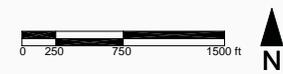




Map 11  
**Eastern Parkway Extension**

Issues:  
 Northern Route/ Eastern Parkway Extension

- - - - - Short-term pedestrian route
- . - . - Long-term pedestrian and potential long-term bike route
- - - - - Long- and short-term recommended pedestrian route, potential long-term bike route
- Existing Class 1
- Existing Class 2
- Existing Class 3



## The Brooklyn-Queens Greenway

### Mark high-visibility crosswalks

High-visibility crosswalks should be striped at all intersections along the route. These crosswalks provide greater safety for pedestrians.

### Mark advanced stop lines

Stop lines should be striped three to four feet from the crosswalk at all signalized intersections along Eastern Parkway Extension.

### Install greenway signs

Standard greenway signs should be installed to identify the route and to separate non-motorized users on the sidewalk.

## **Eastern Parkway Extension to Highland Boulevard, short-term route**

### **Existing Conditions**

We propose alternate routes for the greenway in the long- and the short-term. In the short-term we recommend that pedestrians continue north on Eastern Parkway Extension to Mother Gaston Boulevard and then to Vanderveer Street. They should then turn to walk down the southern sidewalk of Bushwick Avenue, continue on that to East New York Avenue where they should cross Bushwick Avenue, backtrack to Fanchon Place, walk north on Fanchon Place and there connect with the long-term recommended route, discussed in the rest of the Recommended Northern Route.

Mother Gaston Boulevard, Vanderveer Street, and Bushwick Avenue are all relatively industrial in character, with an auto service station on the southeast corner of Bushwick Avenue and Vanderveer Street. The route has the advantage, though, of having signalized crossings for pedestrians.

### **Findings**

- Land use is primarily industrial along Vanderveer Street and Bushwick Avenue.
- There are signalized or stop-controlled crossings for pedestrians at all intersections.

### **Recommendations** [Map 11]

#### Mark high-visibility crosswalks

High-visibility crosswalks should be striped at all intersections along the route. These crosswalks provide greater safety for pedestrians.

## **Truxton Street and Conway Street from Eastern Parkway Extension to Bushwick Avenue**

### **Existing Conditions**

In the long-term we recommend seeking ways to allow pedestrians and eventually cyclists to connect with the route discussed in this paragraph and in the rest of the chapter on the Recommended Northern Route. The route leaves Eastern Parkway Extension at two-way

Truxton Street. On the south side of the street is Callahan and Kelly Playground, a grassy area with benches, a baseball field, and basketball courts that is shared by the community and Public School 255. One-story residential buildings and a large parking lot line the north side of the street opposite the park. Truxton Street is 38 feet wide. The street has an eight-foot parking lane and an 11-foot travel lane in each direction. Vehicular traffic is light. Westbound traffic must turn right on Eastern Parkway Extension due to the continuation of the median through the intersection.

The route then follows Conway Street for a block to Bushwick Avenue. The west side of Conway Street is primarily vacant land dotted with abandoned buildings; on the east side are automotive uses and an MTA subway maintenance yard. Passing over Conway Street are the tracks and elevated stations of Broadway Junction, a major transportation hub which provides access to the A and C subway line, the L, J, and Z lines (and the subway yard), and the Long Island Rail Road.



Broadway Junction infrastructure

The two-way street is 29 to 33 feet wide and carries light traffic, but is paved with cobblestones. Curbside parking is permitted on both sides of the street, but is not always utilized. The 15-foot wide sidewalks are in poor condition. The intersection of Conway Street and Bushwick Avenue averaged 15 vehicular accidents per year.

### Findings

- Both Truxton and Conway streets are lightly trafficked, have some intersections without all-way stop controls, and are too narrow for bicycle lanes.
- Sidewalks here are narrower than on Eastern Parkway Extension, and in poorer condition.
- Conway Street passes under three sets of elevated tracks and is dark.
- The street is paved with cobblestones, making cycling uncomfortable.
- Conway Street and Bushwick Avenue is a high accident intersection.
- There is adequate space at the Broadway Junction station to provide a bicycle parking facility.
- Traffic on Broadway is not stop-controlled at Conway Street.

### Recommendations [Map 11]

Paint the elevated structures a light, reflective color

Conway Street under the elevated tracks is dark and uninviting. The undersides of the elevated structures should be repainted in a light, reflective color to improve visibility, particularly at night.

Explore traffic controls on Conway Street and Broadway

Traffic controls would allow pedestrians to cross more safely at currently uncontrolled intersections.

Provide bicycle parking at the Broadway Junction subway station

The addition of bicycle racks would facilitate intermodal transfers at this transportation hub.

### **Bushwick Avenue from Conway Street to Highland Boulevard and Highland Boulevard from Bushwick Avenue to Highland Park** **Existing Conditions**

The route continues southeasterly on Bushwick Avenue for one block to Highland Boulevard. The west side of the street is fronted by automotive uses and an MTA subway yard and maintenance shops. Evergreen Cemetery, bounded by a six-foot wall, occupies the north side of Bushwick Avenue. The entrance to the cemetery is at Conway Street. Bushwick Avenue is approximately 50 feet wide, has two moving lanes, no parking in either direction, and carries heavy high-speed traffic. The sidewalks on Bushwick Avenue range from 14 to 21 feet wide. The south sidewalk is interrupted by frequent driveways; the north sidewalk along the cemetery is relatively quiet.

The route continues via Highland Boulevard to Highland Park. Highland Boulevard serves as both a neighborhood street and as a parkway on- and off-ramp. Traffic entering and exiting the Jackie Robinson Parkway contributes to high volumes at Bushwick Avenue and Highland Boulevard, which is designed to facilitate access to and egress from the parkway. The intersection is wide and irregular, with separate eastbound and northbound right-turn lanes channeled by traffic islands that were recently paved and landscaped. While the intersection is signalized, there are no marked crosswalks, and pedestrians must cross against parkway-bound left turns that are constant due to continuous permitted and protected signal phases. The intersection had on average 10 reportable accidents per year between 1996 and 2000.



Intersection of Highland Boulevard and Bushwick Avenue

Highland Boulevard east of Bushwick Avenue splits into eastbound and westbound lanes as it crosses over the Jackie Robinson Parkway. The three eastbound lanes carry local traffic and traffic entering the northbound parkway; the westbound lanes carry local traffic that must merge with exiting southbound parkway traffic. Traffic is moderate but constant, and a fatality occurred mid-block. The sidewalk adjacent to the eastbound lanes is ten feet wide and protected by a concrete barrier. The sidewalk adjacent to the westbound lanes provides access to stairs that lead down to Vermont Street. The sidewalk continues over the parkway, but terminates where the parkway off-ramp merges with Highland Boulevard, preventing pedestrians and bicyclists from safely reaching Bushwick Avenue

East of the parkway, Highland Boulevard becomes a two-way residential, tree-lined street bounded by one-story homes, multi-family apartment buildings, and the park. The street has moderate vehicular traffic, with peak hour volumes of 500 to 700 cars in each direction. Accidents were frequent at the signalized



- 1** Reconfigure intersection geometry and stripe new shared-use crosswalks
- 2** Stripe two-way bike lane with protective bollards
- 3** Reconfigure sidewalk for shared use
- 4** Reconfigure roadbed to accomodate path
- 5** Extend curb to channelize traffic
- 6** Move center stripe north
- 7** Same as 3

Map 12: Aerial of Highland Boulevard from Bushwick to Miller avenues