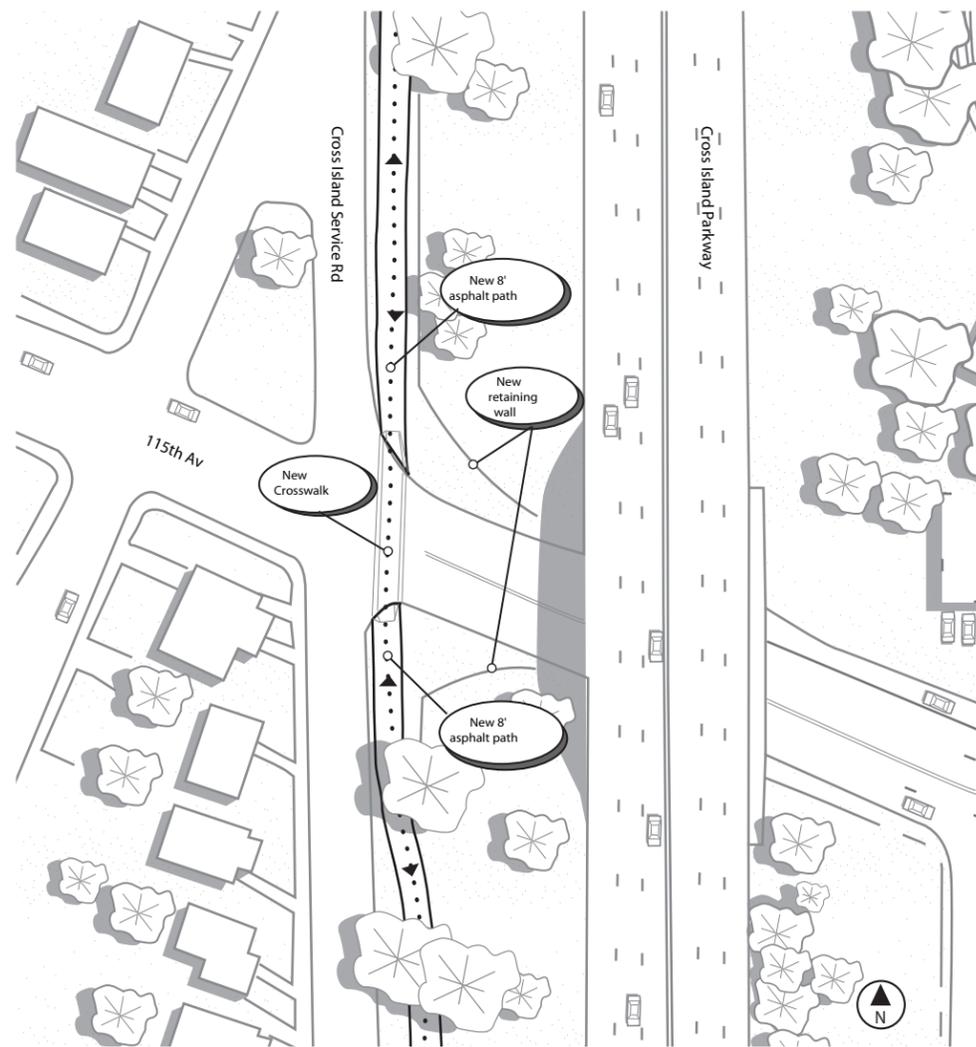
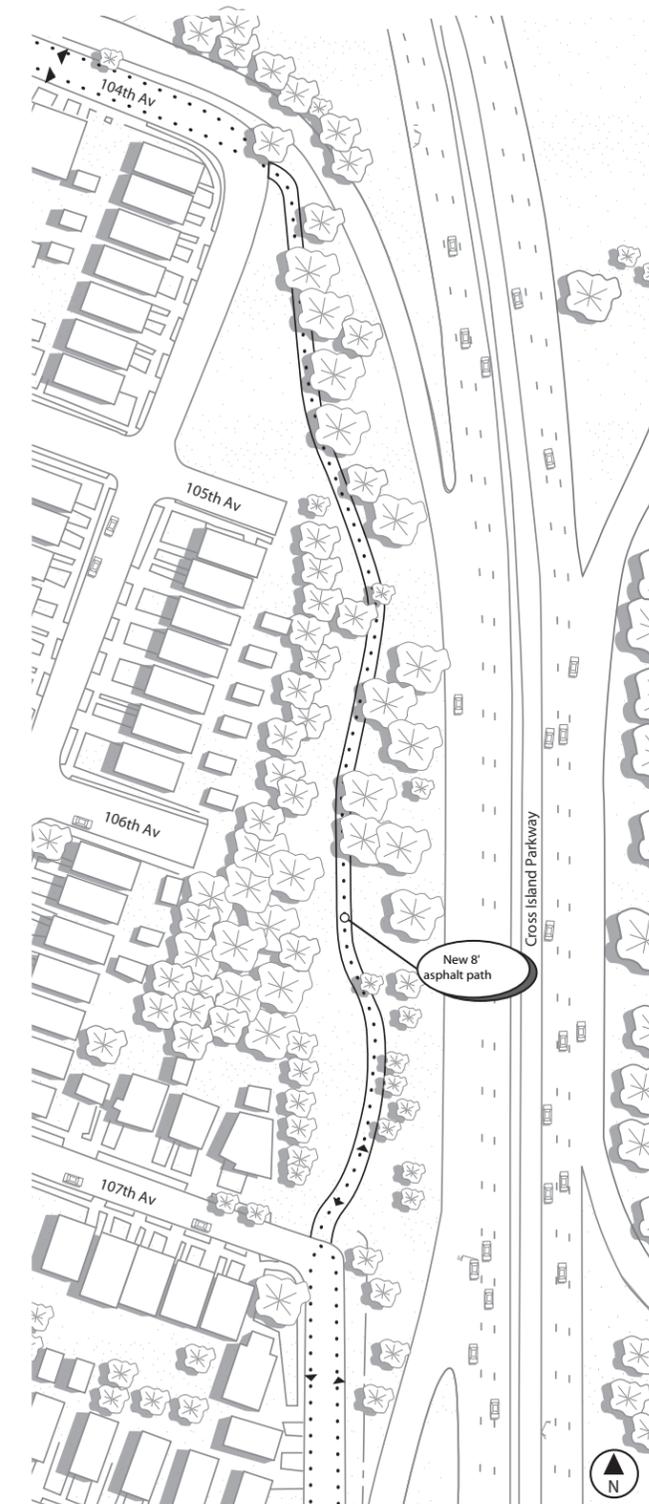


a-a

233rd Street at 118th Avenue.  
Proposed on-street bicycle route.



A 115th Avenue and Cross Island Service Road



B Cross Island Parkway between 104th Av and 107th Av

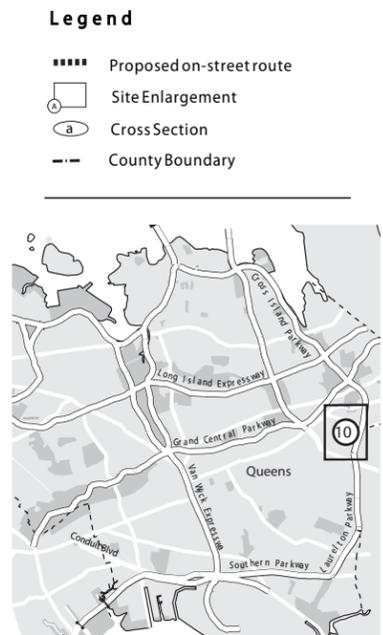
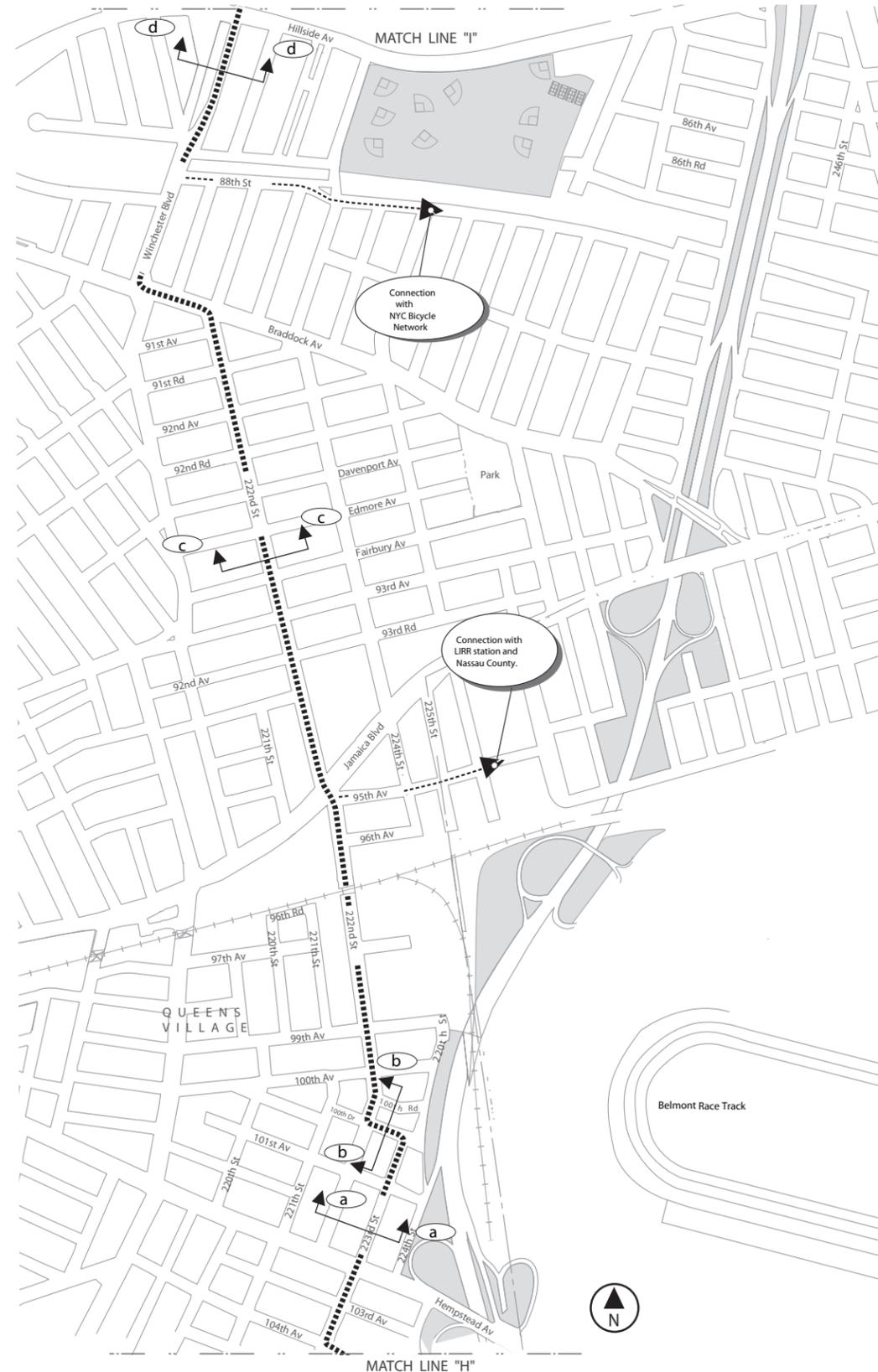
# Cross Island Greenway

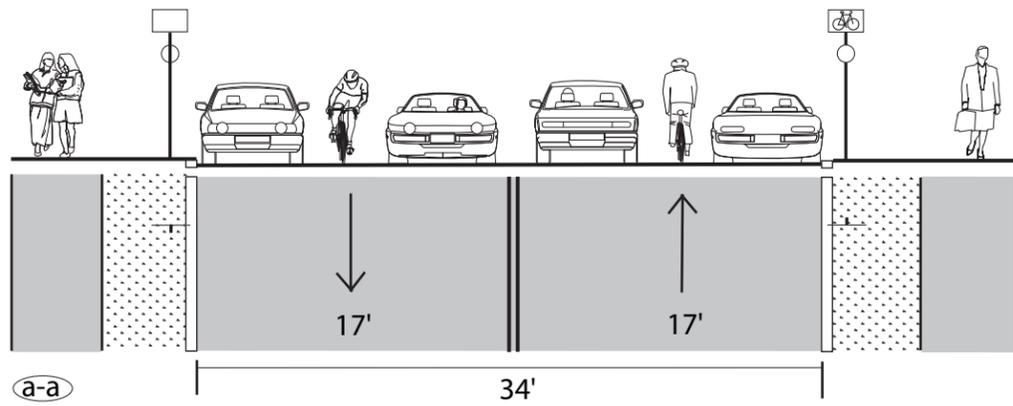
## Segment Ten: 104th Avenue to Winchester Boulevard

From 104th Avenue, the route travels on-street for approximately 2.5 miles. This on-street route was selected in lieu of an alternative route which would have followed the Cross Island Parkway. This route was eliminated due to the LIRR bridges over the Parkway at 99th Avenue and the inadequate open space within the right-of-way. The selected Greenway route will be signed on brief, on-street segments on 104th Avenue, 233rd Avenue and 100th Drive. Where possible, a unified landscape and street planting design should be developed to facilitate the continuity of the Greenway

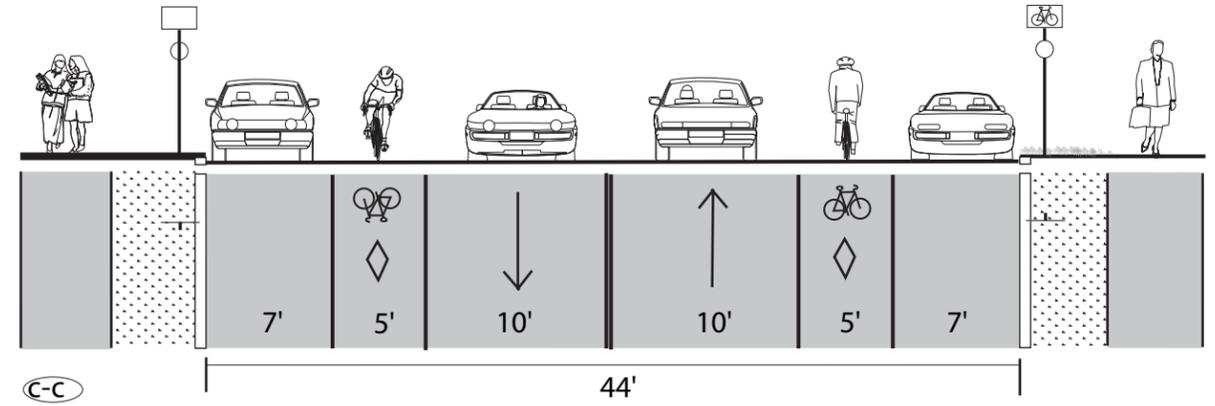
At 222nd Street, the Cross Island Greenway travels along a 5' bicycle lane for 1.25 miles. This section of the route travels through Queens Village, a residential community of well-maintained one and two family homes. At the intersection of 222nd Street and Braddock Avenue, the route travels west for two blocks, and north on Winchester Boulevard.

Like 222nd Street, Winchester provides adequate width for a bicycle lane. In fact, between Hillside and Seward Avenue, the width of the roadway is approximately 56 feet. A bicycle lane would both provide a safe bicycle route and more effectively channel the motor vehicle traffic. In addition, Winchester's concrete medians and large traffic triangles could be further greened to complement and enhance the route through DPR's Greenstreets Program.





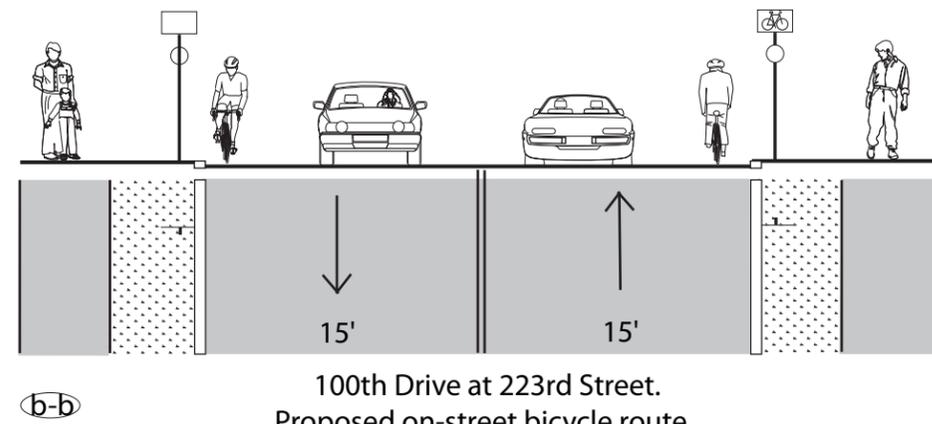
223rd Street at 101st Avenue.  
Proposed on-street bicycle route.



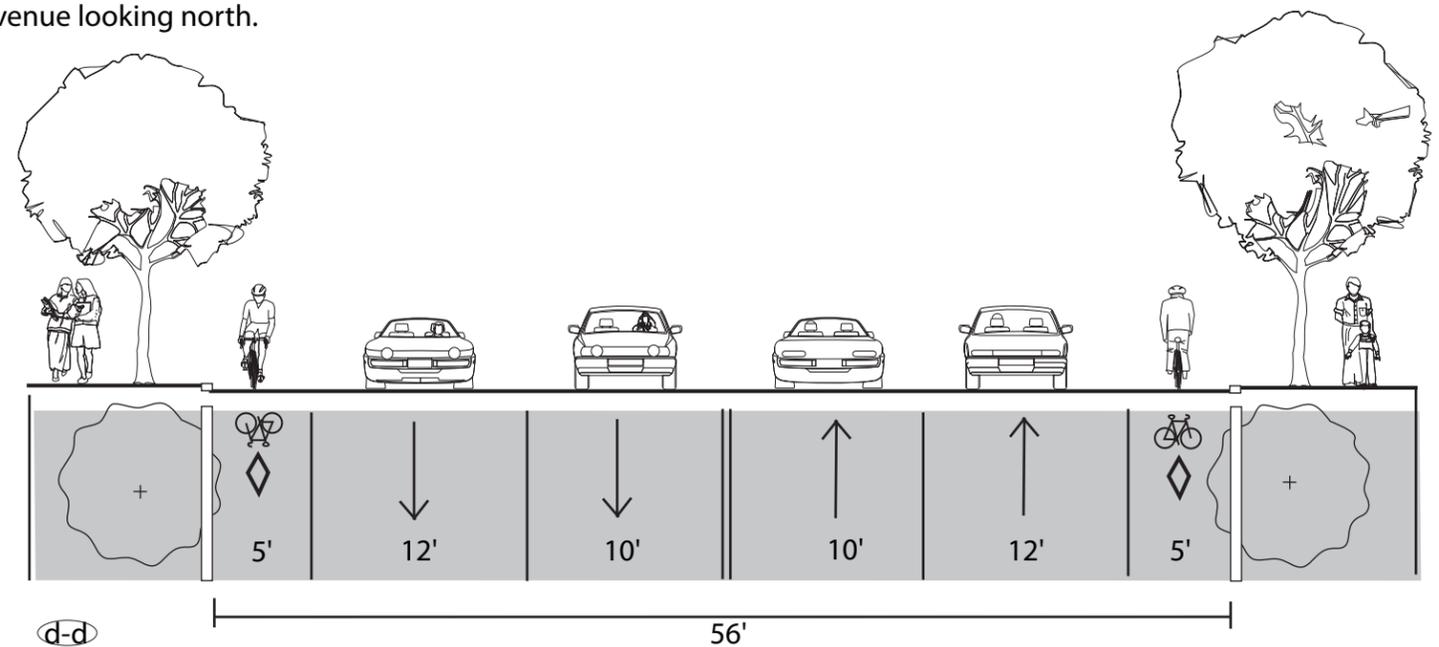
222nd Street at 93rd Avenue.  
Proposed on-street 5' bicycle lane.



Winchester Avenue looking north.



100th Drive at 223rd Street.  
Proposed on-street bicycle route.



Winchester Boulevard, south of Hillside Avenue

# Cross Island Greenway Segment Eleven: Creedmoor - Alley Pond Park

The on-street segment of the Cross Island Greenway terminates at the intersection with Union Turnpike, where a connection with the 300 acre Creedmoor Campus, and its 1600 jobs, is provided. At Union Turnpike, Greenway users have three choices: to travel north or west along the Brooklyn-Queens Greenway, or east to the Queens Farm Museum, the end destination of the Cross Island Greenway.

To reach the 47 acre Queens County Farm Museum, the route travels on a 10' asphalt path along the north side of Union Turnpike, adjacent to the Creedmoor Psychiatric Institute. Currently, pedestrians and cyclists use an informal dirt path along this segment. The new path will formalize their travel and shared use will be guided by "respect others" signage and striping; a barrier rail will protect users from west-bound motor vehicle traffic. Creedmoor recently installed a chain link fence along this stretch of Union Turnpike; the fence will remain, though we propose relocating the fence at the corner of Union and Winchester to allow Greenway users to travel behind the existing bus stop at the intersection. Traveling further east, the path along Union narrows to 6' for 90 linear feet as it crosses a bridge over a road within the Creedmoor campus. The path then widens to 8', replacing an existing 5' concrete sidewalk over the Cross Island Parkway. At the intersection of Union Turnpike and Commonwealth Boulevard, the route will travel north on-street on Commonwealth for approximately 300' to connect with a 10' asphalt, east-west path to the north of Queens Children's Psychiatric Hospital. The 10' path will provide access to the ball and soccer fields within the open space (currently under the jurisdiction of the Hospital) and connect with the farm road at the rear entrance of the Farm Museum. The path adjacent to the Children's Hospital will require an easement. Additionally, the roadway within the Queens Farm Museum should be

included in the path construction project. Officially, this destination will provide the northern terminus to the Cross Island Greenway.

The Project's Conceptual Design identified an alternative route traveling along Douglaston Parkway, over the Long Island Expressway on the Parkway's existing bridge, and connecting with a proposed north-south path in Alley Pond Park to the east of the Cross Island Parkway. This alternative was eliminated from the Schematic Design due to the high motor vehicle speeds and dangerous hills and curves of the Douglaston Parkway and the presence of environmentally sensitive wetlands in this area of Alley Pond Park. Greenway users will be able to experience the natural beauty of these wetlands through the pedestrian paths beginning at the Alley Pond Environmental Center. The Project Team determined that the proposed Brooklyn-Queens Greenway route in Alley Pond Park on the west side of the Cross Island Parkway served as an appropriate north-south route in this area. In the Alley Pond Park segment, a "hike and bike" system will separate pedestrians and cyclists. Pedestrians will follow interior paths to be reconstructed. Cyclists will use on-street routes along the perimeter of the Park.

