

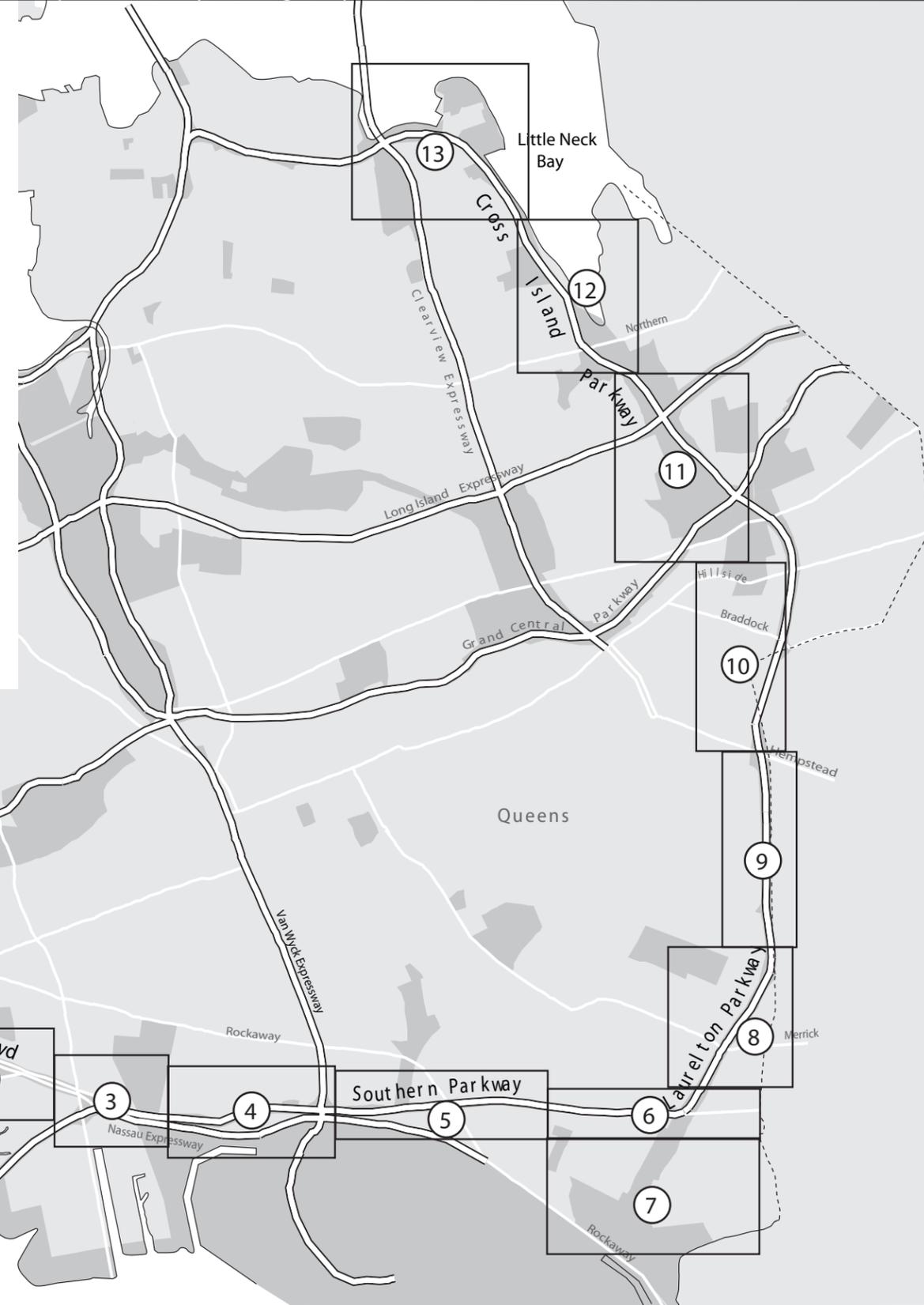
## Master Plan Organization

The Master Plan's Schematic Design for the 32 miles of greenway is divided into 13 segments. The Conduit Greenway, which runs roughly along Conduit Boulevard, is found in Segments 1 and 2; the Southern Queens Greenway, which runs parallel to the Southern Parkway, is found in Segments 3 through 7; the Laurelton Greenway, which runs along the Laurelton Parkway, is found in Segment 8; and the Cross Island Greenway, which runs roughly along the Cross Island Parkway, is found in Segments 9 through 11. Segments 12 and 13, while adjacent to the Cross Island Parkway, are identified as the northern portion of the Brooklyn-Queens Greenway. We have used this opportunity to develop recommendations for this portion of the Brooklyn-Queens Greenway due to its location within the Cross Island Parkway corridor and connection with the Cross Island

Greenway, and the need for planning and design in this portion of the Brooklyn-Queens Greenway.

The 13 segments are presented via route descriptions and segment route maps; the maps are followed by cross sections and plan enlargements to further illustrate design proposals. Accompanying text describes route alignment and identifies major destinations.

Following the Schematic Design, the Master Plan presents Design Guidelines. The Guidelines provide details on path width and materials, on-street bicycle lane design, proposed signage and site furniture based on the DPR Standard Design Details. Finally, a construction cost estimate and phasing plan is included at the end of the Master Plan.

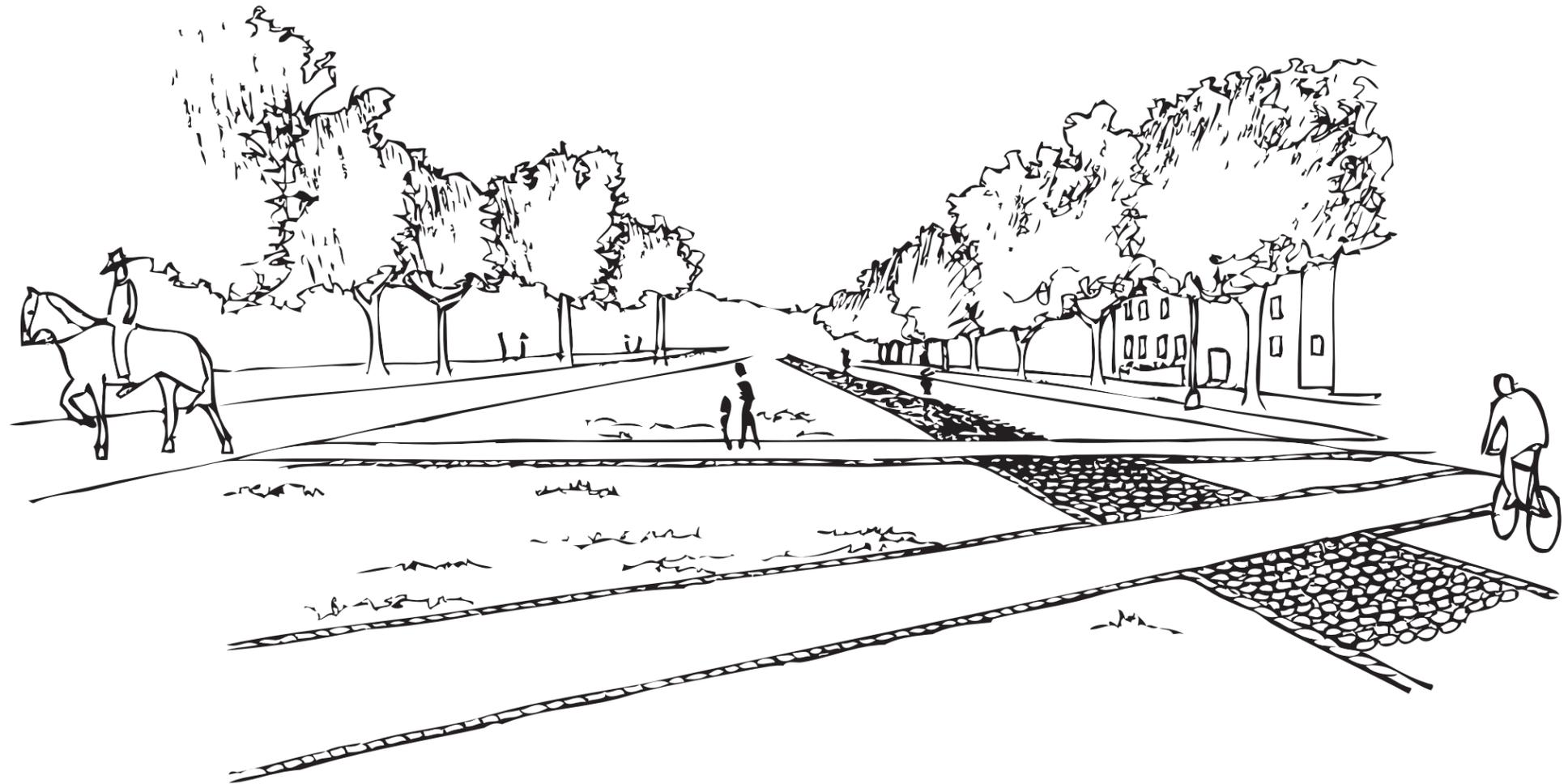


## Conduit Greenway Route Description

The Conduit Greenway begins in Highland Park, at a junction with the beginning of the Queens portion of the Brooklyn-Queens Greenway at Vermont Place. Composed of 141 acres, the Park straddles the Brooklyn-Queens border, offering such recreation opportunities as ball fields, basketball courts, picnic areas, playgrounds, a concert bandshell and the scenic Ridgewood Reservoir. Though no longer in use, the Ridgewood Reservoir's beautiful natural setting is a unique attraction for area residents, and its 1.4 mile maintenance road is well used by runners, cyclists and walkers.

The Conduit Greenway travels out of Highland Park in a south-east direction, providing Greenway users with stunning views of Jamaica Bay and the Rockaways to the south from the Park's high ridge. After exiting the Park, the route travels through the residential neighborhood of Cypress Hills. Dominated by well maintained single and multi-family homes, the Cypress Hills neighborhood offers a pleasant cycling environment, providing a connection along quiet one-way streets between Highland Park and the proposed paths along Conduit Boulevard.

South of Atlantic Avenue, the route connects with the open space along Conduit Boulevard, under the jurisdiction of the NYC DOT. Generally a wide grassy median, the mile long Conduit open space provides an exciting opportunity for the development of a first class Greenway route. The width of the open space will permit the construction of a meandering, scenic path system complemented by benches, lamps, trees and plantings. Pedestrian walkways should also be constructed along the alignment of the existing north-south informal dirt paths to connect the neighborhoods to the north and south. Connections will be made at the eastern end of the Conduit Greenway with the popular Shore Parkway Path, the Rockaway Gateway Greenway, the Cypress Lane Horse Stables, and the ball fields located within the four small parks along North Conduit Avenue.



# Conduit Greenway

## Segment One: Vermont Place to Liberty Avenue

To exit Highland Park, the route will travel along new 10' asphalt paths along Vermont Place, cross Vermont Place and Highland Boulevard at new crossings in an existing traffic island, and follow in a southeasterly direction as a new 10' asphalt path continues alongside Highland Boulevard. The new paths will be constructed along the alignment of existing 8' concrete foot paths. Greenway signage will instruct users to "share the path". However, it is expected that most of the pedestrian traffic will exit the Ridgewood Reservoir area of Highland Park by choosing a more direct route via the stairs located adjacent to the intersection of Vermont and Highland. This diversion allows pedestrians to avoid conflict with the cyclists and in-line skaters along the new paths.

Traveling southeast from the park paths which terminate at the Highland Boulevard-Jamaica Avenue intersection, the route travels along lightly trafficked one-way streets in Cypress Hills. While the majority of the streets are 30' in width and provide parking on both sides, prohibiting the implementation of an on-street bicycle lane, Force Tube Avenue and Etna

Avenue provide sufficient width for the implementation of 5' bicycle lanes. The remainder of the streets will be equipped with Greenway signage to guide users along the route. A connection is made in the middle of this segment with Fulton Street, the neighborhood's main commercial artery, providing connections with the J train, as well as local commercial services.

Continuing south, the route will travel on one-way streets on either side of the Atlantic Avenue-Conduit Boulevard interchange to access the Conduit Boulevard open space. South-bound users would travel east on Atlantic Avenue for one block, south on Fountain (one-way, signed route) and east on Wells Street (one-way, signed route). The south-bound route would then connect with Liberty Avenue, and the beginning of the Conduit Greenway, via a new 10' asphalt path, constructed along the alignment of an existing 8' walkway. North-bound users would travel north from the Conduit Greenway on signed routes along Euclid Avenue, Atlantic Avenue (one block) and Chestnut Street.

- Legend**
- Proposed path
  - Proposed reconstructed path
  - ⋯ Proposed on-street route
  - Roadway Crossing
  - ✱ Route Begins/Ends
  - Site Enlargement
  - Cross Section
  - - - County Boundary

