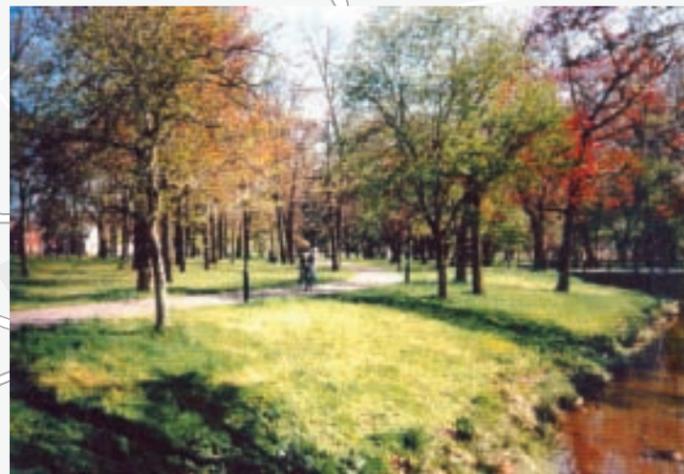


Greenway Master Plan

Conduit Southern Queens Laurelton Cross Island



**City of New York
Department of City Planning**

**City of New York
Parks & Recreation**

July 2000



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



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July 2000

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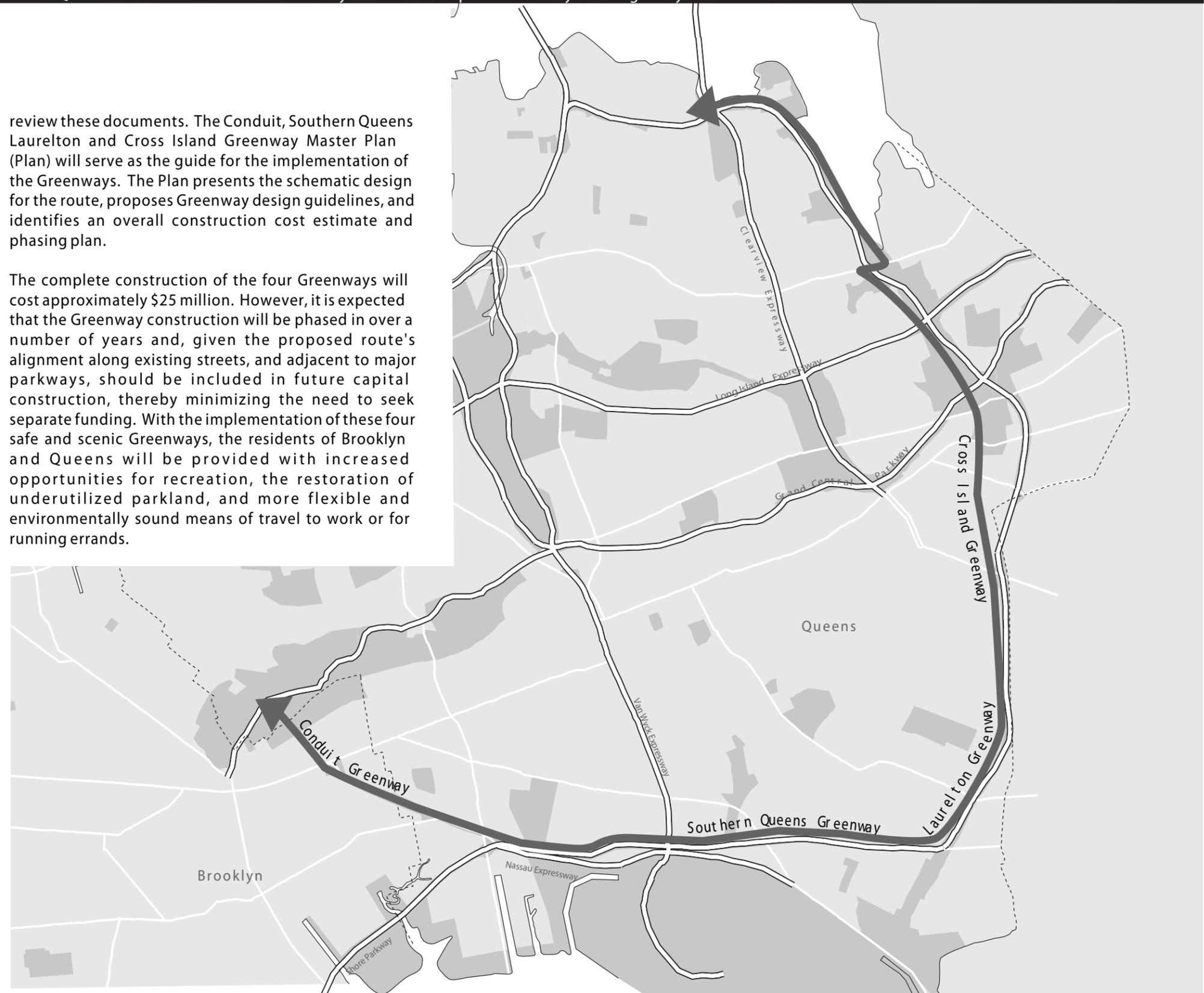
Introduction

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.



New York City Greenway System

New York City has embarked on a historic effort to develop a 350 mile city-wide Greenway System. A Greenway is identified as a pathway along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, waterfront spaces, parklands and, where necessary, city streets. Identified in 1993 in DCP's A Greenway Plan for New York City, the Greenways are "at once the parks for the 21st Century and a part of the transportation infrastructure, providing for pleasant, efficient, healthful and environmentally-sound travel by foot, bicycle or skates." Since the release of the plan in 1993, the City has received over \$61 million in federal Intermodal Surface Transportation Efficiency Act (ISTEA) funding for the planning, design and construction of the System.

Greenways can serve a host of functions, providing the following health, recreation, transportation and community development benefits:

- * Increases opportunities to explore the city's surprisingly diverse natural environment.
- * Provides a place to enjoy the sun, breeze or waterfront views and to exercise or relax.
- * Expands transportation options by offering a more flexible and environmentally sound means of travel to work or other destinations.
- * Reduces traffic congestion and improves air quality by providing non-motorized transportation facilities.

* Increases the value of property adjacent to once idle land and spurs private enterprises, including bicycle repair and rental shops, food establishments and other services.

* Connects neighborhood to neighborhood, borough to borough, and city to suburb, offering a new kind of public place, bringing together the young and old, rich and poor, and people from diverse cultural backgrounds.

Greenways have played an important role in the history of open space development in New York City. Frederick Law Olmsted, landscape architect of Central and Prospect Parks, designed "park ways" for scenic carriage drives and bicycles in the late 19th century. Eastern and Ocean Parkways were planned by Olmsted as boulevards connecting Brooklyn's Prospect Park with its surrounding communities and the beaches and regional spaces beyond. In the 1930s, NYS Parks Commissioner Robert Moses built miles of pedestrian paths and esplanades in new parks, notably Riverside and East River Parks. Moses also built pedestrian and bicycle paths along new parkways, including the Laurelton, Southern and Shore Parkways, to satisfy the "groups, organizations and individuals ... clamoring and petitioning for bicycle tracks". The development of the New York City Greenway System represents a continuation of, and expansion upon, that strong and historically progressive tradition.



Belt Parkway - "A narrow shoestring park running around the entire city and including all sorts of recreational facilities" ... Robert Moses, Parks Commissioner

Opened on June 26, 1940, the Belt Parkway was developed by Parks Commissioner Robert Moses as part of a landscaped parkway system encircling New York City and connecting with the newly built parkways in Westchester and Long Island. Originally called the Circumferential Parkway (and mercifully renamed), the Belt contains the Shore Parkway in Brooklyn and the Southern, Laurelton and Cross Island Parkways in Queens.

According to Moses, landscaped parkways would provide for a smooth flow of traffic and act as "great neighborhood assets ... especially when provision is made for neighborhood playgrounds and for walks along these parkways so that they can be enjoyed by local residents and pedestrians as well as motorists." As such, the Belt Parkway was built as a "narrow shoestring park" skirting 26 park areas and totalling 3,550 acres. Pedestrian walkways and

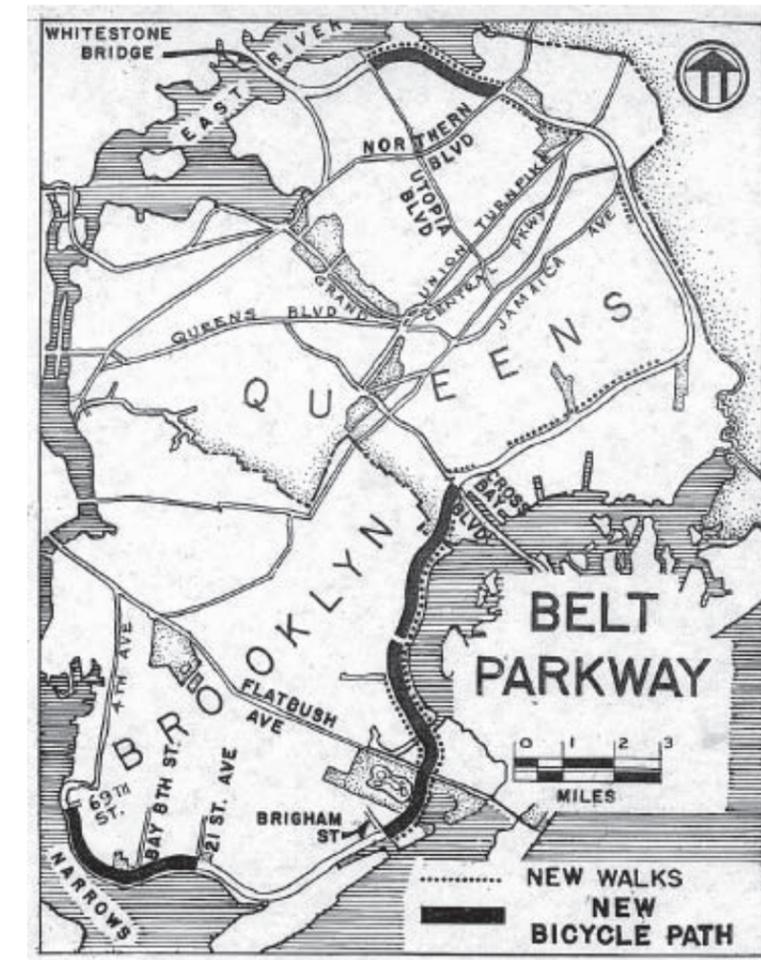
waterfront bicycle paths were built along The Narrows, Jamaica Bay and Little Bay Park. Conduit Boulevard, as it exists today, was developed two years after the opening of the Belt to provide a connection between the Belt and Atlantic Avenue, one of Brooklyn's major arterials.

Since the construction of the Belt, some of its recreation facilities have deteriorated due to

lack of maintenance and, as automotive traffic has increased, the intrusion of more recent parkway on and off-ramps. The Conduit-Southern Queens-Laurelton-Cross Island Greenway Master Plan seeks to revitalize the original Moses mission of a parkway system as transportation and recreation infrastructure to be used and enjoyed by users of motorized - and non motorized - transportation.



Indian Trails of Long Island,
NYS Department of Parks, 1941



NYS Department of Parks, 1941

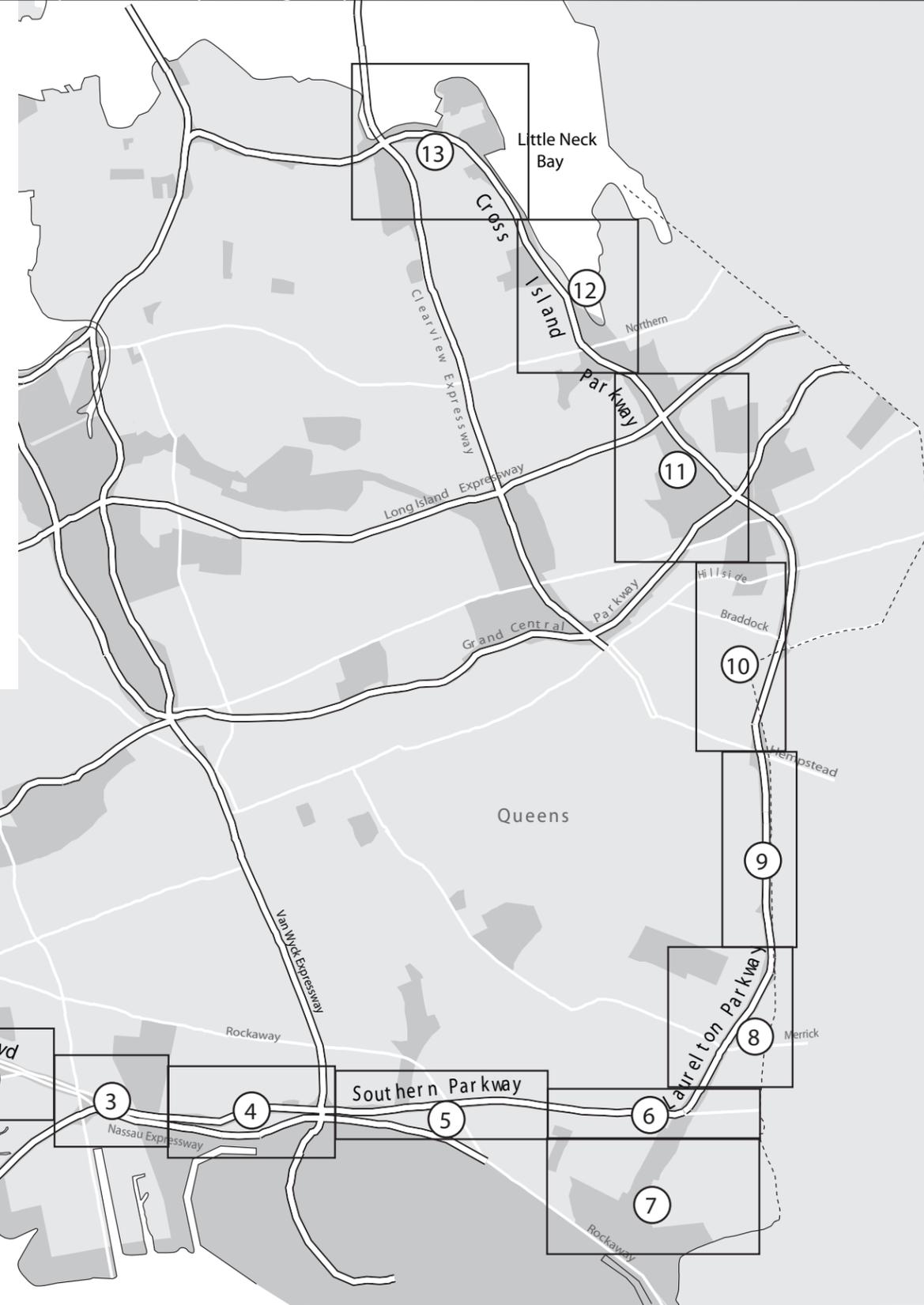
Master Plan Organization

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.

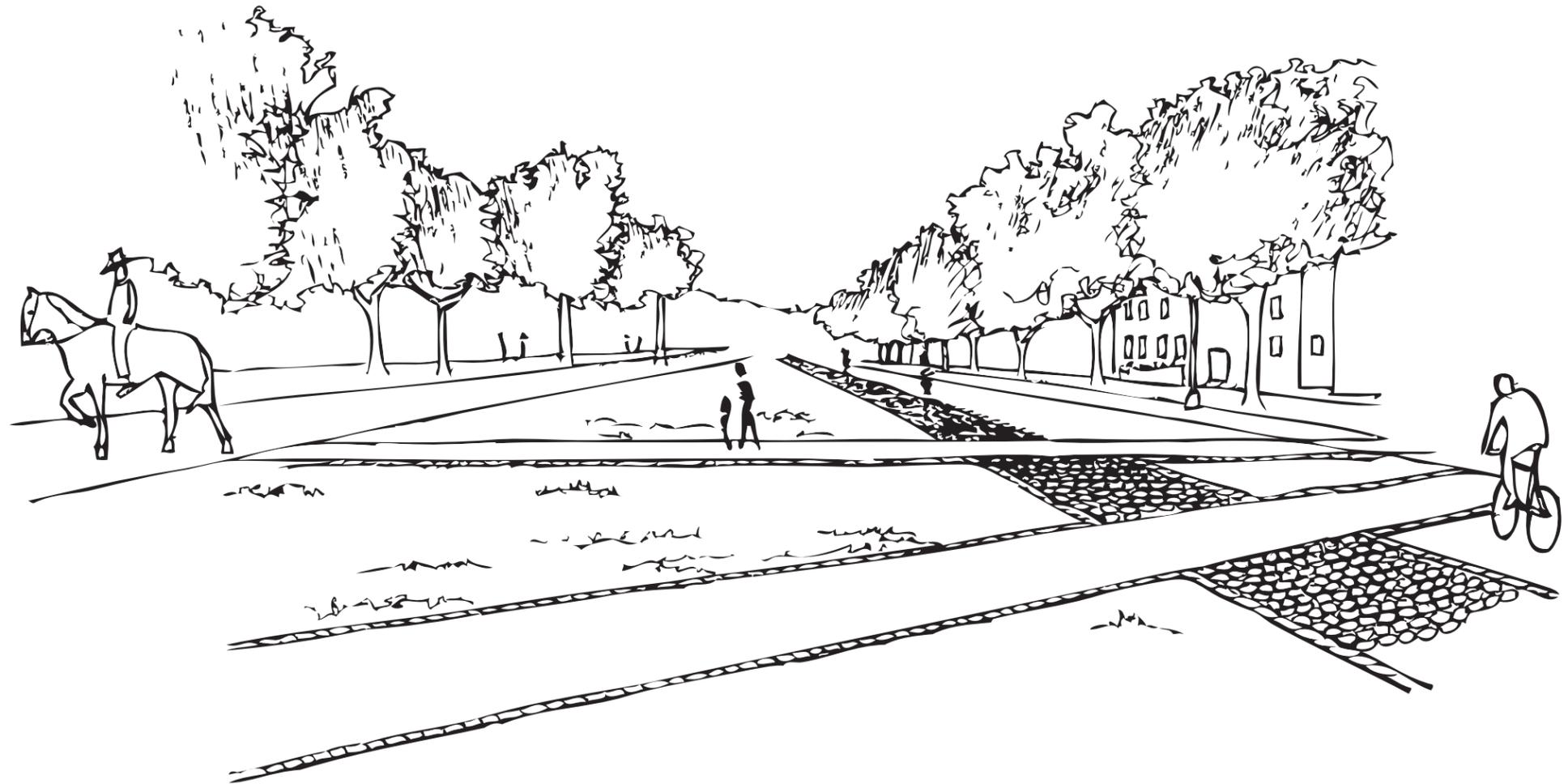


Conduit Greenway Route Description

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.

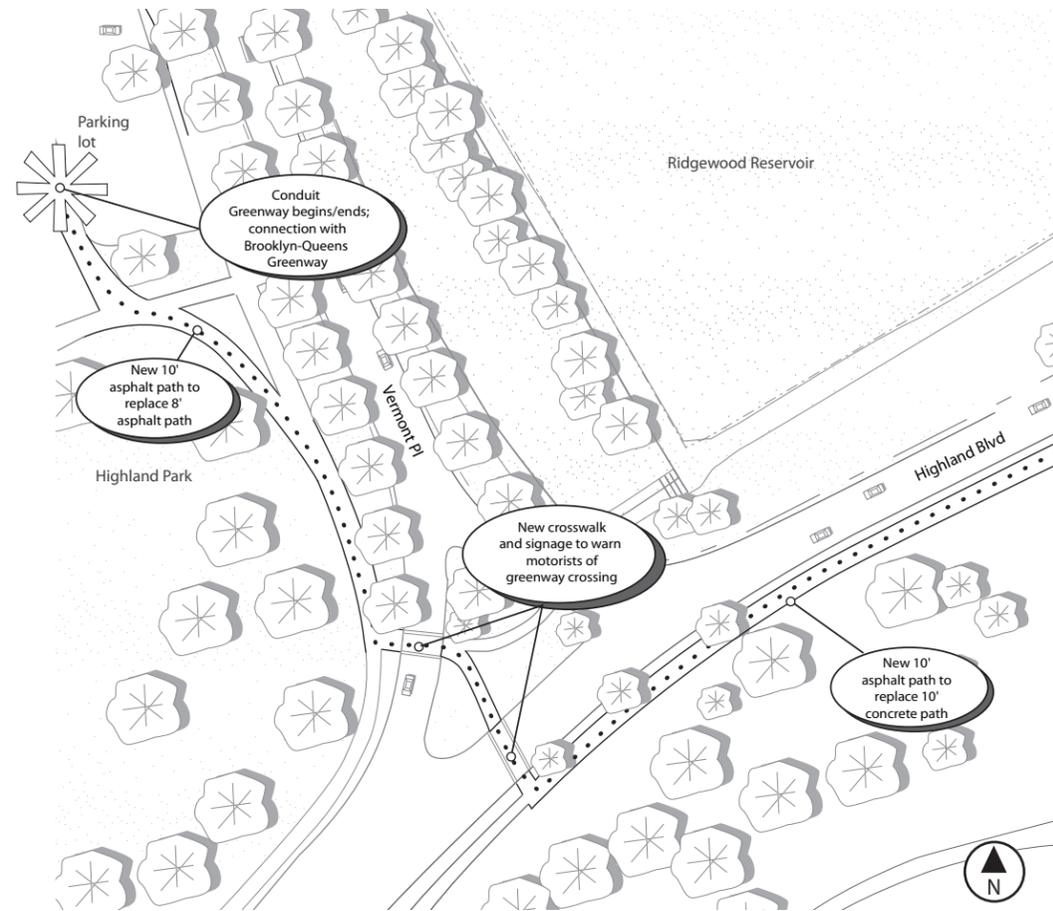
Traveling southeast from the park paths which terminate at the Highland Boulevard-Jamaica Avenue intersection, the route travels along lightly trafficked one-way streets in Cypress Hills. While the majority of the streets are 30' in width and provide parking on both sides, prohibiting the implementation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

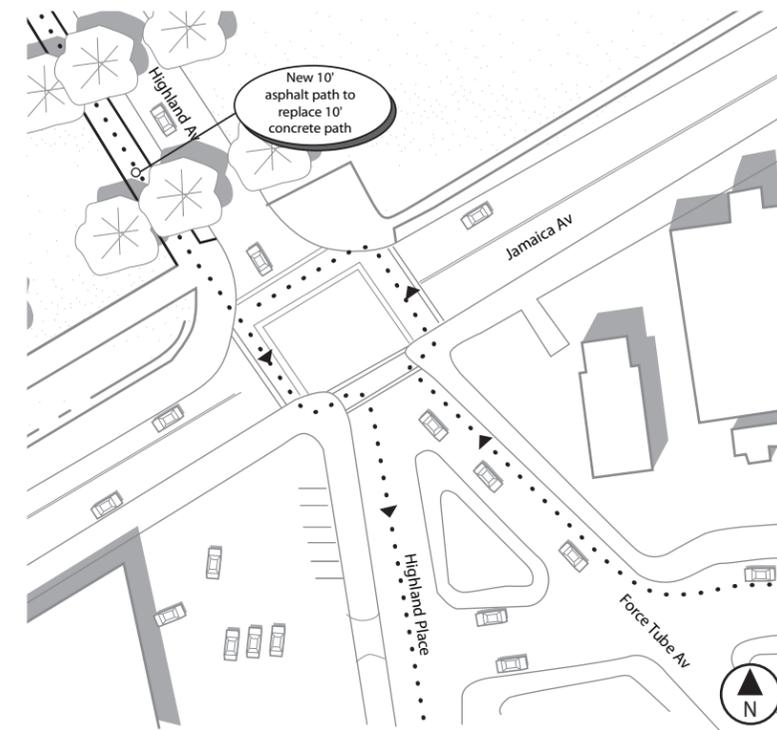
Continuing south, the route will travel on one-way streets on either side of the Atlantic Avenue-Conduit Boulevard interchange to access the Conduit Boulevard open space. South-bound users would travel east on Atlantic Avenue for one block, south on Fountain (one-way, signed route) and east on Wells 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





(A) Vermont Place and Highland Boulevard



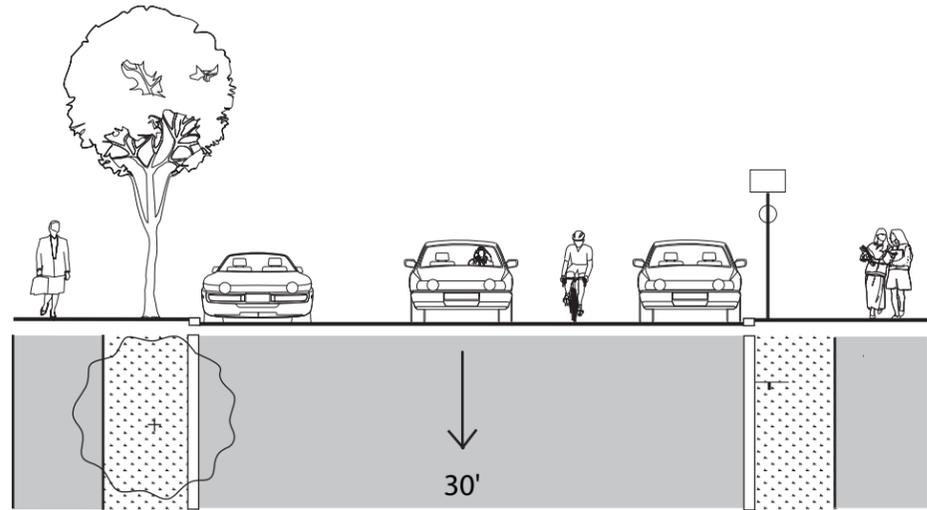
(B) Highland Boulevard and Jamaica Avenue



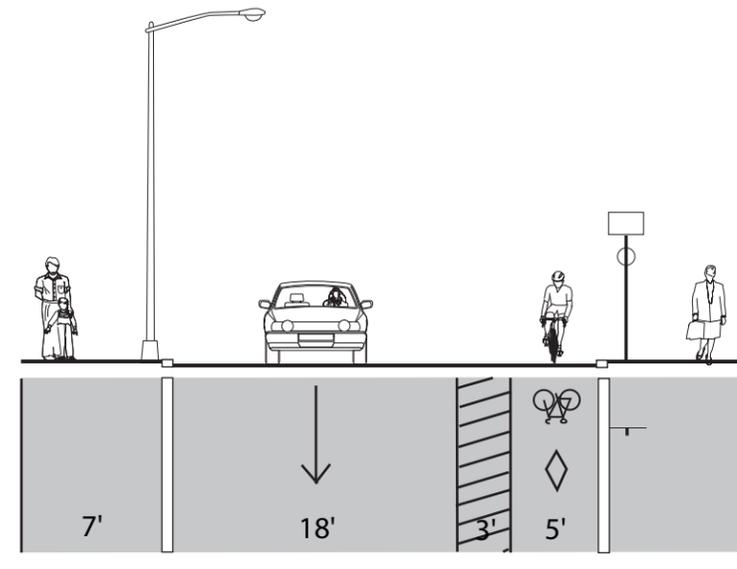
Route destination: Ridgewood Reservoir in Highland Park



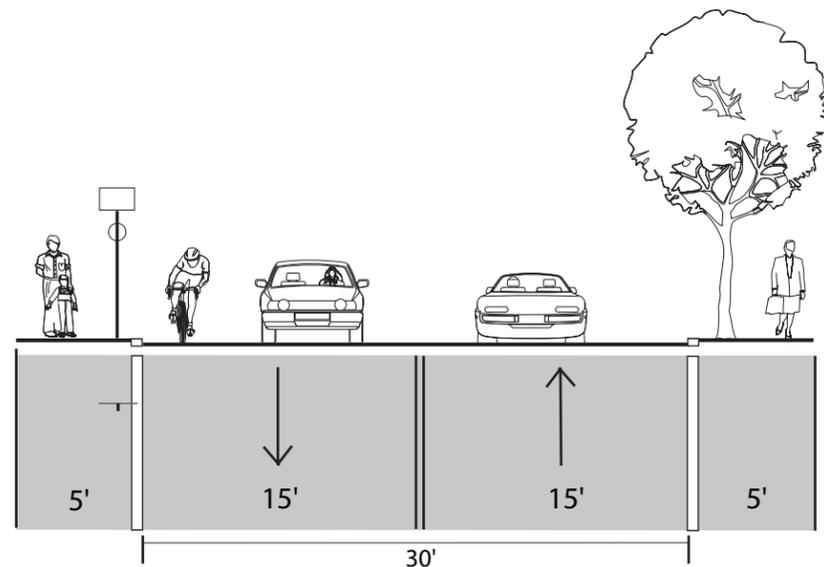
10' concrete path along Highland Boulevard in Highland Park, looking north



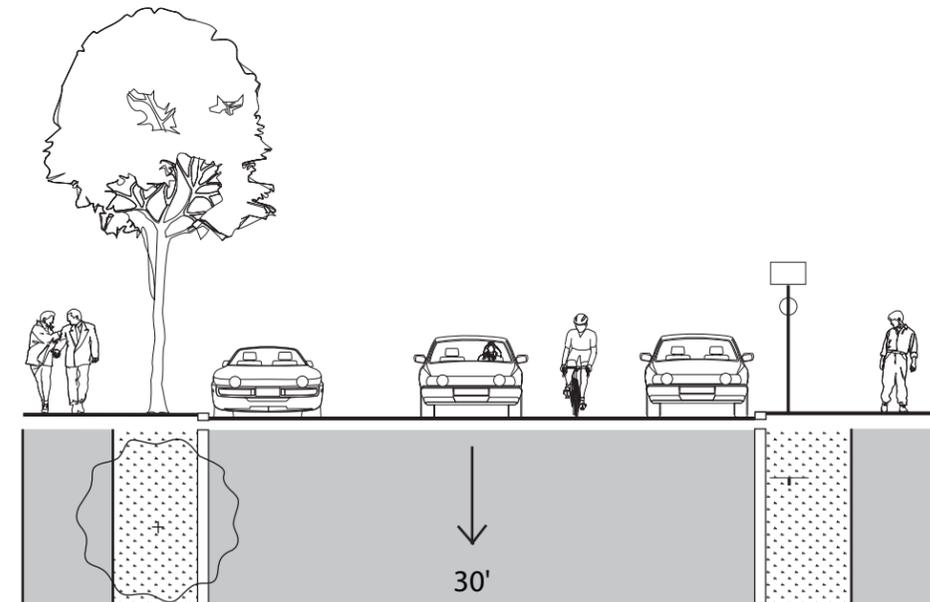
a-a Ridgewood Avenue at Hale Avenue, looking west.
Proposed signed, on-street bicycle route.
Southbound route.



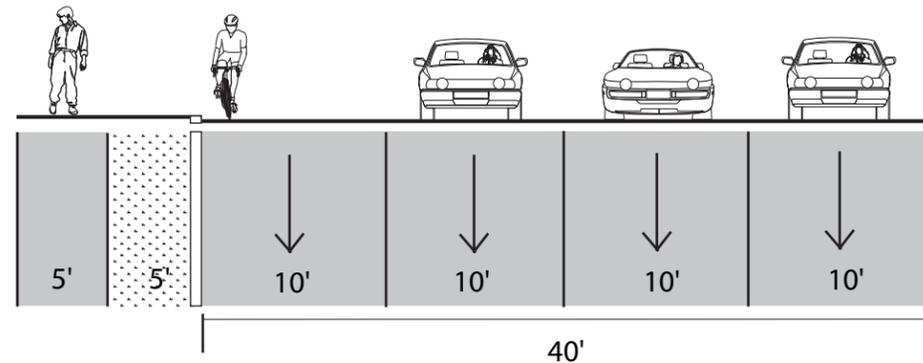
b-b Force Tube Avenue at Fulton Street, looking north.
Proposed 5' on-street bicycle lane with 3' buffer.
Southbound route.



c-c Logan Street at Atlantic Avenue.
Proposed on-street bicycle route.
Southbound route.

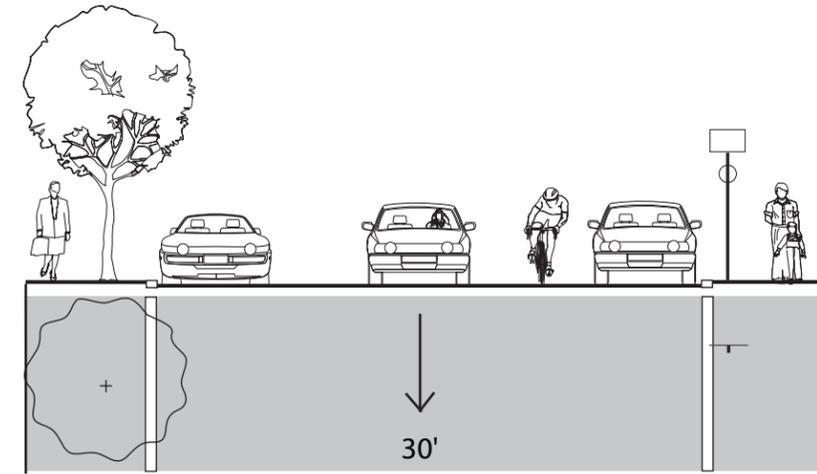


d-d Euclid Avenue at Weldon Street, looking south.
Proposed on-street bicycle route.
Northbound route.



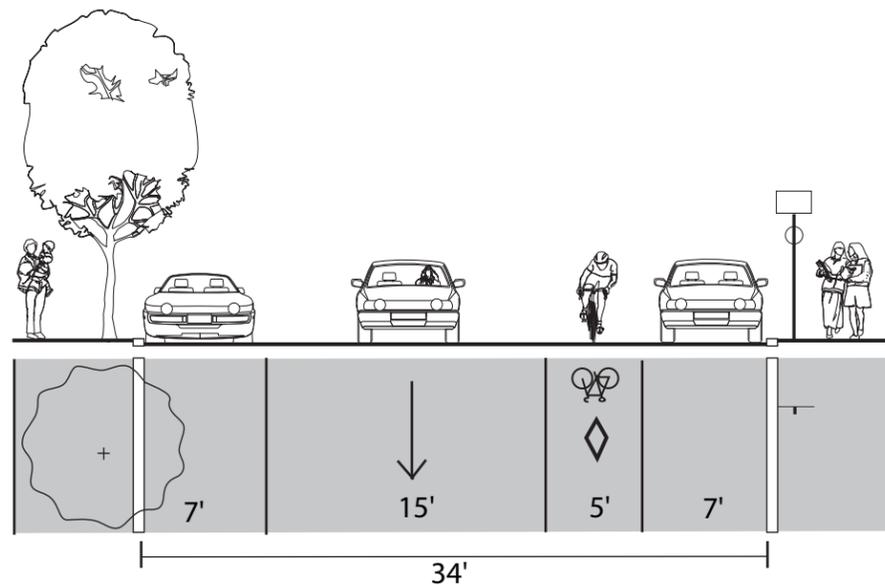
e-e

Atlantic Avenue at Chestnut Street, looking east.
Proposed on-street bicycle route.
Northbound route.



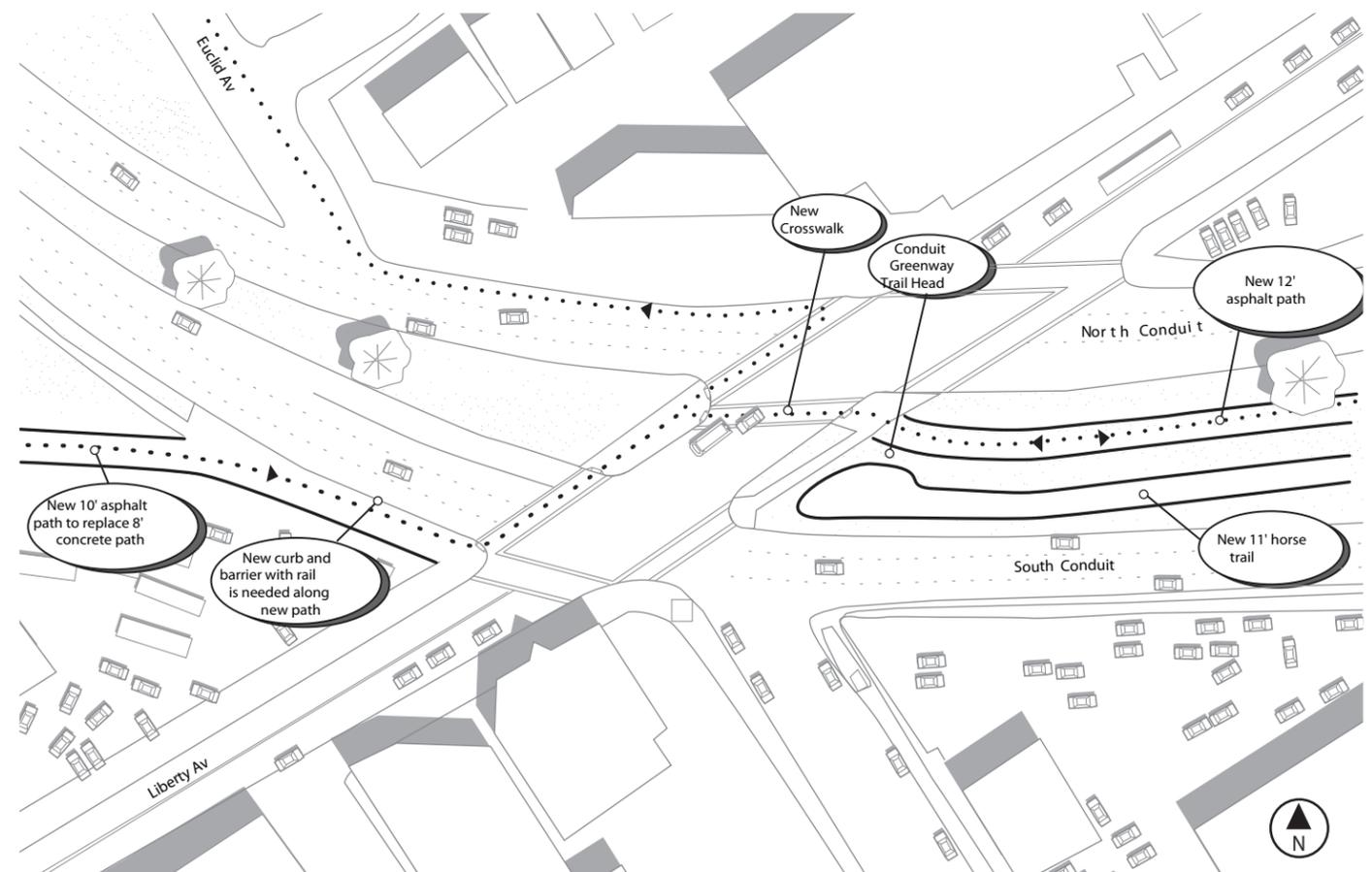
f-f

Chestnut Street at Ridgewood Avenue, looking south.
Proposed on-street bicycle route.
Northbound route.



g-g

Etna Avenue at Norwood Avenue, looking west.
Proposed 5' on-street bicycle lane.
Northbound route.



(C) Liberty Avenue and Conduit Avenues

Conduit Greenway

Segment Two: Conduit Boulevard

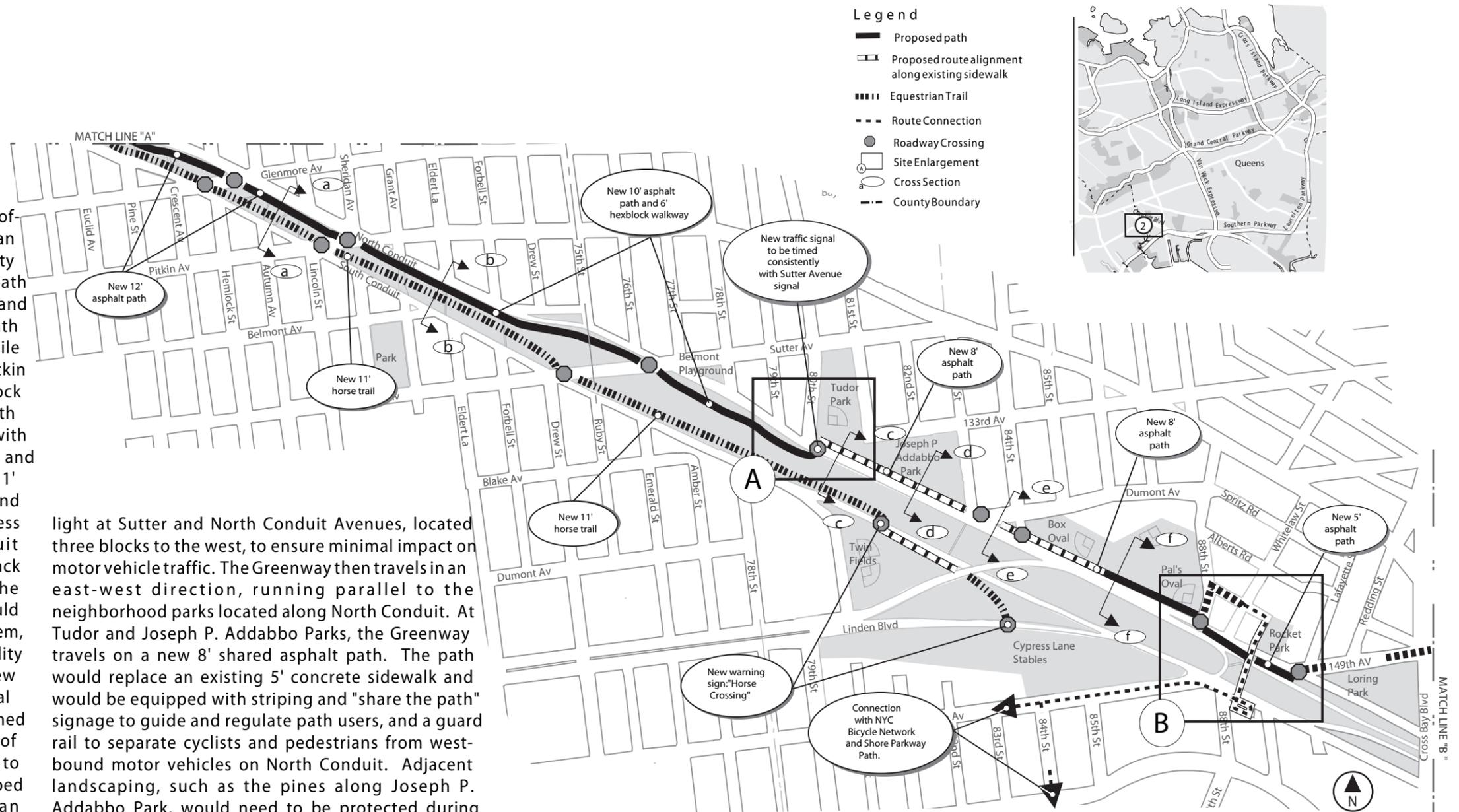
The open space of the Conduit Boulevard right-of-way begins at Liberty Avenue. Here we envision an exciting new open space resource for New York City with the construction of a scenic, meandering path system bordered by rows of trees and plantings and gently sloping lawns. A 12' asphalt, multi-use path would be located to the west of Pitkin Avenue, while the more expansive open space to the east of Pitkin allows for a 10' asphalt path and 6' hexagonal block walkway. 6' walkways would also travel north-south from the linear paths, connecting the greenway with the surrounding neighborhoods and street system and formalizing existing pedestrian desire lines. An 11' horse trail would also run parallel to the bicycle and pedestrian paths. Today, horses from the Cypress Lane Stables, located at Linden and Conduit Boulevards and operated by the Federation of Black Cowboys, ride along informal paths within the Conduit right-of-way. The proposed horse trail would provide equestrians with a formalized path system, providing improved safety and heightened visibility for a recreational activity which is unique to New York City. Bridle path construction (surface material and possible historic features) should be designed with input from the local stables. The crossing of South Conduit and Linden Boulevard, required to access the Stables, would be improved with striped crossings and signs warning motorists of an approaching "horse crossing". Planting and path design must consider the water main located within the right-of-way.

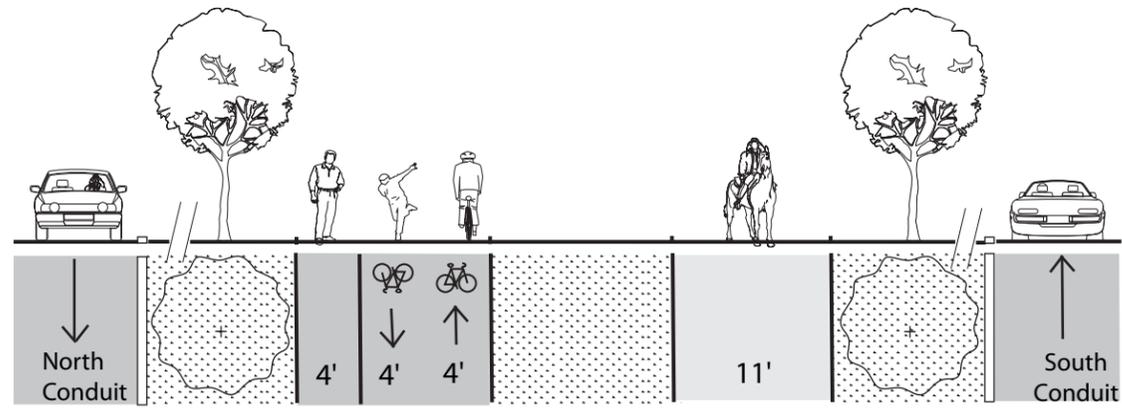
After traveling within the Conduit right-of-way for nearly a mile, the bicycle/pedestrian greenway crosses North Conduit at 80th Street at a proposed striped crossing and traffic signal. The new signal would stop west-bound motor vehicle traffic on North Conduit to allow safe north-south pedestrian-bicycle crossing, but would be timed consistently with the

light at Sutter and North Conduit Avenues, located three blocks to the west, to ensure minimal impact on motor vehicle traffic. The Greenway then travels in an east-west direction, running parallel to the neighborhood parks located along North Conduit. At Tudor and Joseph P. Addabbo Parks, the Greenway travels on a new 8' shared asphalt path. The path would replace an existing 5' concrete sidewalk and would be equipped with striping and "share the path" signage to guide and regulate path users, and a guard rail to separate cyclists and pedestrians from west-bound motor vehicles on North Conduit. Adjacent landscaping, such as the pines along Joseph P. Addabbo Park, would need to be protected during construction. Traveling east, the Greenway traverses Dumont Park, a passive "traffic island" park via a new 8' asphalt multi-use path and a separate 5' walkway. These paths would replace two existing 10' concrete sidewalks, thereby improving channelization and expanding the park's green space. The Greenway then travels parallel to Box Oval and Pal's Oval along a new 8' shared asphalt path which, like the proposed path adjacent to Tudor and Joseph P. Addabbo Parks, would be equipped with striping, signage and a guide rail. The path would replace an informal dirt path.

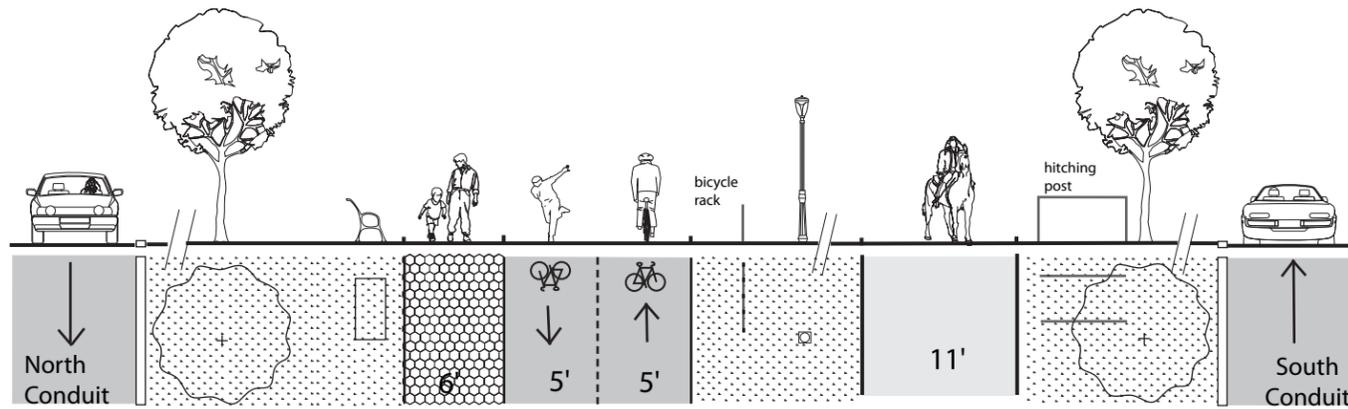
After travelling along Pal's Oval, east-bound cyclists would cross North Conduit to reach a new 5' asphalt path to connect with proposed 5' bicycle lanes on 149th Avenue. West-bound cyclists exiting 149th Avenue would travel on-street along North Conduit to Pal's Oval. Pedestrians would use the existing

sidewalk. A connection is also made at 88th Street with an existing ramped, 10' wide bicycle/pedestrian bridge over North Conduit and South Conduit Avenues. The bridge provides connections to Shore Parkway and Rockaway Gateway Greenway.

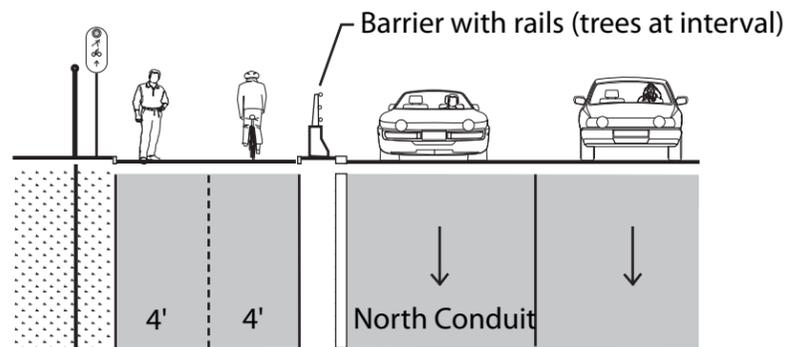




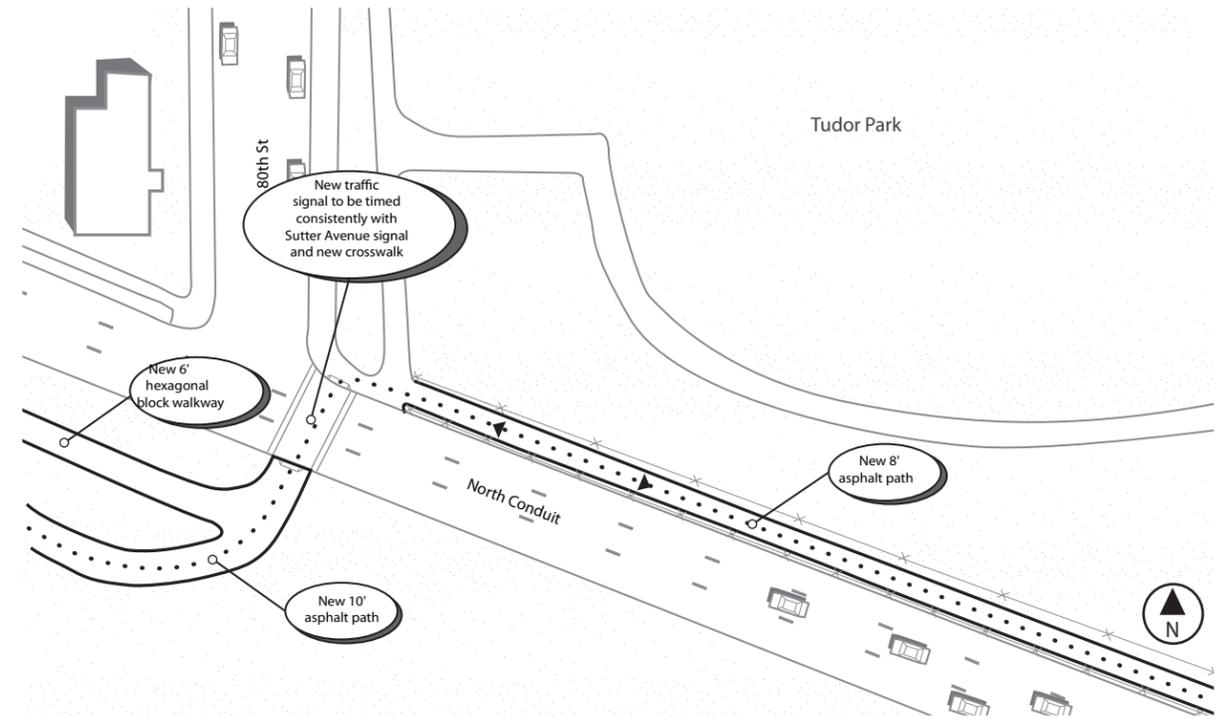
a-a Conduit open space: Liberty Avenue to Pitkin Avenue:
12' asphalt path and 11' horse trail.



b-b Conduit open space: Pitkin Avenue to 80th Street:
10' asphalt path, 6' hexagonal block walkway
and 11' horse trail.



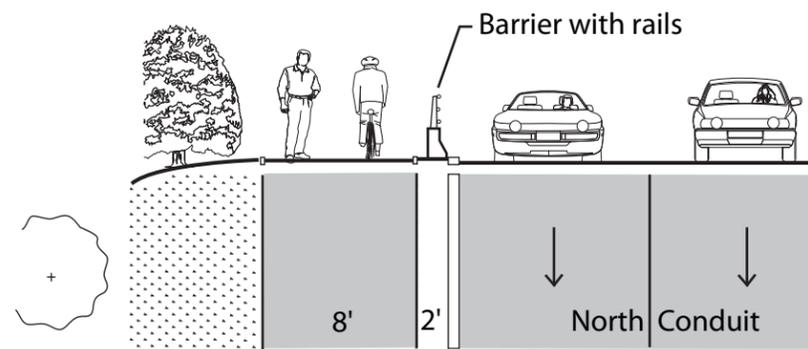
c-c Tudor Park, looking east.
Proposed 10' shared, asphalt path to replace
existing 5' sidewalk.



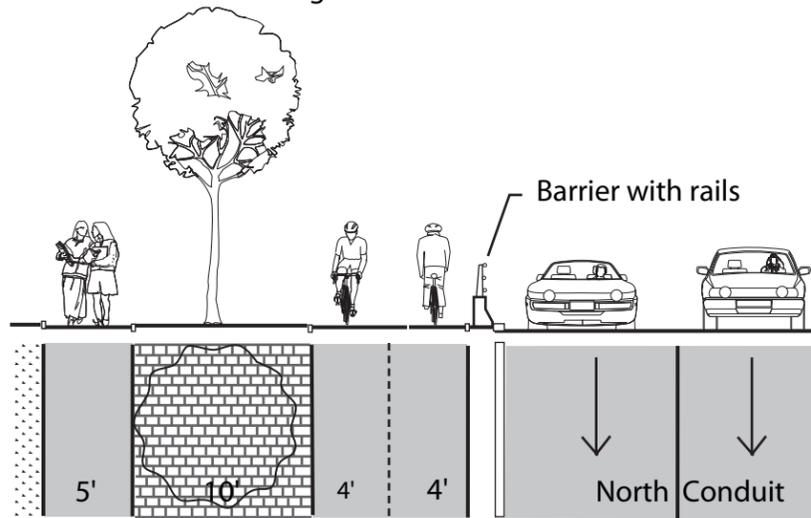
A 80th St and Conduit



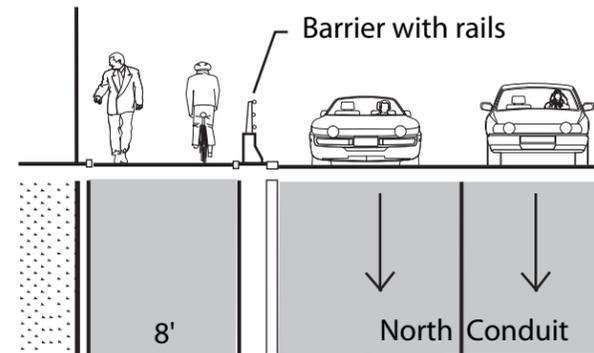
North Conduit sidewalk along Tudor Park, looking east



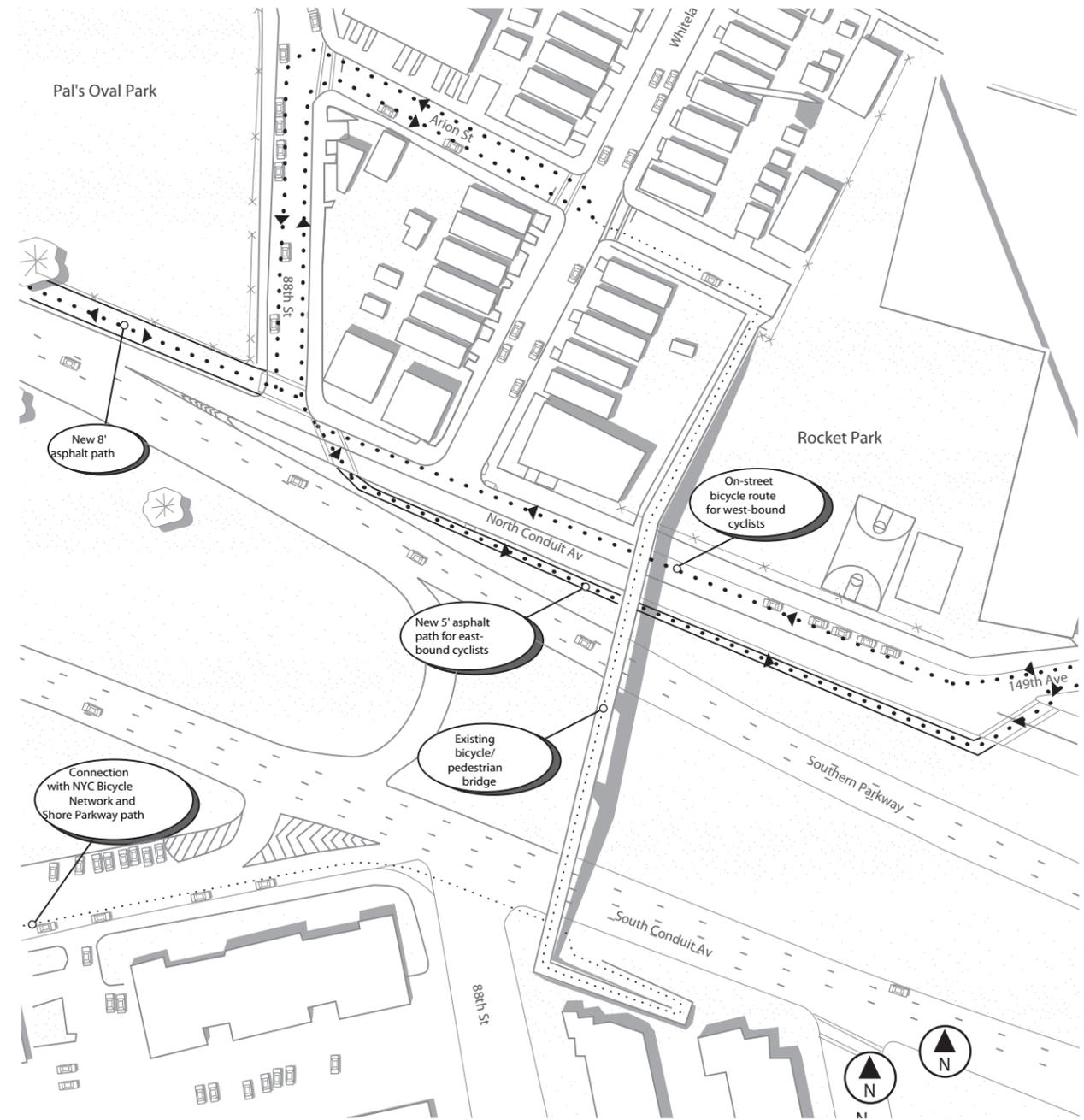
d-d Addabbo Park, looking east.
Proposed 8' multi-use asphalt path to replace existing 5' concrete sidewalk.



e-e Dumont Park, looking east.
Proposed 10' multi-use asphalt path and 5' concrete sidewalk to replace two 10' concrete sidewalks.



f-f Pal's Oval, looking east.
Proposed 8' multi-use asphalt path.



B Whitelaw Street and North Conduit

Southern Queens Greenway Route Description

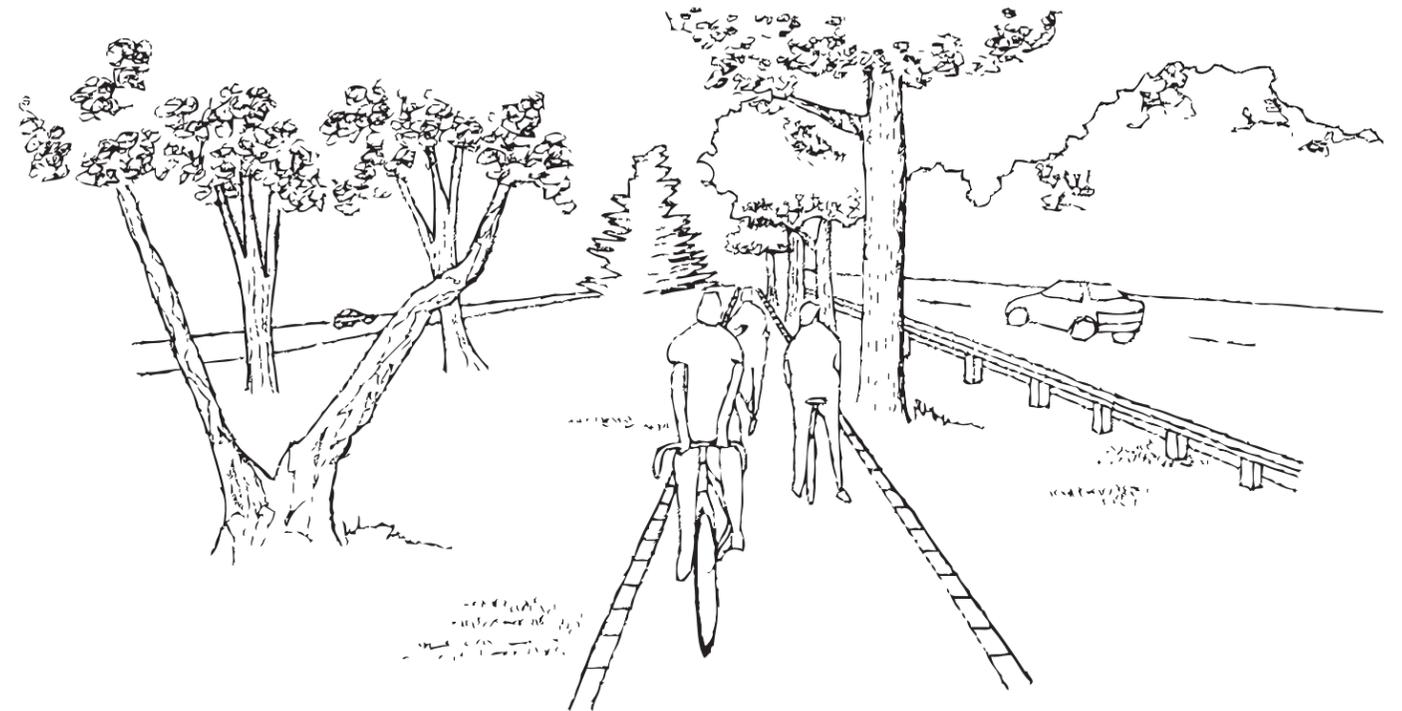
The Southern Queens Greenway, comprised of segments 3 through 7, totals 9 miles and traverses diverse parks and pleasant residential neighborhoods. The route begins at Cross Bay Boulevard and North Conduit Avenue, the terminus of the Conduit Greenway, and connects with the A train and the Aqueduct Race Track. Although major route destinations, the A train's elevated tracks and Aqueduct's obstruction of the street grid presented a challenge in the identification of a linear east-west route. As a result, we have identified two alternatives. Alternative One passes in front of the A train station and the Race Track along paths which would replace existing concrete sidewalks. Alternative Two, a potentially more scenic route with fewer pedestrian/bicycle conflicts, has been proposed in anticipation of the possible redevelopment of the Race Track site. In 1994, the Queens Borough President's Office and DCP developed a plan to guide the site's redevelopment, proposing retail, low-density housing, 25 acres of open space and 15 acres of educational/community facility uses. Alternative Two could travel on a new multi-use path in the new development, providing the community with a major recreation and transportation amenity and linking the route directly with the street system to the west and east. We recommend the development of Alternative Two in lieu of One if Aqueduct is redeveloped. Both proposed routes would connect with JFK Airport, a major employment destination, to the south.

East of the Aqueduct site, the Greenway again follows one of two alternatives, a short term, on-street option and a long term, off-street option. The on-street route travels through South Ozone Park, a quiet, tree-lined neighborhood of single and two family homes. Connections are made to the neighborhood's two major parks - Officer Byrne Park, a neighborhood park providing basketball and tennis courts and ballfields, and Baisley Pond Park, a 109 acre regional park, offering cricket fields,

playgrounds, comfort stations, a large pond, ballfields and basketball, volleyball and handball courts. East of South Ozone Park, the route continues on-street through the Springfield Gardens and Laurelton residential neighborhoods. Laurelton, based on a 1905 development plan, is a unique and picturesque neighborhood of rows of Spanish stucco and tudor style one and two family homes, manicured lawns and lightly trafficked roadways with landscaped center medians. East of this neighborhood, the Southern Queens Greenway route connects with the Laurelton Greenway.

As a long-term alternative, an off-street route is proposed along the Southern Parkway right-of-way open space, generally following the original 1940s paths. The paths originally traveled the length of the Southern Parkway, from Cohancy Street to Laurelton Parkway. However, subsequent construction of the Van Wyck overpass and access ramps to JFK Airport has divided the linear path in half. Thus we have proposed a western segment, from 114th Road to Officer Byrne Park, and an eastern segment, from Farmers Boulevard to the Laurelton Parkway. The two segments would be linked by signing existing streets leading to and over the Van Wyck Expressway.

In the western segment, new trees and plantings are needed to beautify the open space and provide screening from the heavy car and truck traffic along North Conduit. In addition, the steep grade between 122nd and 130th Streets would be terraced to permit construction of a path with sufficient distance from Southern Parkway. However, the off-street route would connect directly with the ball fields and playgrounds at Southern and Lefferts Fields, located within the Southern Parkway right-of-way. East of the Van Wyck, the eastern off-street route section is already complemented with mature oaks, maples, pines and flowering bushes, making it very desirable in its current condition.



Both on- and off-street alternatives would connect with Laurelton Greenway, where users can travel north on the Laurelton, or east along a proposed path within the Sunrise Highway right-of-way open space. The Sunrise path will connect with Francis Lewis Boulevard, linking users with a route to the Nassau beaches. The third section of the Southern Queens Greenway is to the south, a loop route

encompassing Springfield, Brookville, and Idlewild Parks, three of southeastern Queens' largest parks. Springfield and Brookville Parks (23 and 90 acres, respectively) are improved with ballfields, tennis and basketball courts and playgrounds, while Idlewild Park provides a more natural setting of environmentally sensitive wetlands.

Southern Queens Greenway

Segment Three: Cross Bay Boulevard to 114th Street

The Conduit Greenway ends and the Southern Queens Greenway begins at the intersection of 149th Avenue and Cross Bay Boulevard. The existing "greenstreet" traffic triangle on the east side of Cross Bay Boulevard should be reconstructed to provide a path for west-bound bicycle travel, and to serve as a gateway for the Southern Queens Greenway. This intersection should also be improved with the installation of a stop sign at Albert Road to calm the high speed traffic entering the intersection. New 5' bicycle lanes would continue on 149th Avenue to Centreville Avenue.

East of 149th Avenue, the route would travel along one of the two proposed routes. Alternative One travels south on Centreville Avenue, followed by Eckford and Hawtree Avenues (east bound) and Albert Road (west bound). With the exception of Centreville, these streets would be improved with 5' bicycle lanes. A connection is made with the Centreville Park and Playground located at Centreville and Albert Roads.

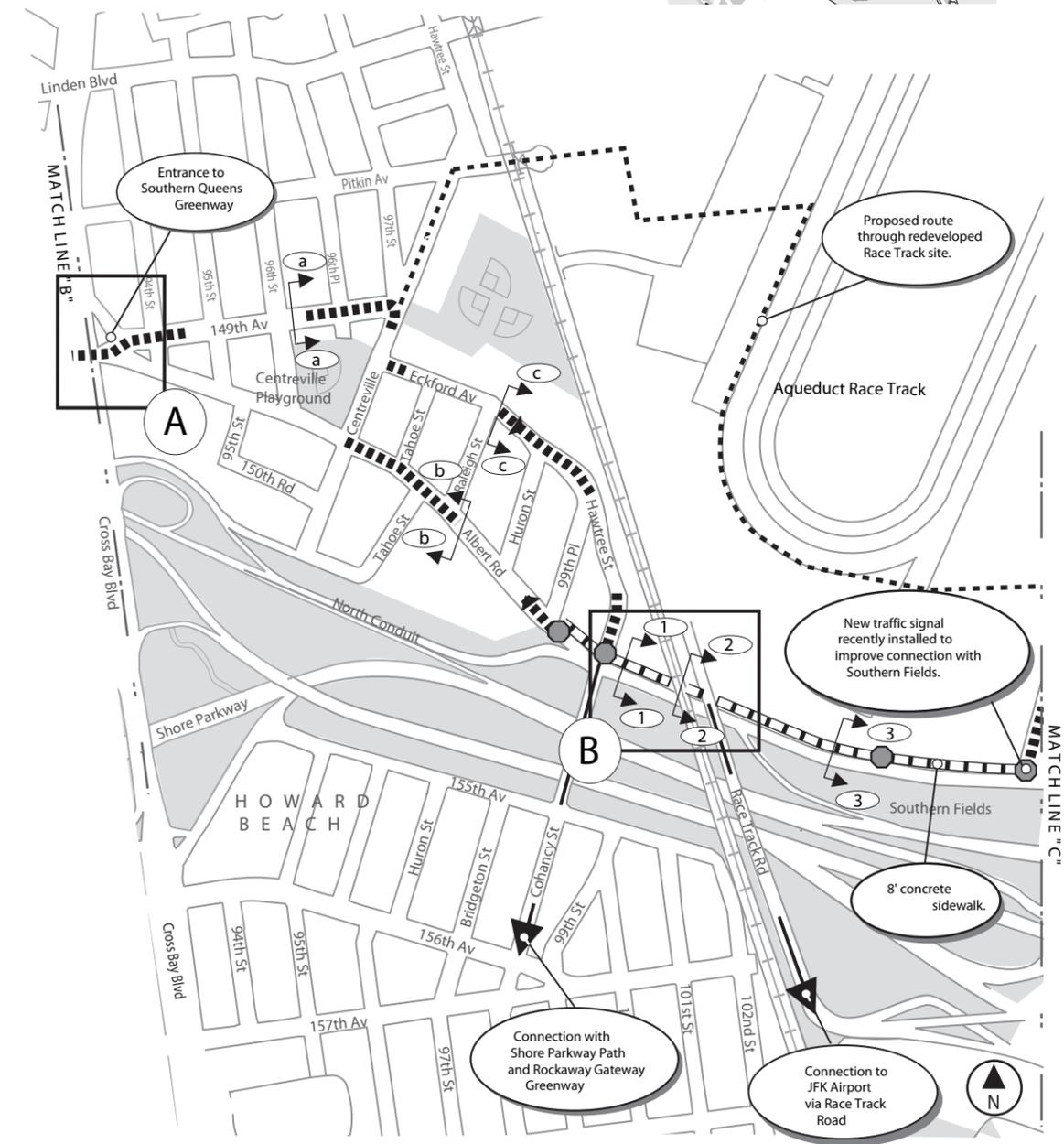
At Hawtree Road and North Conduit, Alternative One continues along a new 13' concrete path adjacent to North Conduit and connects with and travels in front of the Aqueduct A train station. The proposed path, which will replace an existing 5' concrete sidewalk, will provide 8' for 2-way bicycle traffic and 5' for pedestrians. A fence will separate pedestrians from cyclists and a barrier rail will buffer cyclists from west-bound, North Conduit motor vehicle traffic. The pedestrian fence will also eliminate the current dangerous practice of station drop-offs along the high-speed North Conduit Avenue. The Greenway will connect with JFK Airport and the proposed Shore Parkway Greenway extension at both Cohancy Street and Race Track Road.

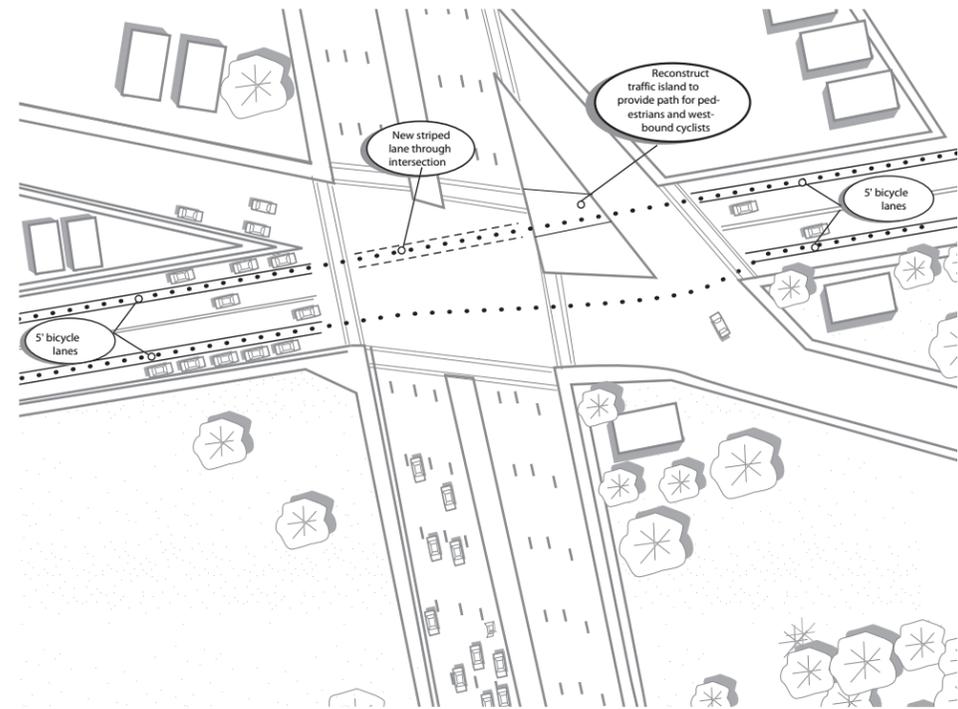
East of Race Track Road, Alternative One continues to travel on a reconstructed path to 114th Street. Within this section, the location of the Race Track Road bridge abutment and the presence of fire hydrants along Aqueduct Race Track sidewalk limit the path's width to 8'. A barrier rail, interrupted every 20' with trees, would be installed along North Conduit to buffer the Greenway from west-bound motor vehicle traffic. Because of the limited path width, and the former exclusive use of this space for pedestrians, greenway signs would instruct users to "go slow-respect others".

Alternative One was determined to be the most direct route which could be implemented prior to potential redevelopment of Aqueduct Race Track site. Currently, the race track site and the A train and Race Track Road bridges hinder east-west, non-motorized travel. Alternatives considered, such as routing cyclists south on Cross Bay or Cohancy and east on the sidewalk on South Conduit, or using the existing pedestrian underpass to the north of the A train Station, were deemed too indirect for the Greenway's intended east-west travel. Alternative Two should be pursued if redevelopment plans for Aqueduct Race Track progress. We urge the inclusion of a multi-use path in further planning for the development. Minimally, an on-street route could be planned according to the current conceptual design. From 149th Avenue, Alternative Two would travel north on Centreville, east on Pitkin Avenue and through the existing railroad underpass to the new community, ultimately connecting with Segment Four of the Southern Queens Greenway to the east.

Legend

- Proposed path
- ▬ Alternative One: Proposed route alignment along existing sidewalk
- ▬ Alternative One: Proposed on-street route
- ▬ Alternative Two
- Roadway Crossing
- Site Enlargement
- Cross Section

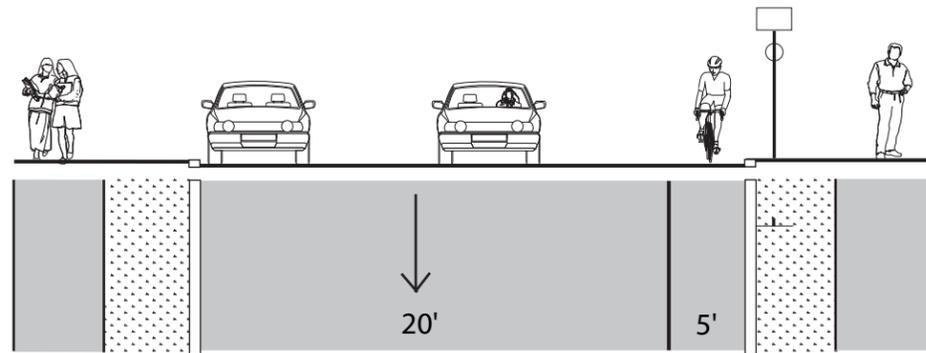




Cross Bay Boulevard at North Conduit

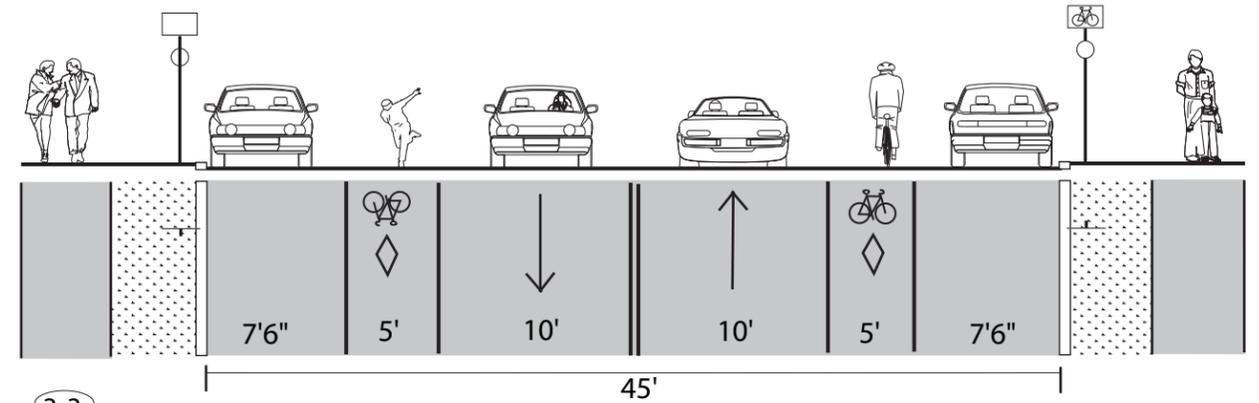


A

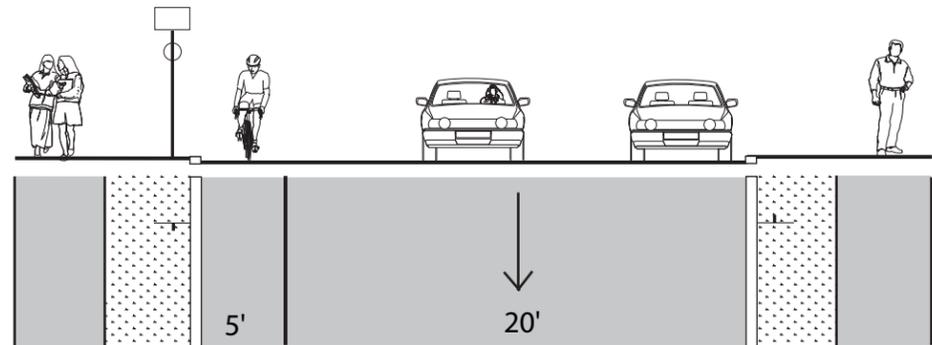


b-b

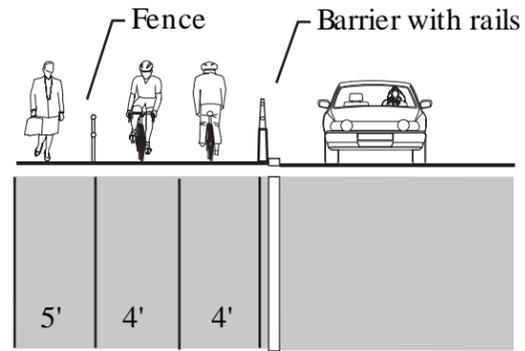
Eckford Avenue at Raleigh Street
Proposed on-street bicycle lane.



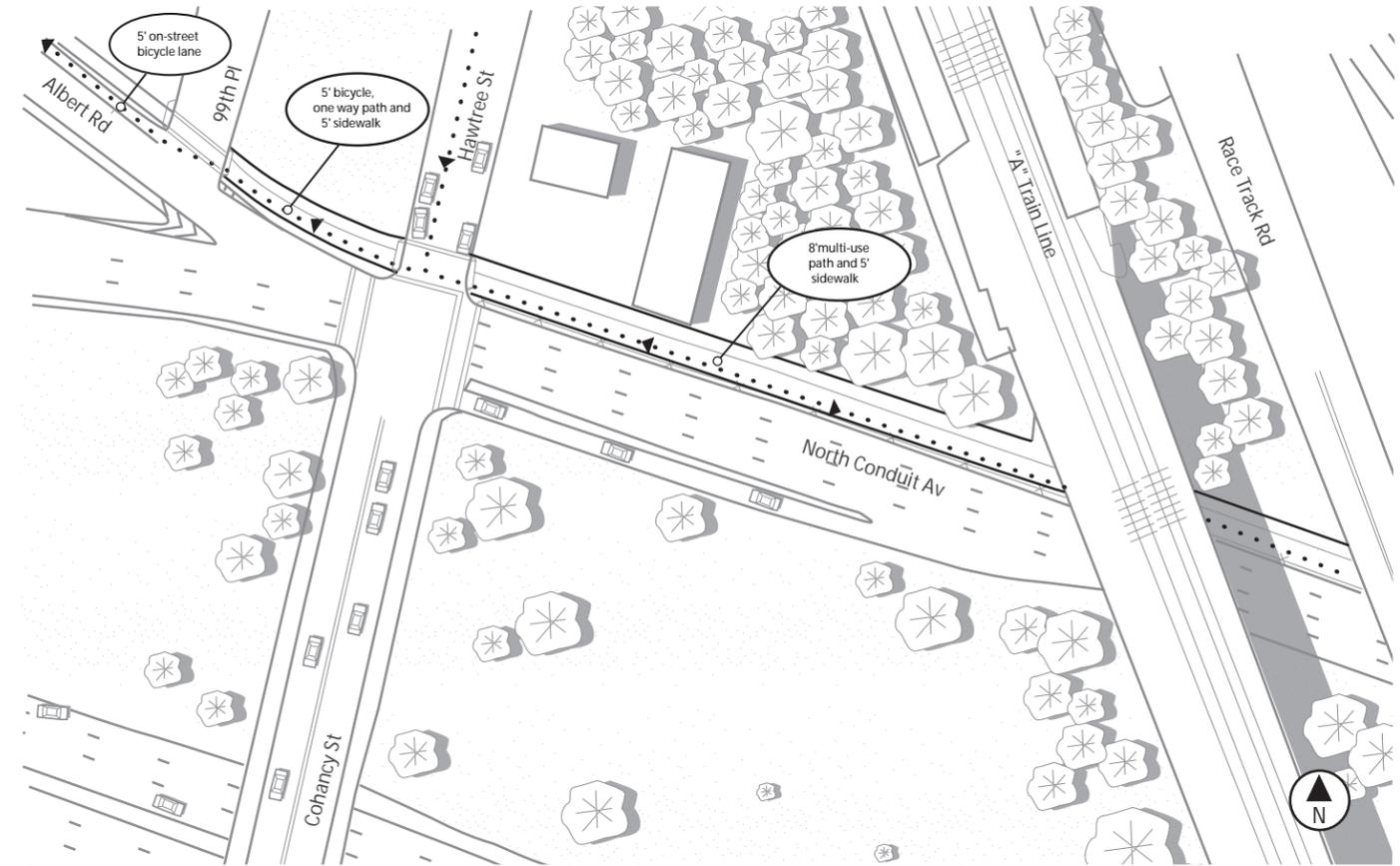
149th Avenue at 96th Street.
Proposed 5' on-street bicycle lane.



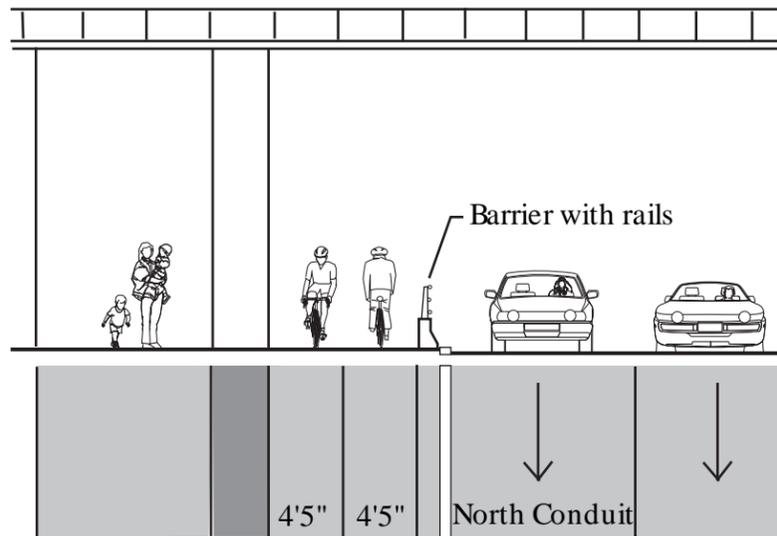
Albert Road at Raleigh Street
Proposed on-street bicycle lane.



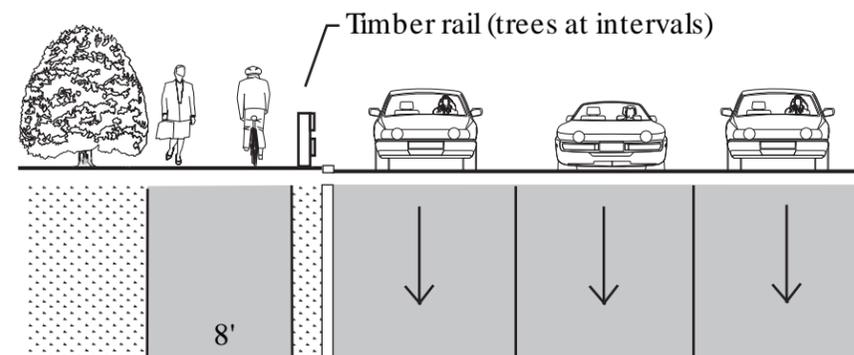
1-1 Widened concrete sidewalk along North Conduit between Cohancy Street and elevated A subway line.



B Aqueduct Subway Station



2-2 Aqueduct Subway Station, looking east. Proposed widening of concrete sidewalk by 2' and construction of railing.



3-3 Concrete sidewalk in front of Aqueduct Race Track, looking east. Proposed 3' widening of sidewalk. Users would be instructed by Greenway signage to "go slow - respect others".

Southern Queens Greenway

Segment Four: 114th Street to Van Wyck Expressway Short-Term, On-Street Route

In this portion of the Southern-Queens Greenway, the short-term, on-street route travels along quiet, tree-lined streets in South Ozone Park, a pleasant neighborhood of single-family homes. The segment begins at the intersection of 114th Street and North Conduit; a traffic light was recently installed at this intersection to facilitate pedestrian access to the ball fields at Southern Fields. The major east-

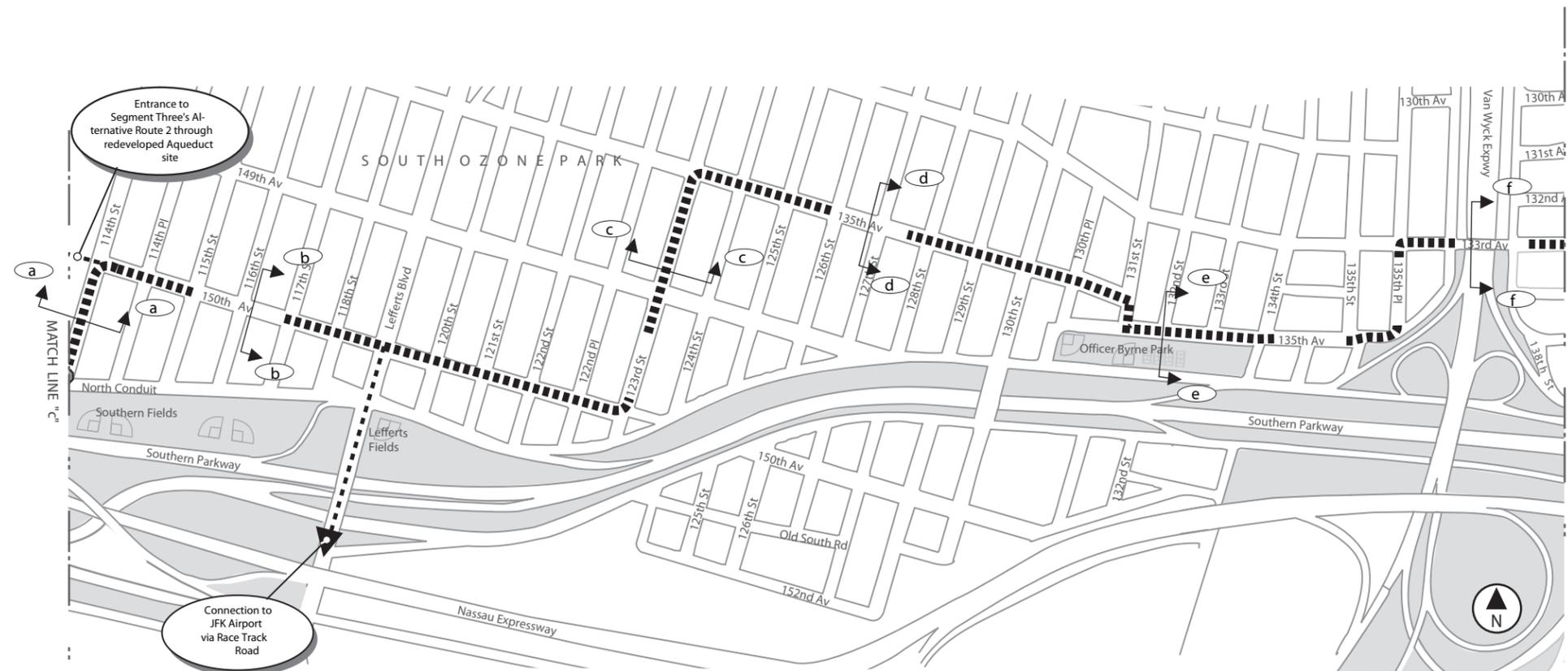
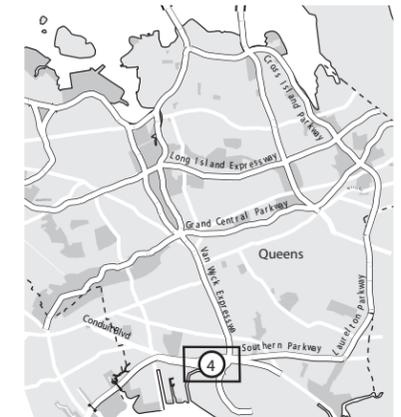
west streets selected for the Greenway, 150th and 135th, could accommodate 5' bicycle lanes, while the remaining connector streets would be equipped with Greenway signage. Segment Three's Alternative Route Two would exit the Aqueduct site and link with the Greenway at 150th Avenue and 114th Street. Officer Byrne Park, located on 135th Avenue, is a major destination in Segment Four, providing tennis

courts and ball fields. Segment Four ends at a crossing over the Van Wyck Expressway.

For further route connectivity, a unifying street planting design should be developed in concert with the community. For example, ginkgo trees might provide variation in form and vibrant fall colors.

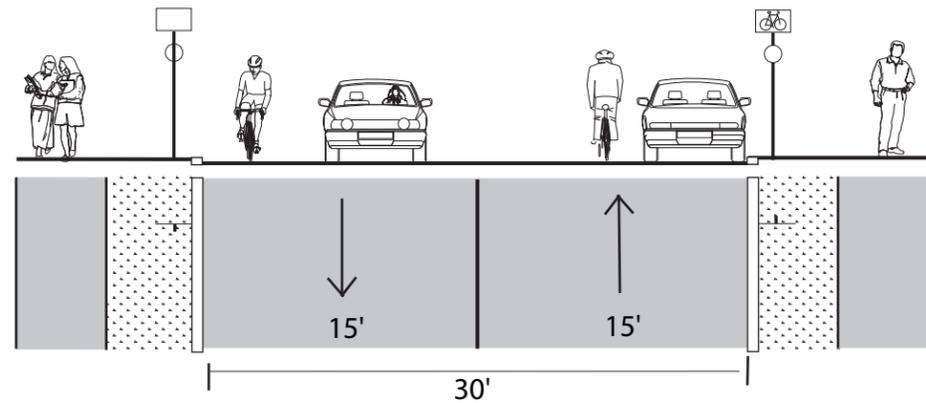
Legend

- Proposed on-street route
- - - Route connection
- Roadway Crossing
- Site Enlargement
- Cross Section



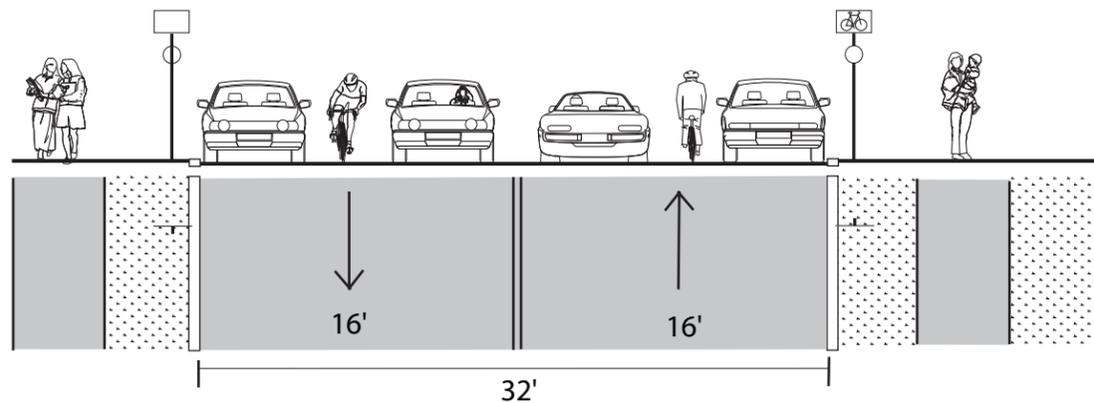


135th Avenue at Officer Byrne Park, looking east



Proposed on-street bicycle route:

- (a-a) 114th at 135th Ave.
- (c-c) 123rd Street at 149th Avenue

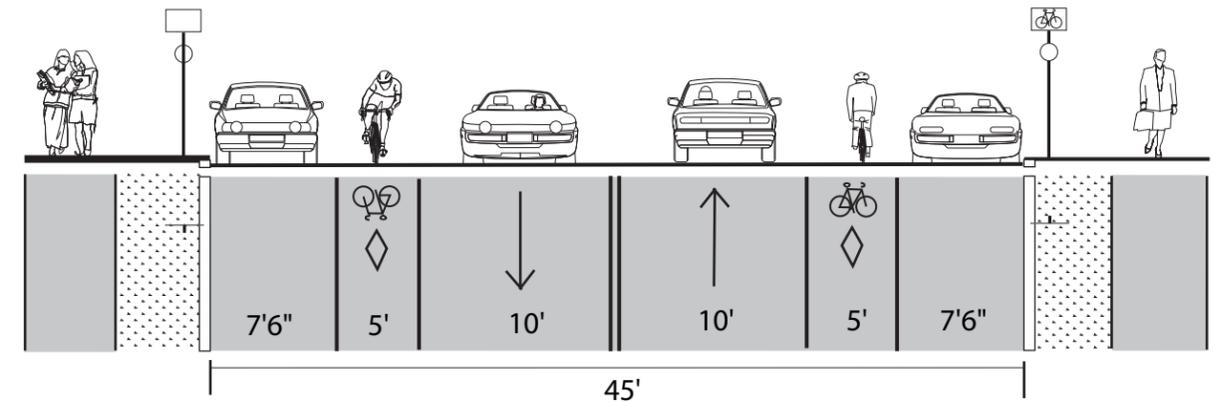


(e-e)

135th Ave at Officer Byrne Park.
Proposed on-street bicycle route.

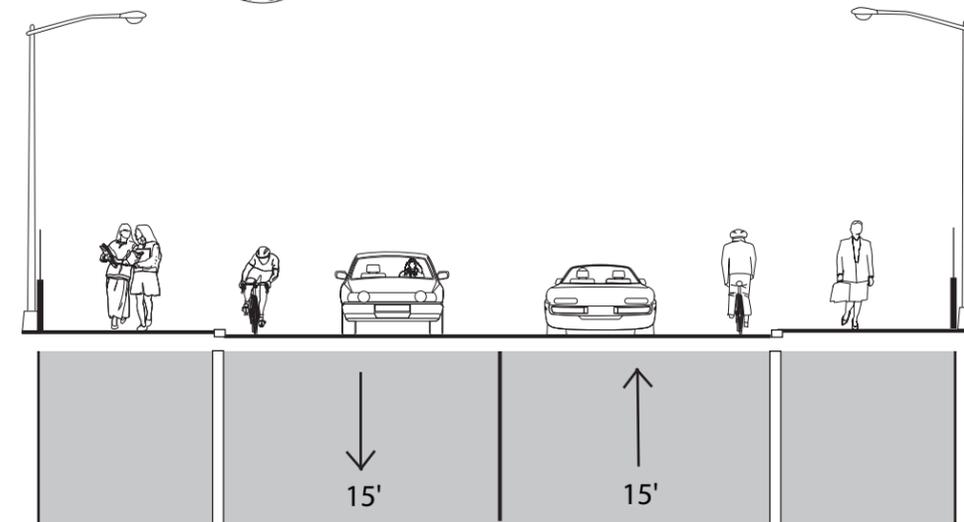


150th Avenue, looking east



Proposed 5' on-street bicycle lane:

- (b-b) 150th Avenue at 114th Place
- (d-d) 135th Avenue at 127th Street.



(f-f)

133rd Ave (Bridge over Van Wyck Expressway).
Proposed on-street bicycle route.

Southern Queens Greenway

Segment Four: 114th Street to Van Wyck Expressway Long-Term, Off-Street Route

The long-term, off-street route follows the original Moses-era paths located east of Aqueduct Race Track within the Southern Parkway right-of-way open space. The route would deviate from the original path alignment by traveling underneath the Lefferts Boulevard bridge, thereby avoiding the Lefferts/North Conduit intersection, and by pulling the existing path approximately 30' back from Southern Parkway between 124th and 130th streets. The realignment would require a survey to determine

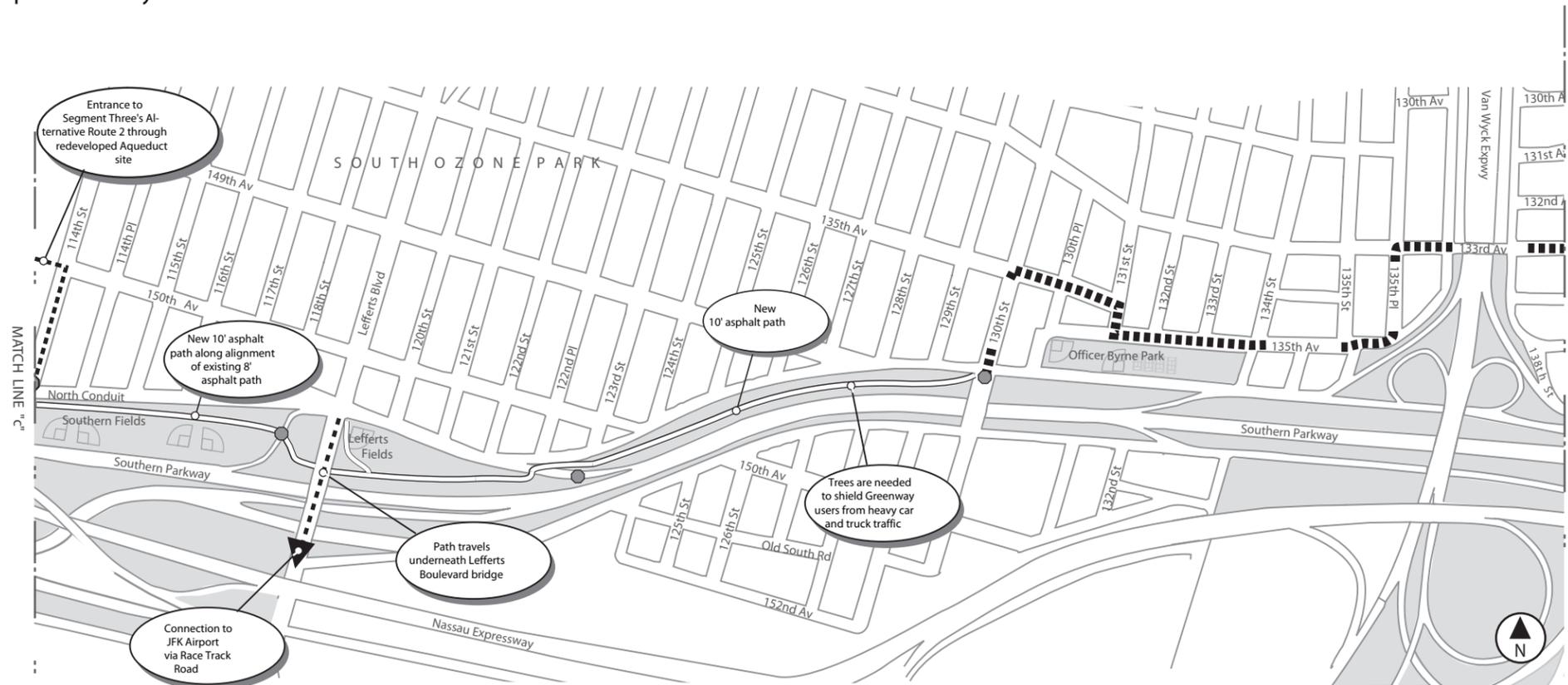
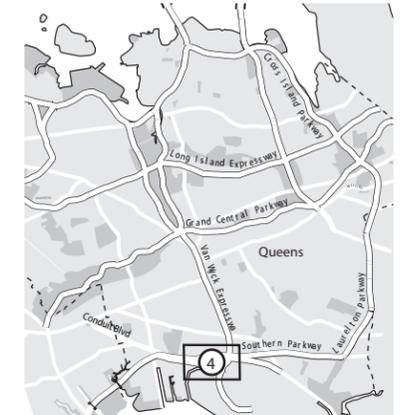
the exact cut/fill calculations for a 2% sloping path.

Greenway crossings of existing Southern Parkway on and off-ramps are required. To avoid conflict, high visibility crosswalks should be implemented and, at the terminus of off-ramps, stops signs should be installed. The off-street route also requires the planting of new trees, particularly between 124th and 130th,

to shield Greenway users from the heavy car and truck traffic along North Conduit Avenue and Southern Parkway, and to create a unique, park-like environment. New planting along the highway should consider wind throw and pollution and should also be considered for winter color, interesting form and fall/spring foliage.

Legend

-  Long-term, off-street route
-  Proposed on-street route
-  Route connection
-  Roadway Crossing





Southern Parkway path at Southern Fields, looking west
New 10' asphalt path to replace 8' asphalt path



Lefferts Boulevard bridge, looking west
New 10' asphalt path to travel beneath bridge



Southern Parkway path at 124th Street, looking east
New 10' asphalt path to replace existing 8' asphalt path
(and to be relocated approximately 30' north from Southern Parkway)

Southern Queens Greenway

Segment Five: Van Wyck Expressway to Farmers Boulevard

Cycling and walking along pleasant residential streets continues to the east of the Van Wyck Expressway. Although the limited width of the streets in this segment prevents the implementation of bicycle lanes, the low traffic volumes should allow safe bicycle travel.

In the middle of this segment, cyclists connect with and travel through Baisley Pond Park. An existing, east-west 8' asphalt park path, connecting with 133rd Avenue to the west and 134th Avenue to the east will be replaced with a 12' asphalt path, a width considered appropriate

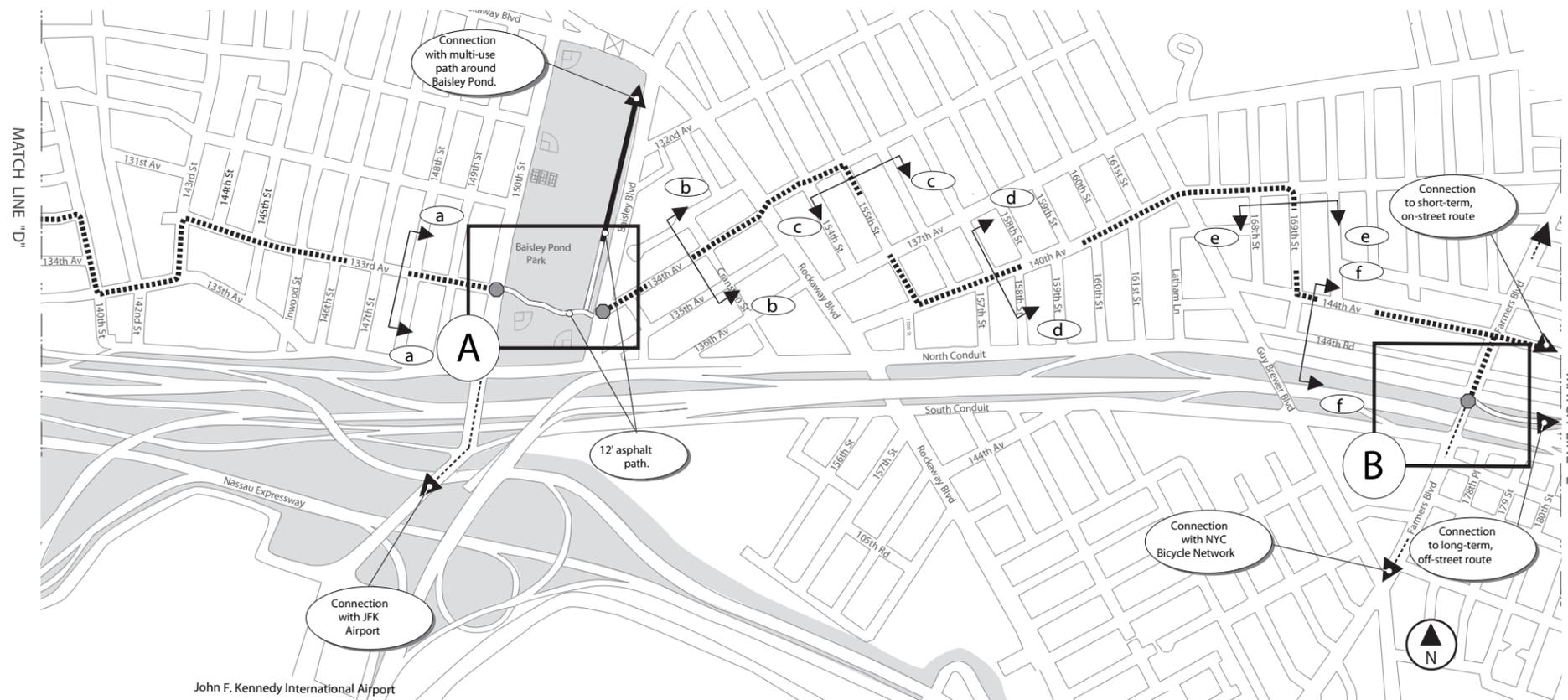
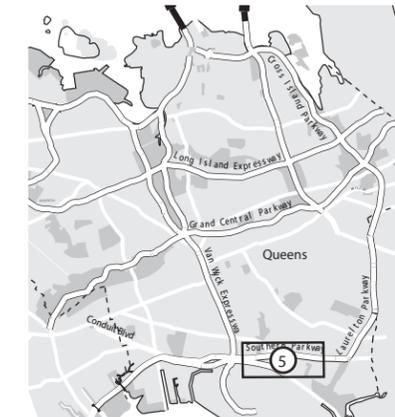
to accommodate existing park and future Greenway users. A connection will also be made to the park's "pond", located to the north of Rockaway Boulevard, via a new, north-south, 12' path along Baisley Boulevard. DPR recently reconstructed a portion of the existing paths which loop around the pond.

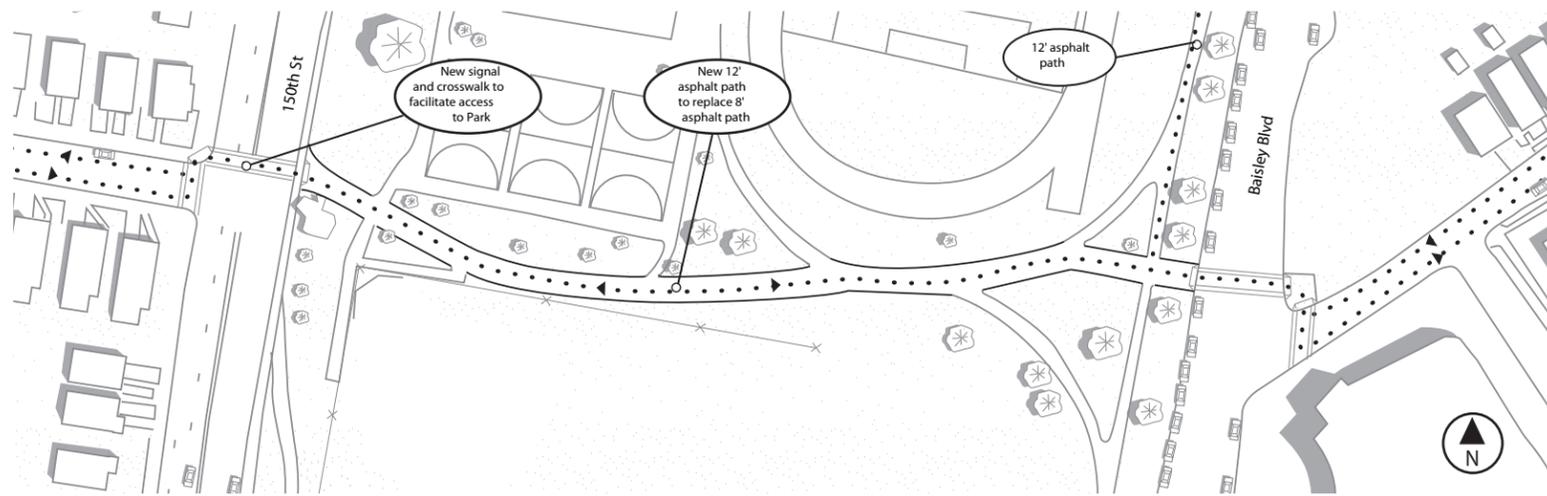
Exiting Baisley Pond Park, the Greenway travels to the east along residential streets and connects with the 1940's Southern Parkway

paths at Farmers Boulevard. To increase continuity and foster a unique and scenic quality for this predominately on-street greenway, a streetscape planting design should be developed. A significant stretch of 144th Avenue is already populated with King Crimson red maples. The opportunity to continue red maple plantings for the section of the greenway between Van Wyck Expressway and the Laurelton neighborhood should be pursued.

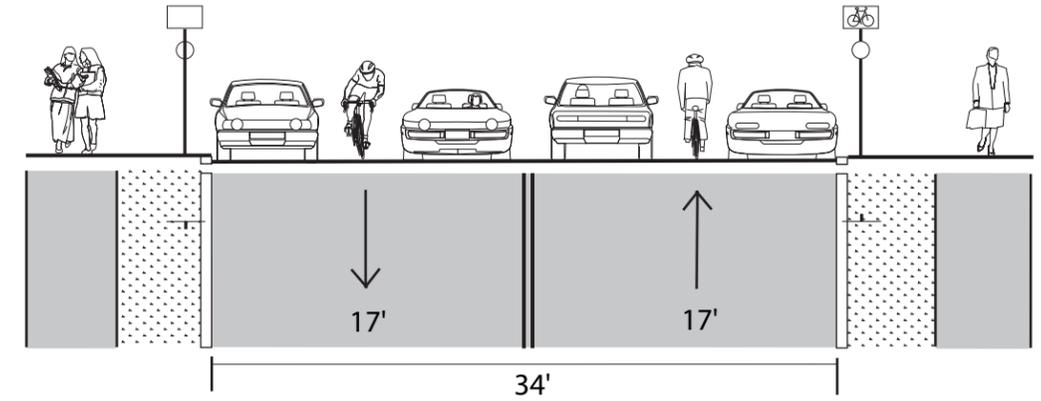
Legend

- ▬▬▬ Proposed off-street route
- ▬▬▬ Proposed reconstructed path
- ▬▬▬ Proposed path
- ▬▬▬ Route connection
- Roadway Crossing
- Site Enlargement
- Cross Section

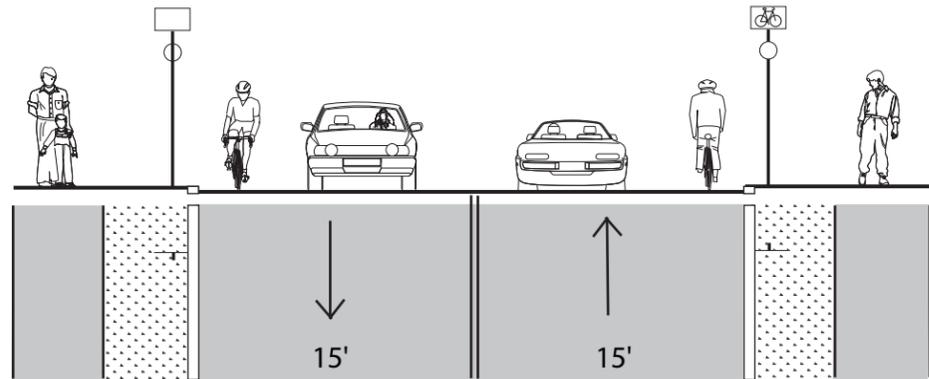




(A) Baisley Pond Park

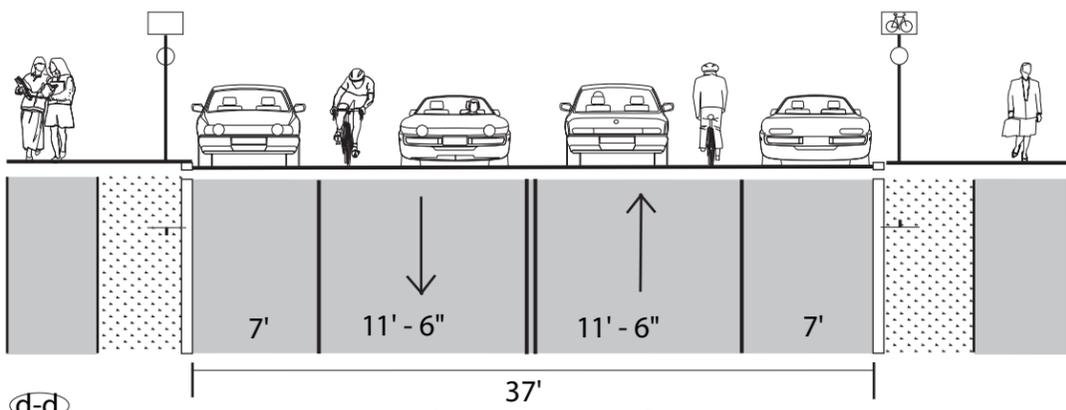


e-e
169th Street at 149th Avenue.
Proposed on-street bicycle route.

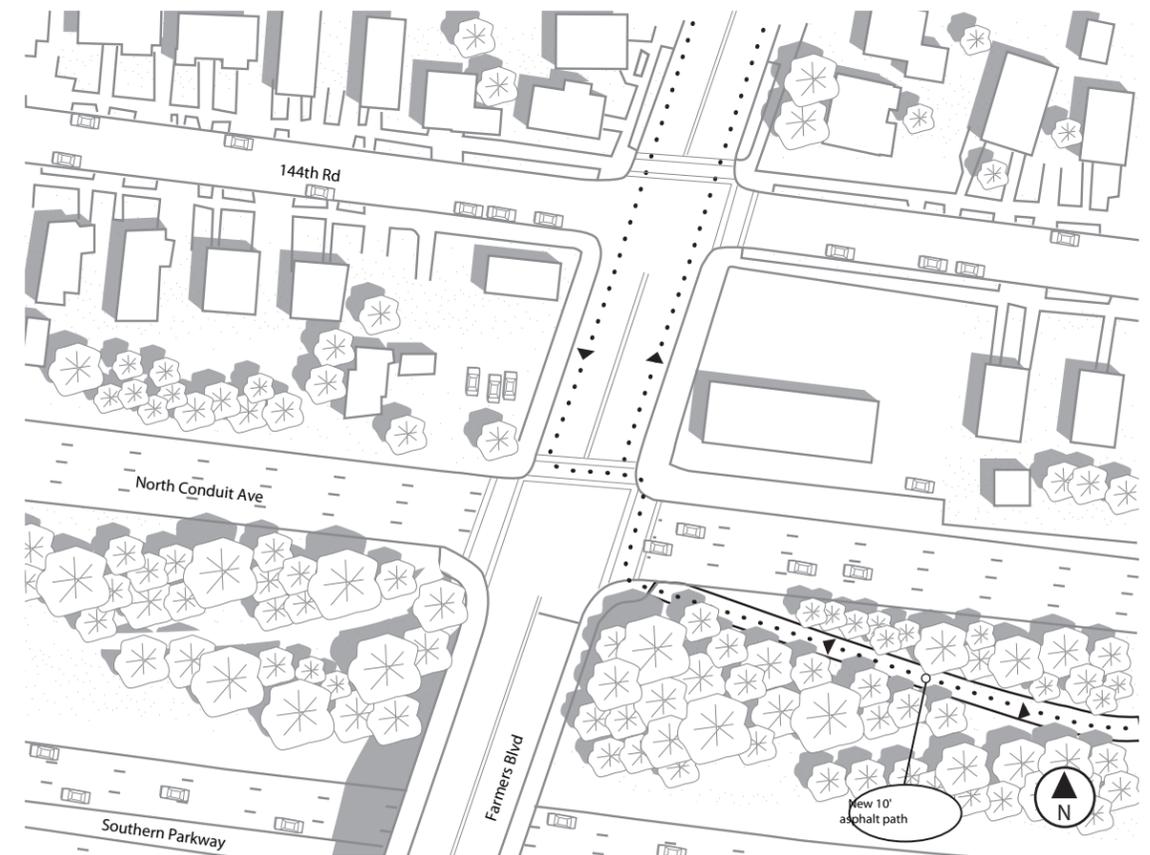


Proposed on-street bicycle route:

- (a-a) 133rd Avenue at 148th Street (c-c) 155th Avenue at 136th Avenue
- (b-b) 134th Avenue at Cranston Street (f-f) 144th Road at 169th Street



d-d
140th Avenue at 158th Street.
Proposed on-street bicycle route.



(B) Farmers Boulevard at 144th Road and North Conduit

Southern Queens Greenway

Segment Six: Farmers Boulevard to Brookville Boulevard Short-Term, On-Street Route

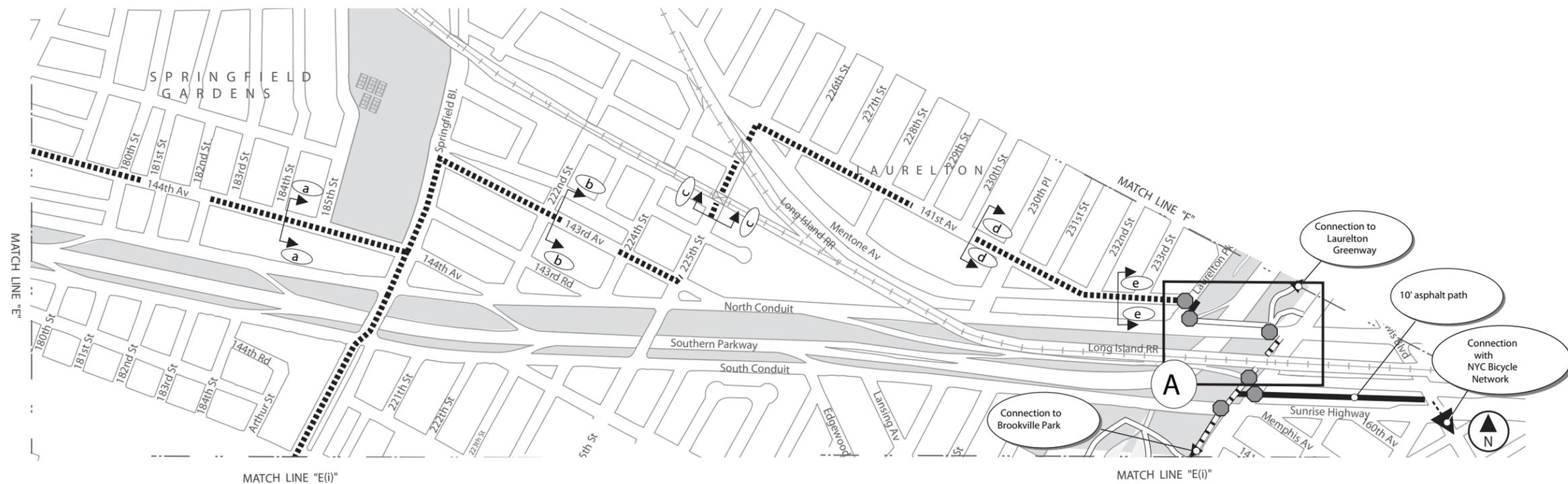
Segment Six's on-street route continues on 144th Avenue through the residential Springfield Gardens, connecting with Springfield Gardens High School, and its recreational facilities located at 144th Avenue and Springfield Boulevard. The route then travels north on Springfield Boulevard for two blocks, east on 143rd Avenue for three blocks, and north on 225th Street. All of these routes would be improved with Greenway signage to guide users; 225th Street has sufficient width for the striping of two 5' bicycle lanes. At 141st Avenue and 225th Street, the route connects with the landscaped roundabout at the entrance

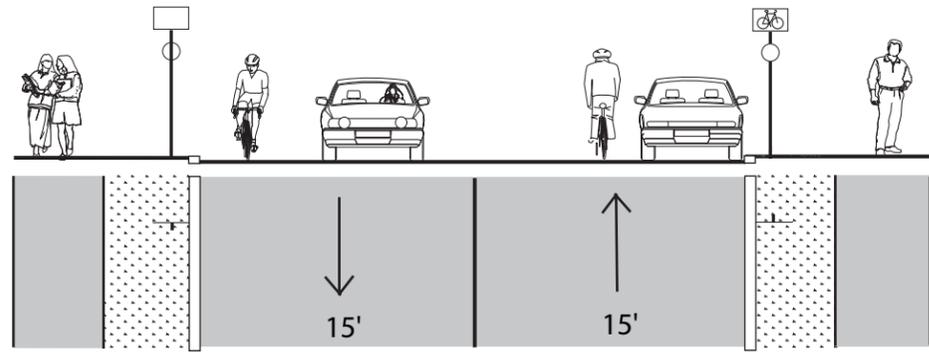
to the picturesque Laurelton neighborhood. Here, the route travels east on 141st, one of the neighborhood's lightly trafficked roadways improved with a landscaped median, to a connection with Laurelton Parkway right-of-way. The route then travels south on a new 8' path for one block to connect with the existing 10' sidewalk on the north side of the North Conduit Avenue bridge over the Laurelton Parkway. The new 8' path would be created by narrowing the southbound service road for one block, from 25 feet to 15 feet, in order to avoid costly construction of a new path in a steep ravine adjacent to the service road. Although

traffic volumes appear light, a traffic study should be conducted to determine the impact of the proposed street narrowing. The 10' sidewalk on the bridge would be reconstructed of asphalt and designated a multi-use path with greenway signage and markings. Finally, the path would terminate at the intersection of Brookville Boulevard and North Conduit Avenue. This intersection is also in need of a traffic study to develop recommendations to control the high speeds of vehicles turning from southbound Brookville onto westbound North Conduit. The construction of a new curb to narrow the turn, with an accompanying sidewalk, is one possibility.

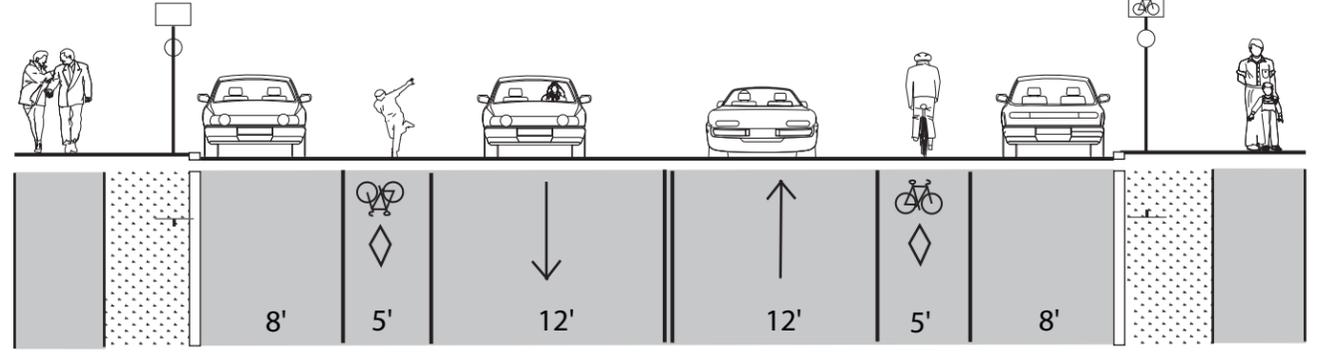
Legend

- ▬▬▬ Proposed on-street route
- ▬▬▬ Proposed reconstructed path
- ▬▬▬ Proposed path
- ⋯⋯⋯ Route connection
- Roadway Crossing
- Site Enlargement
- Cross Section

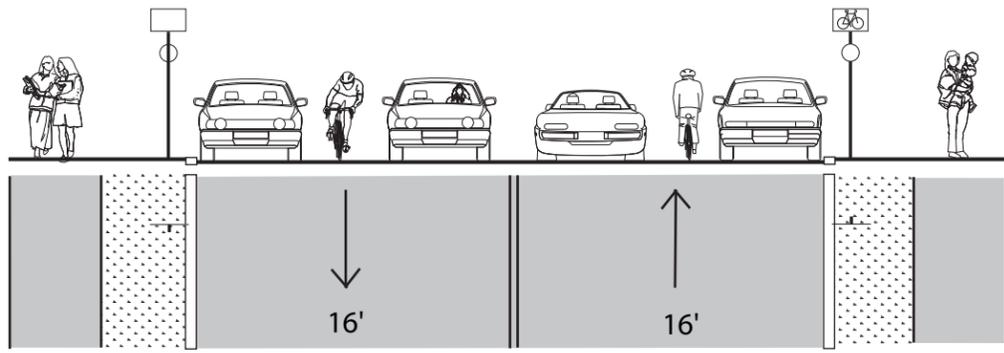




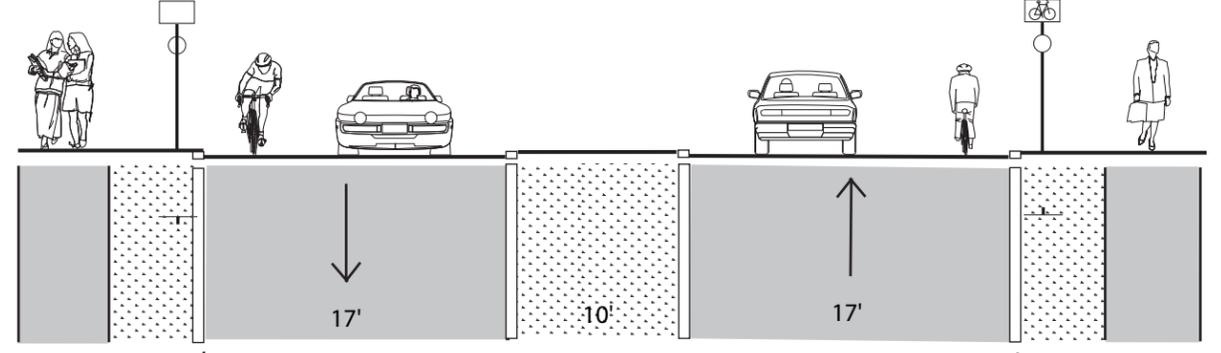
a-a
e-e
144th Avenue at 184th Street
Proposed on-street bicycle route.



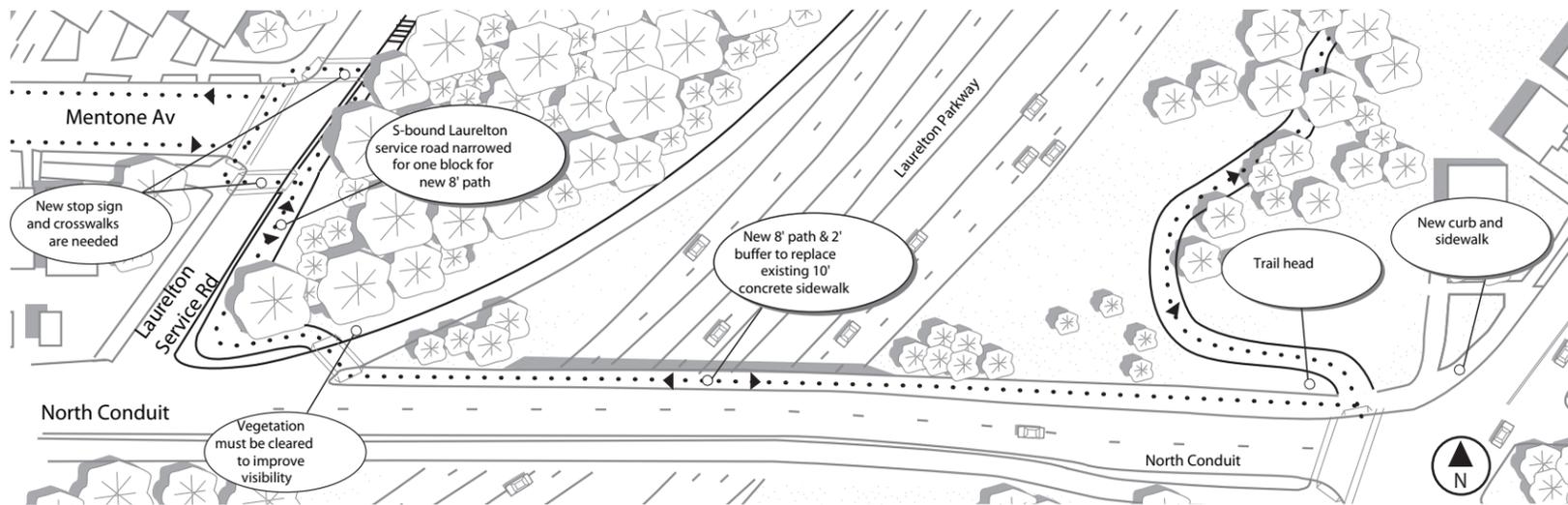
c-c
225th Street at 142nd Place.
Proposed 5' on-street bicycle lane.



b-b
143rd Avenue at 222nd Street.
Proposed on-street bicycle route.



d-d
141st Avenue at 230th Street.
Proposed on-street bicycle route.



A On-street route: Brookville Boulevard and North Conduit

Southern Queens Greenway

Segment Six: Francis Lewis Boulevard to Brookville Boulevard Long-Term, Off-Street Route

The off-street, long-term route would follow the original Southern Parkway paths, roughly between Farmers Boulevard and the Long Island Rail Road (LIRR). Within Segment Six, the paths are buffered from the heavy motor vehicle traffic on North Conduit and Southern Parkway by mature trees and bushes. Prior to construction of the paths, however, analysis is needed to traffic calm the entrance to the Parkway on-ramp at 180th Street. Late morning, off-peak sight observations at this ramp revealed an almost uninterrupted use as motorists enter from either west bound North Conduit or south bound 180th Street. Views of the entering motorists from the existing path are obstructed by mature trees and fencing. In addition, the relatively limited length of the on-ramp requires a rapid increase in speed as motorists must merge with the Parkway's high speed traffic.

One potential solution is the designation of a left-turn lane with a signalized entrance to the ramp. A thorough traffic study is needed to determine this proposal's feasibility. If this proves infeasible, another option is the installation of a new bicycle/pedestrian bridge over the on-ramp. With a path width of 10', a bridge should rise to a height of 19'; handicapped accessible ramps would travel to the west and east to allow direct east-west travel along the Greenway.

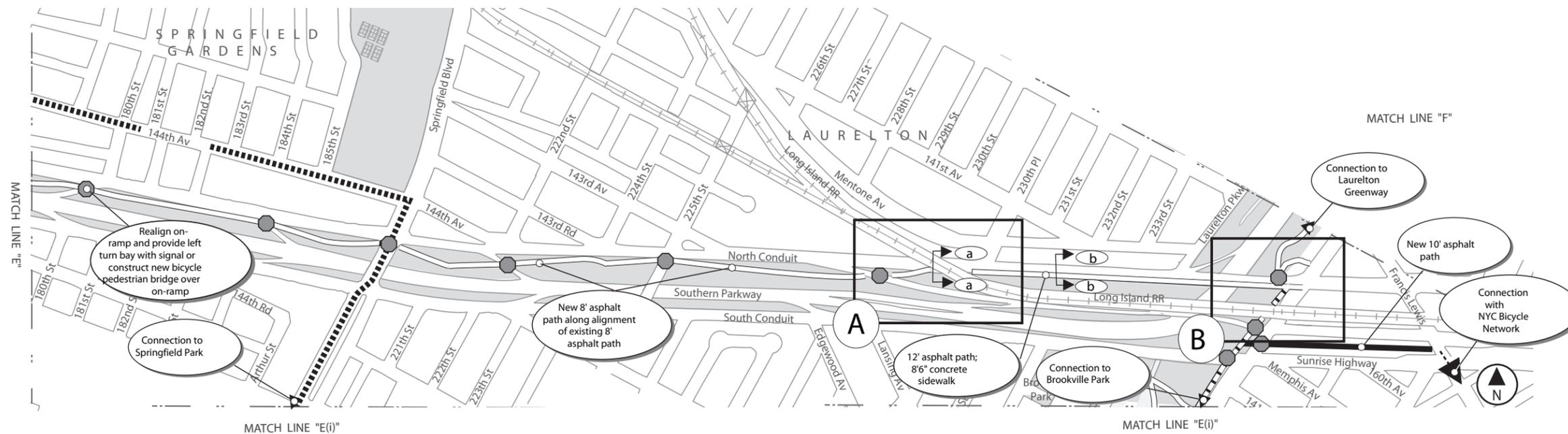
East of the on-ramp, the Greenway will travel along new 8' asphalt paths, replacing deteriorated paths. The Parkway's off-ramps will be improved with high visibility crosswalks and signage, instructing Greenway users and motorists to stop at the crosswalks. East of 224th Street, the Greenway travels underneath the LIRR bridge. Two wide travel lanes currently exist on both sides of the bridge's

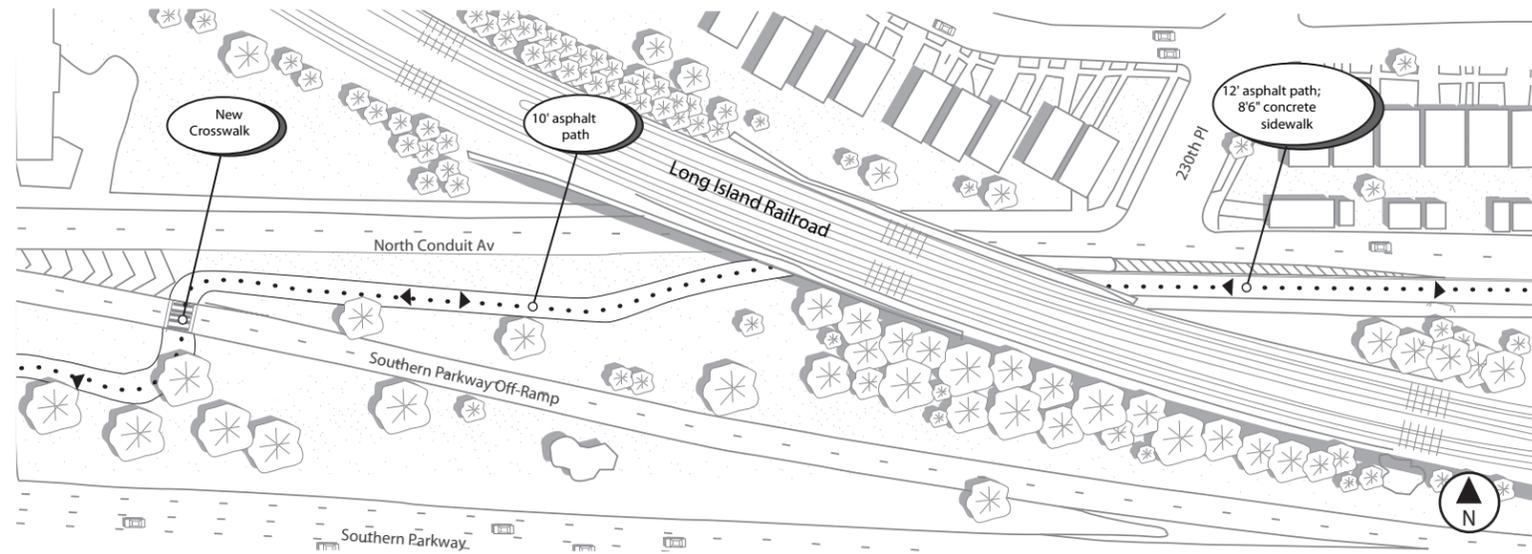
center beam. We propose reconstruction of the southern lane as the Greenway route, providing a 10' multi-use lane and an 8'6" concrete sidewalk; the northern lane would be improved with striping to provide two, 11' motor vehicle travel lanes. While a thorough traffic analysis is needed, site observations of low traffic volumes along this section of North Conduit from the LIRR bridge to Brookville Boulevard indicate that the roadway could be reduced from four 10' lanes to two 12' lanes. Within the remainder of the roadway, a 2' jersey barrier, 12' asphalt multi-use path and 7' concrete sidewalk would be constructed to provide a first class Greenway route. This proposal replaces an existing, inadequate 3' sidewalk and reduces the excessively

wide motor vehicle roadway. To the east, the Greenway passes Mentone Park, a largely unused and undeveloped park located between the LIRR and North Conduit, and connects with Brookville Boulevard. Mentone Park should be assessed for compatible development as the Greenway's design is developed in this section. At this junction, Greenway users have three travel choices: to the north, the Laurelton Greenway; to the east, a connection with the NYC bicycle network and Nassau County beaches via a new 12' asphalt path within the Sunrise Highway right-of-way open space; or to the south, a greenway loop route connecting Springfield, Idlewild and Brookville Parks.

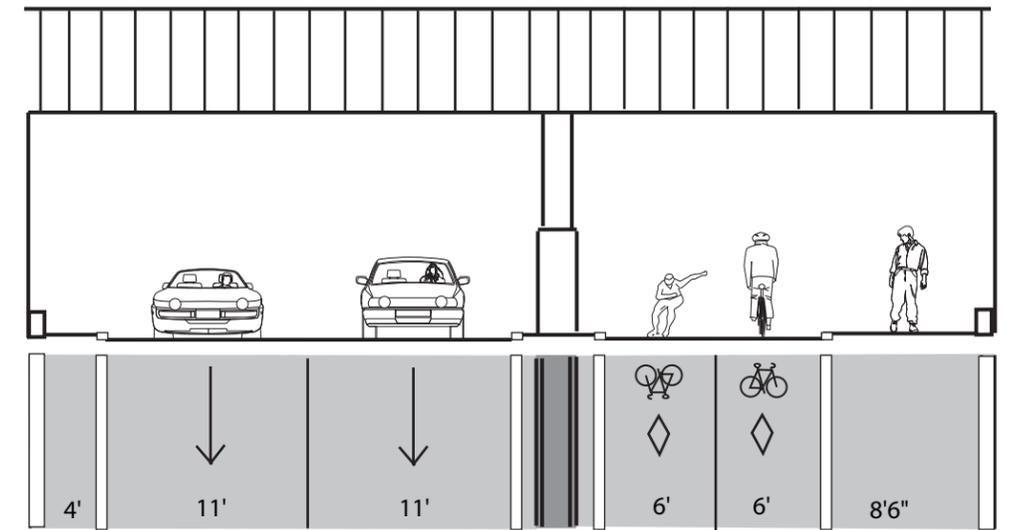


- Legend
- ▬▬▬ Proposed on-street route
 - ▬▬▬ Proposed reconstructed path
 - ▬▬▬ Proposed path
 - ⋯⋯⋯ Route connection
 - Roadway Crossing
 - Site Enlargement
 - Cross Section

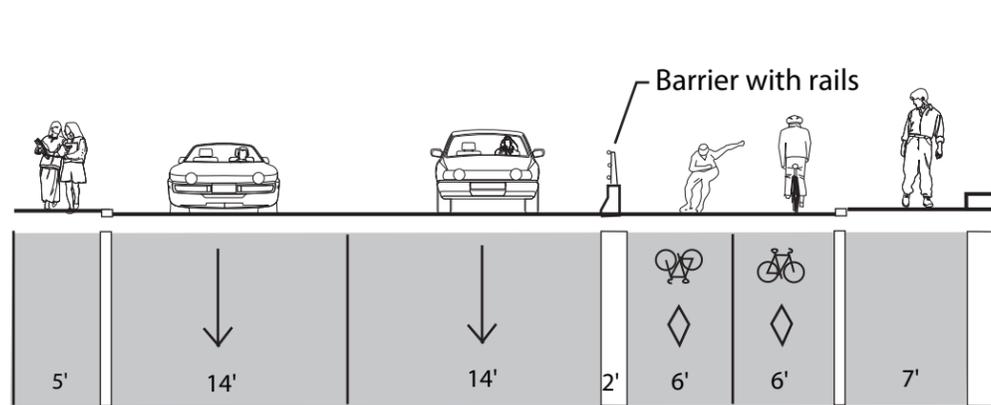




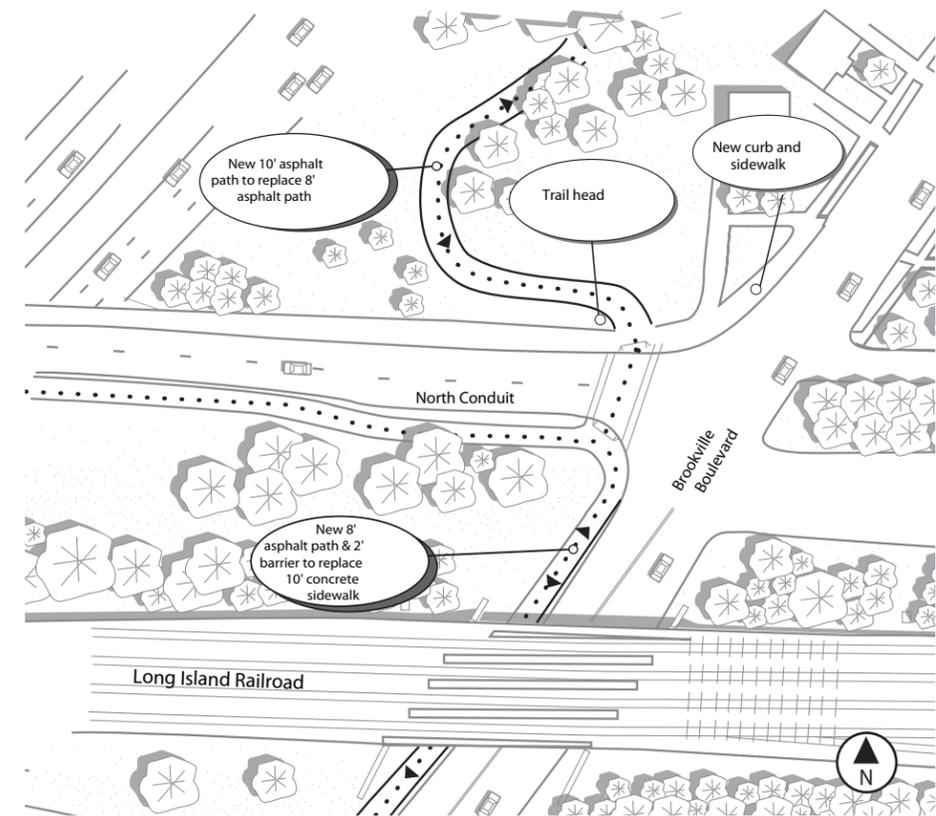
A Off-street route: North Conduit at 230th Place



a-a Off-street route: North Conduit underneath LIRR Bridge, looking east. Proposed 12' multi-use asphalt path and 8'6" concrete sidewalk to replace 20' motor vehicle lane. New lighting is required for all users.



b-b North Conduit at Mentone Park, looking east. Proposed 10' asphalt path, widened sidewalk (by 2') and 2' barrier to replace 14' motor vehicle lane.



B Off-street route: Brookville Boulevard and North Conduit

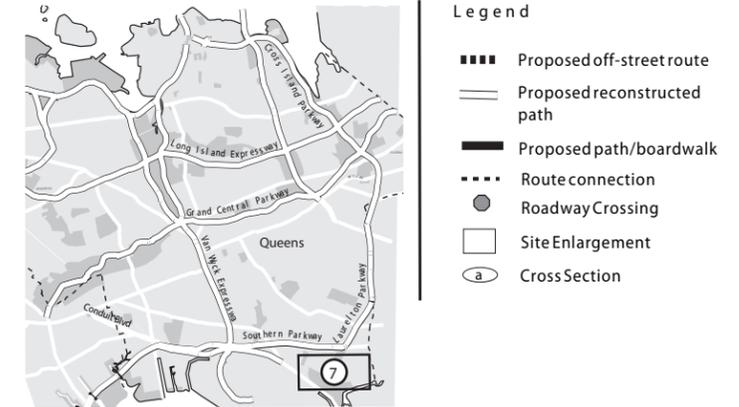
Southern Queens Greenway

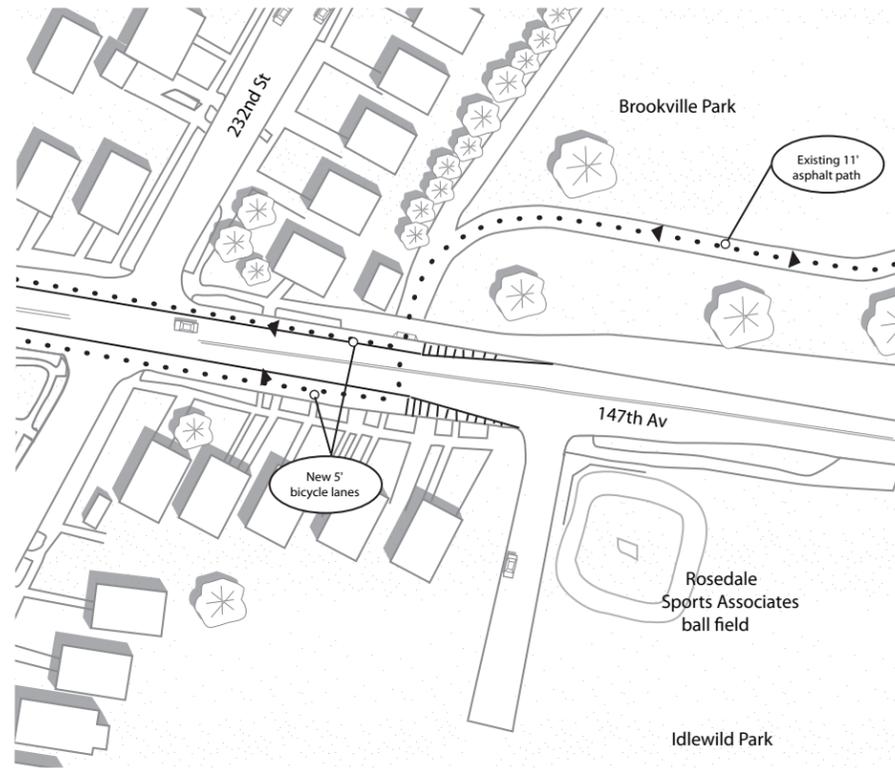
Segment Seven: Springfield - Idlewild - Brookville Park Loop

Segment Seven provides an exciting opportunity for a recreational greenway loop connecting the lakes and the paths in Brookville, Springfield and Idlewild Parks. From the intersection of North Conduit and Brookville Boulevard, the Greenway travels south on a path underneath the LIRR bridge and along Brookville Boulevard. The existing 5' concrete sidewalk would be rebuilt as an 8' asphalt path with a barrier rail. After crossing South Conduit, the Greenway continues on a new 8' path to be developed on an existing sidewalk and connects with the existing 11' bicycle paths which loop around the lakes in Brookville Park. The paths in Brookville Park would be striped and equipped with greenway signage. Exiting at the southwestern end of Brookville Park, the Greenway travels to the west along 147th Avenue to Springfield Park on proposed 5' bicycle lanes. At 230th Place, Greenway users have the option of travelling south to the soccer fields located at the edge of Idlewild park, to the south of Brookfield School. Here, a scenic overlook would be provided to view the Park's 200 acre wetlands, containing rich and diverse ecotones including phragmites, marsh, woodland/shrub, open water bayberry forest and emergent marsh/phragmites.

Continuing west, at Springfield Boulevard (currently closed to autos), Greenway users can travel south through the upland area of Idlewild Park, alongside newly constructed cricket fields, to connect with a proposed path along Rockaway Boulevard. The Rockaway path would provide access to JFK Airport and Farmers Boulevard to the west and to a potential path in Nassau County's North Woodmere Park to the east. Use of the currently closed Springfield Boulevard is dependent upon NYC DOT's access plans for the proposed auto maintenance facility on Rockway Boulevard. There is a potential alternate greenway route from 225th Street over the existing

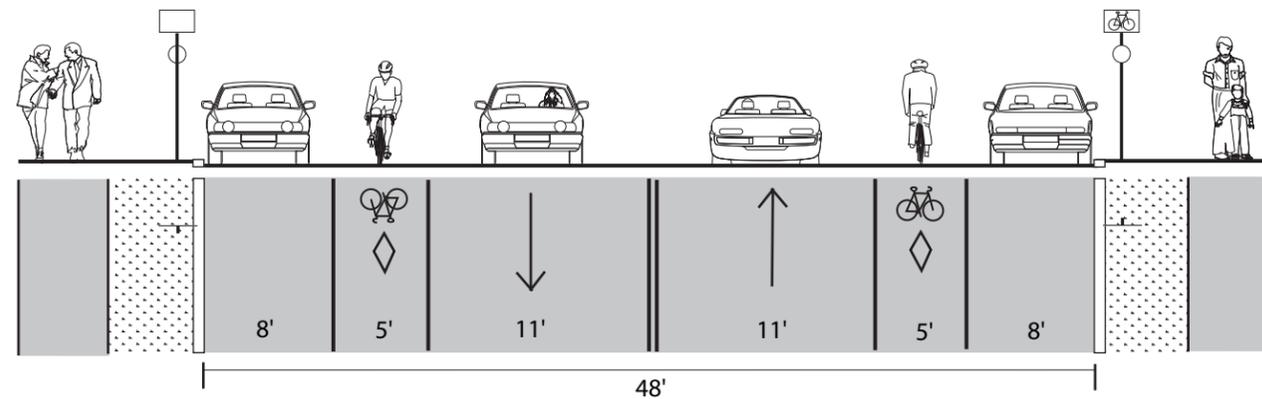
storm sewer pipe maintenance road installed by DEP. Implementation of this route, which would provide views of the wetlands to the east, would be contingent on the state of the sensitive bayberry forest planted recently along the maintenance road. To the northwest of Idlewild Park, the Greenway then travels north on 184th Street and east on a new 8' asphalt path through Springfield Park to connect with Segment Six.





Idlewild Park's new bayberry forest and maintenance road.

A 147th Avenue at Brookville Park
Proposed 5' on-street bicycle lane.



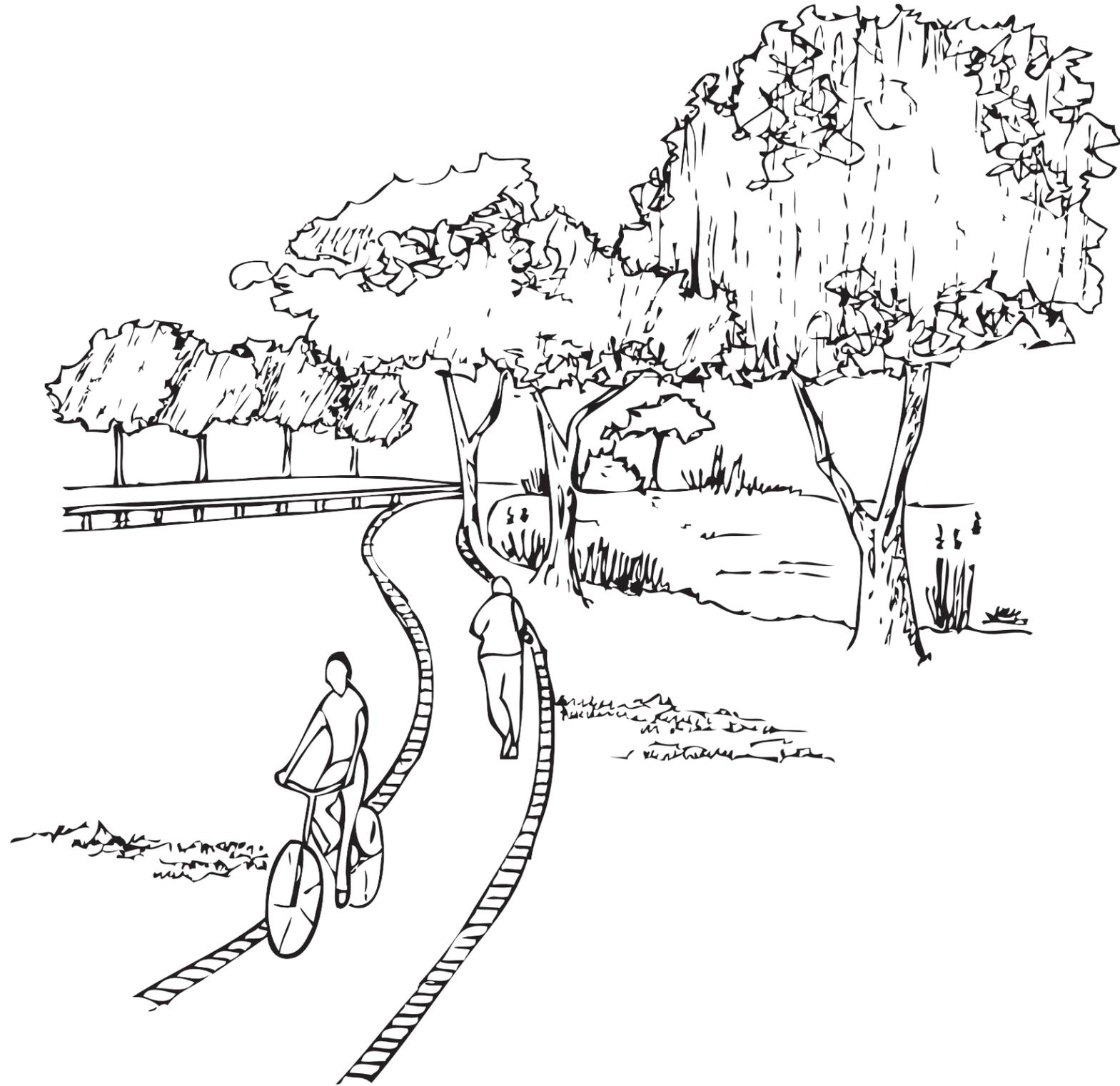
a-a 147th Avenue at 226th Street.
Proposed 5' on-street bicycle lane.

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.



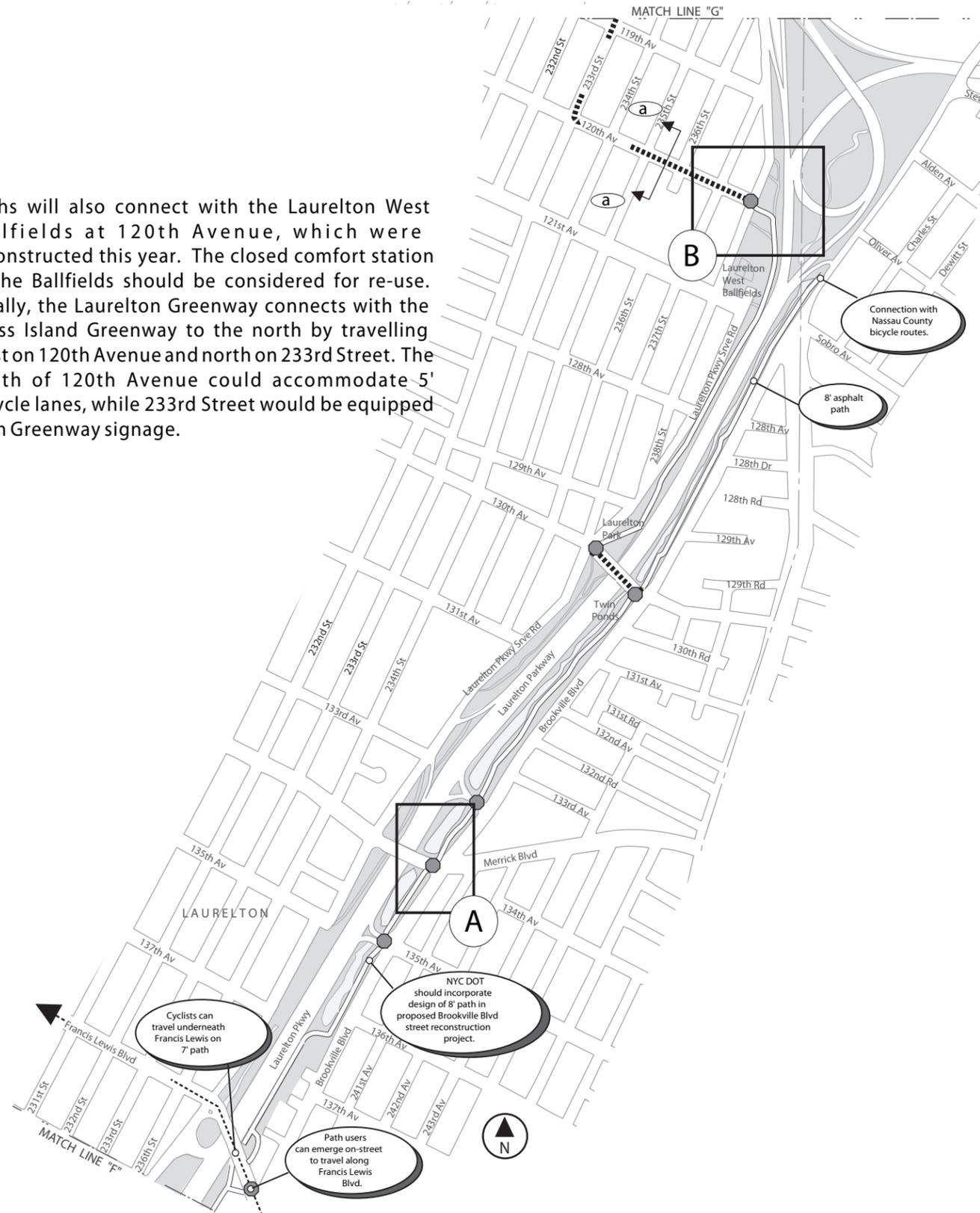
Laurelton Greenway

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.

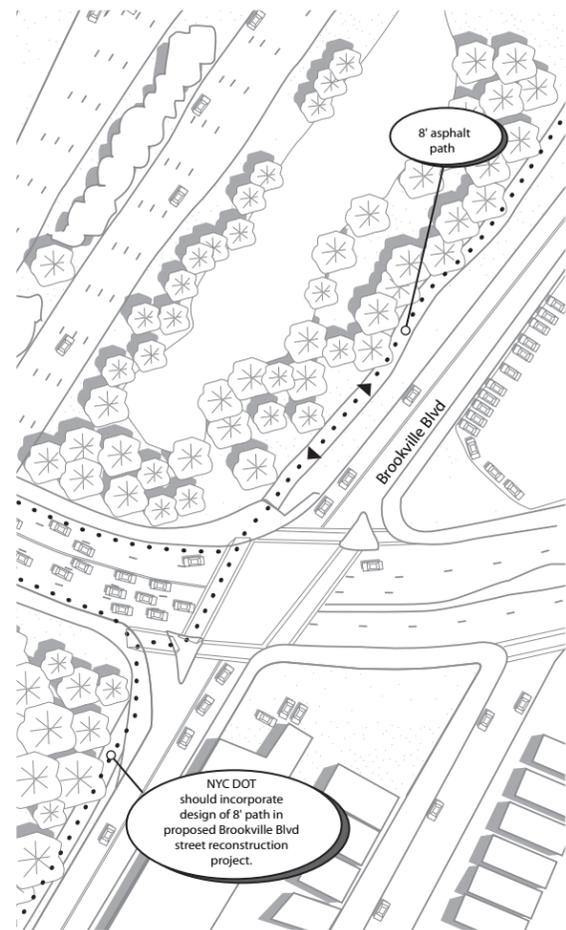
At 130th Avenue, the Greenway continues to a connection to the paths located on the west side of the Laurelton Parkway. Like the parallel route to the east, 8' asphalt paths (replacing the existing 6' paths) meander through mature trees and landscaping. The

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.

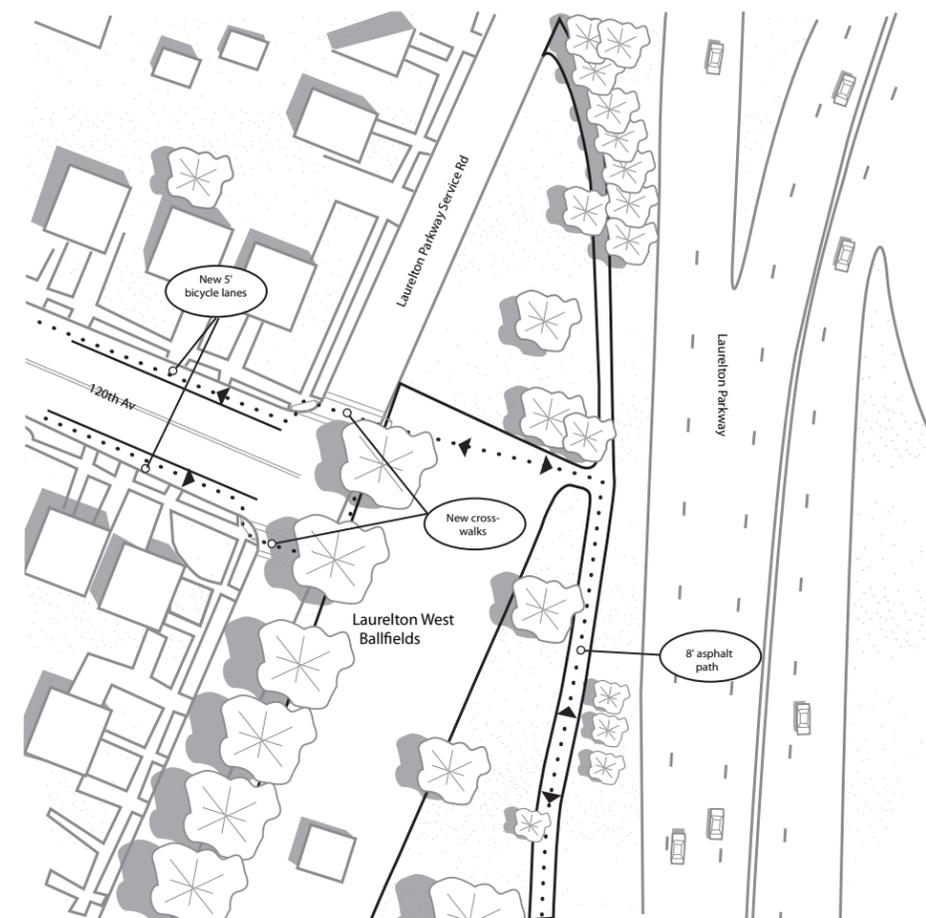


Legend

- Proposed reconstructed path
- Proposed on-street route
- Roadway Crossing
- Site Enlargement
- Cross Section
- County Boundary



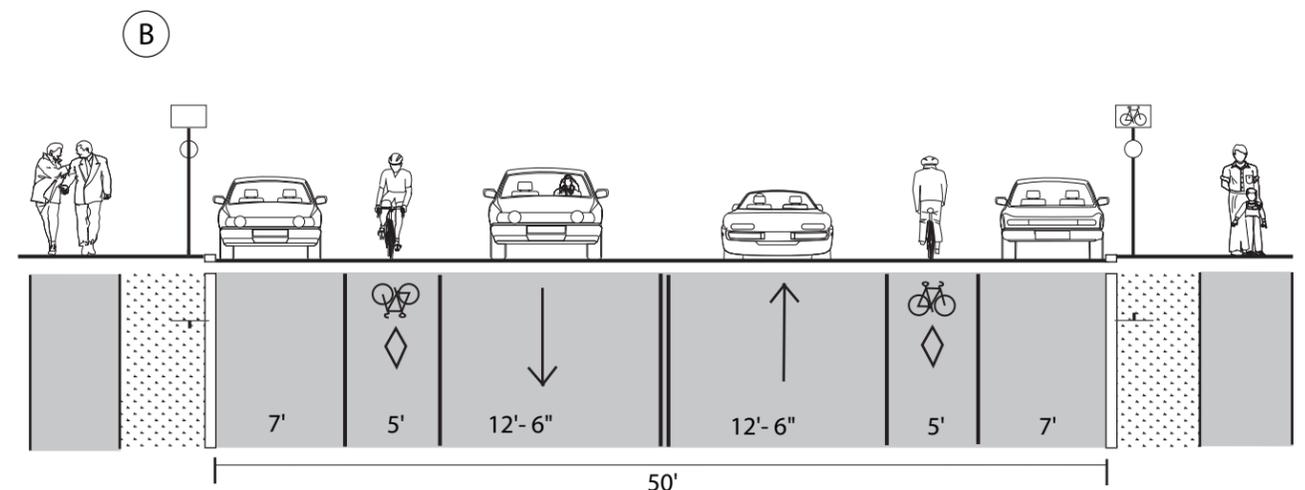
A Merrick Boulevard and Laurelton Parkway



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

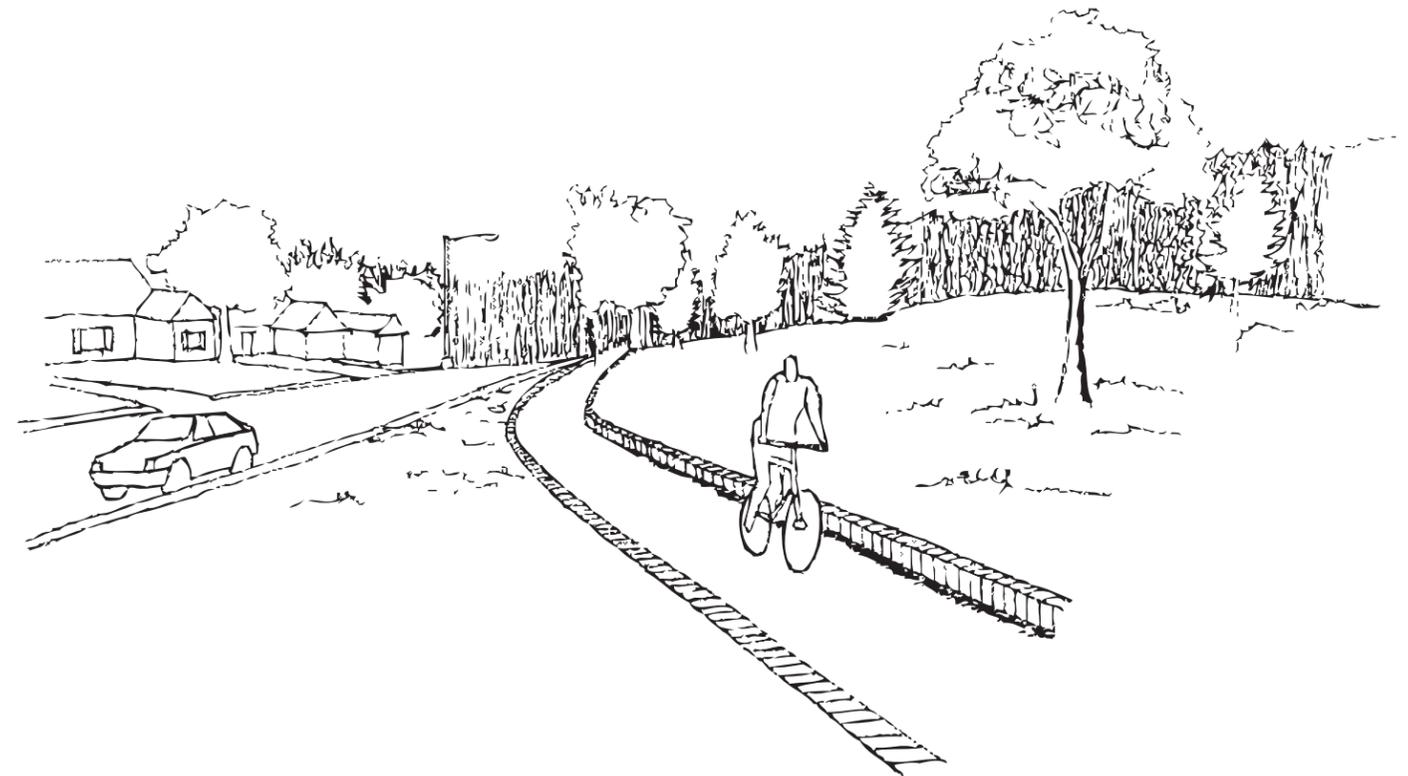
Connecting with the Laurelton Parkway to the south, the Cross Island Greenway travels in a north-south direction within a mile of the landscaped open space adjacent to the Cross Island Parkway. Belmont Race Track, which straddles the Nassau County-New York City border at the Cross Island Parkway and 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.

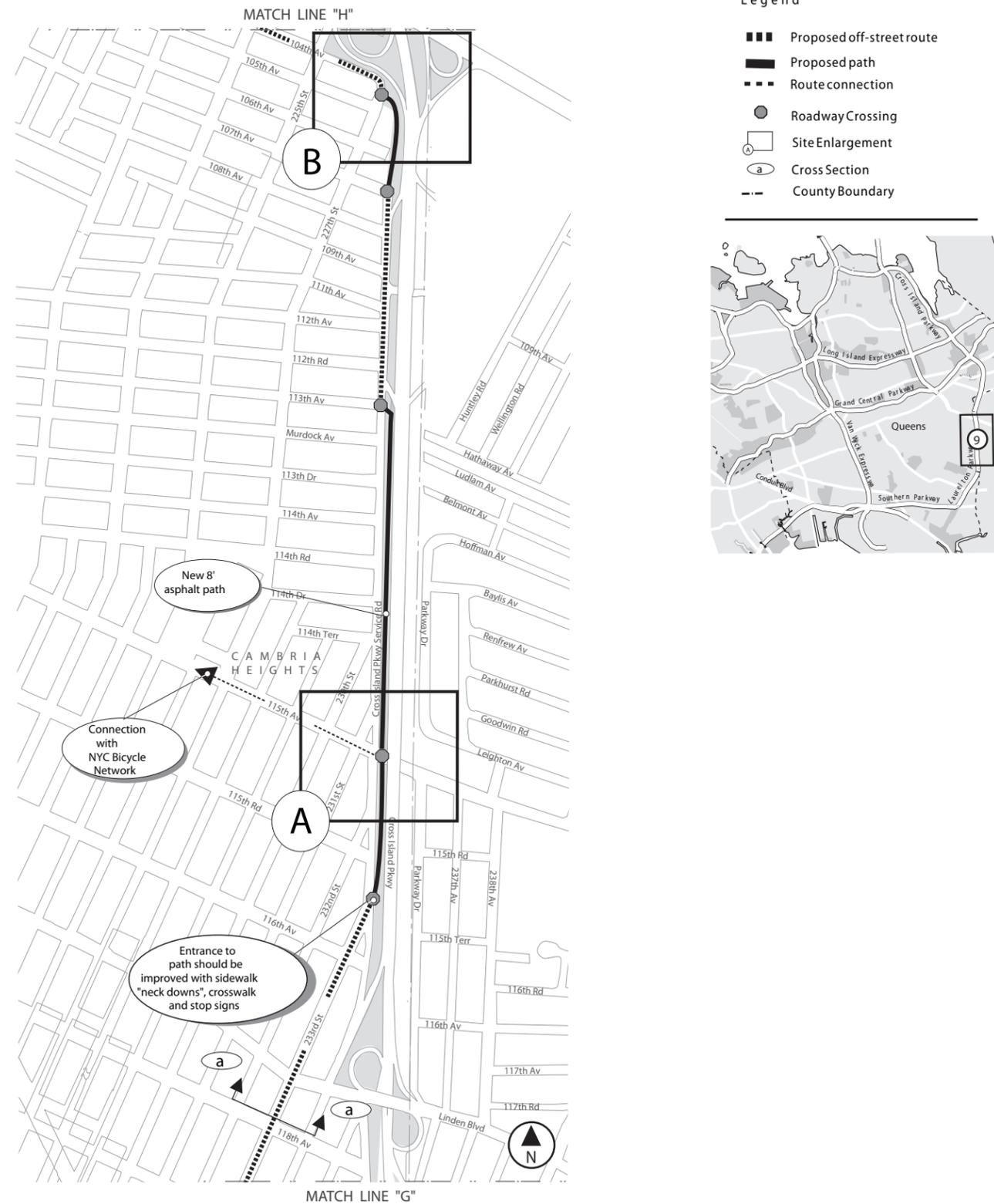
Fort Totten, another major route destination, is located at the northern end of Joe Michael's Mile. Occupied by the US Army and built in the 1860s, Fort Totten is situated on a 126 acre peninsula jutting into the Long Island Sound. The property is a unique waterfront site with commanding views, tree-shaded 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.

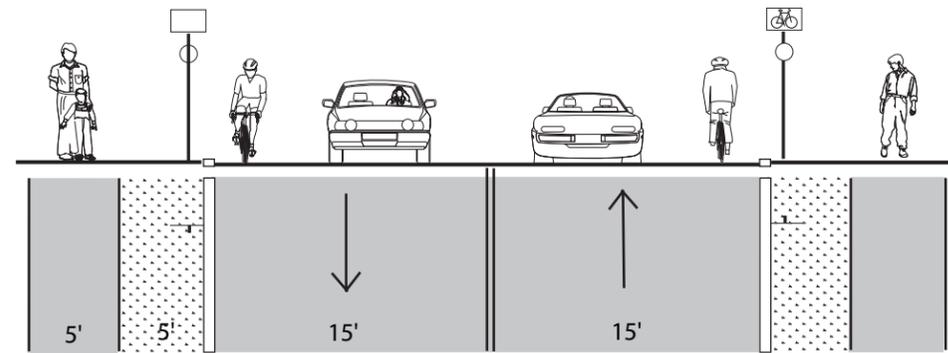


Cross Island Greenway

Segment Nine: 118th Avenue to 104th Avenue

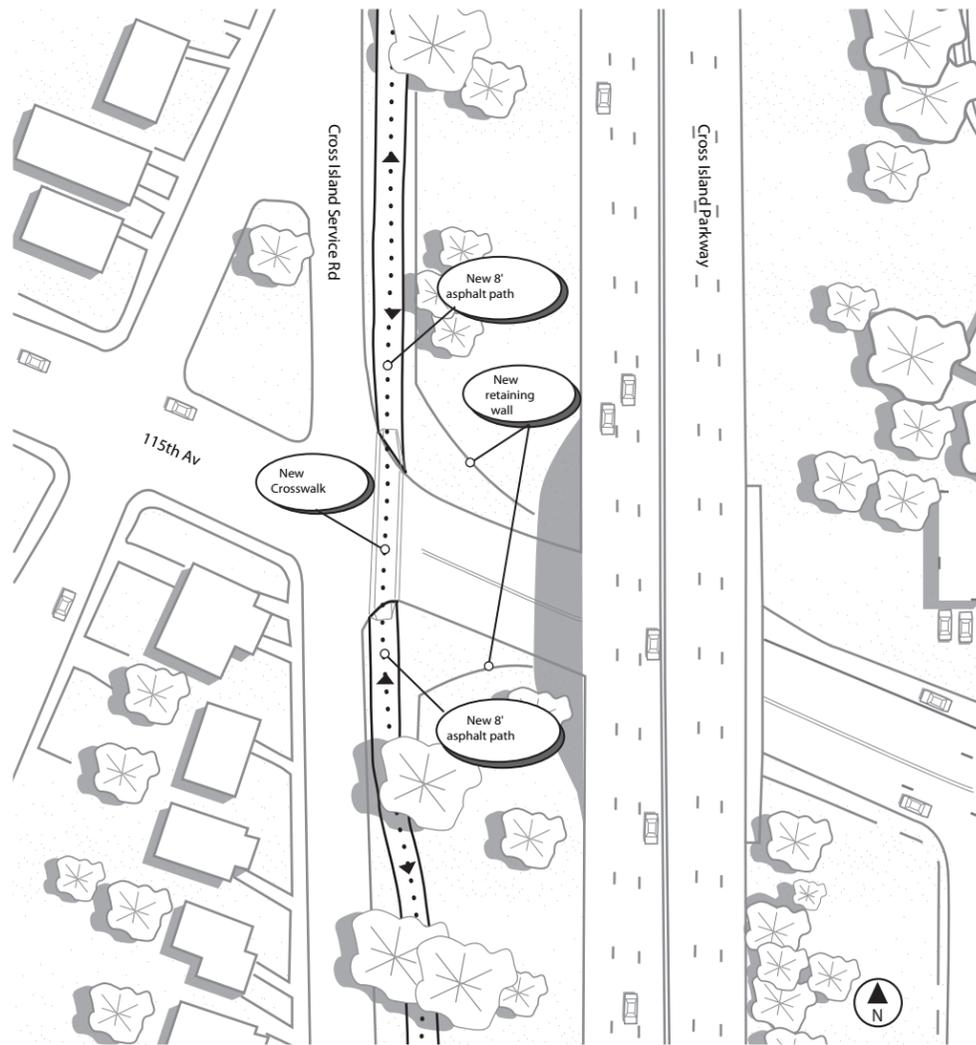
Where 233rd Street crosses Linden Boulevard, the Laurelton Greenway ends and the Cross Island Greenway begins. The route travels on-street for two and a half blocks, where it crosses the Parkway service road and connect with a new 8' asphalt path within the open space of the Cross Island Parkway right-of-way. 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.



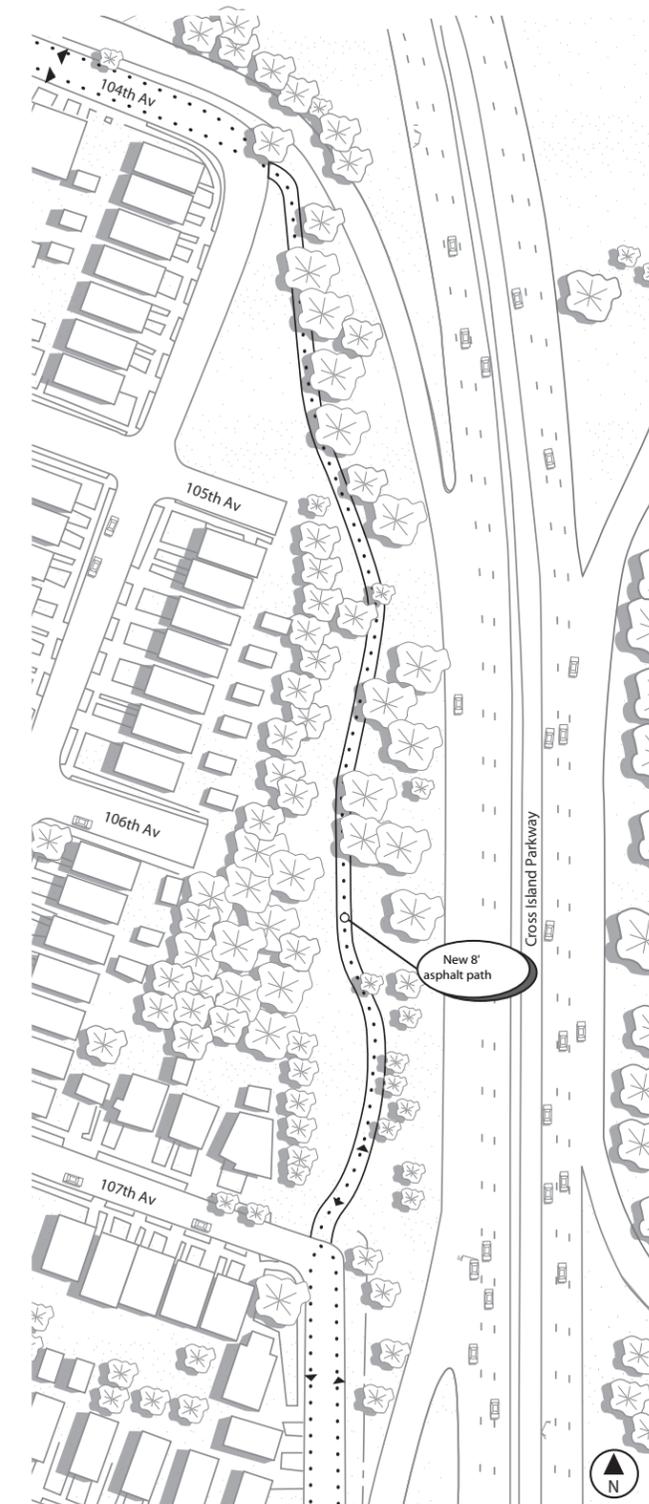


a-a

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

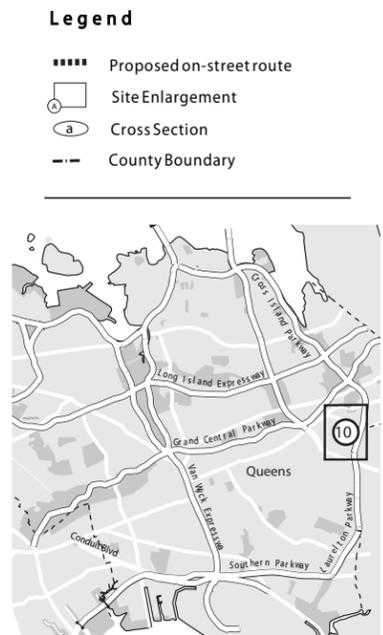
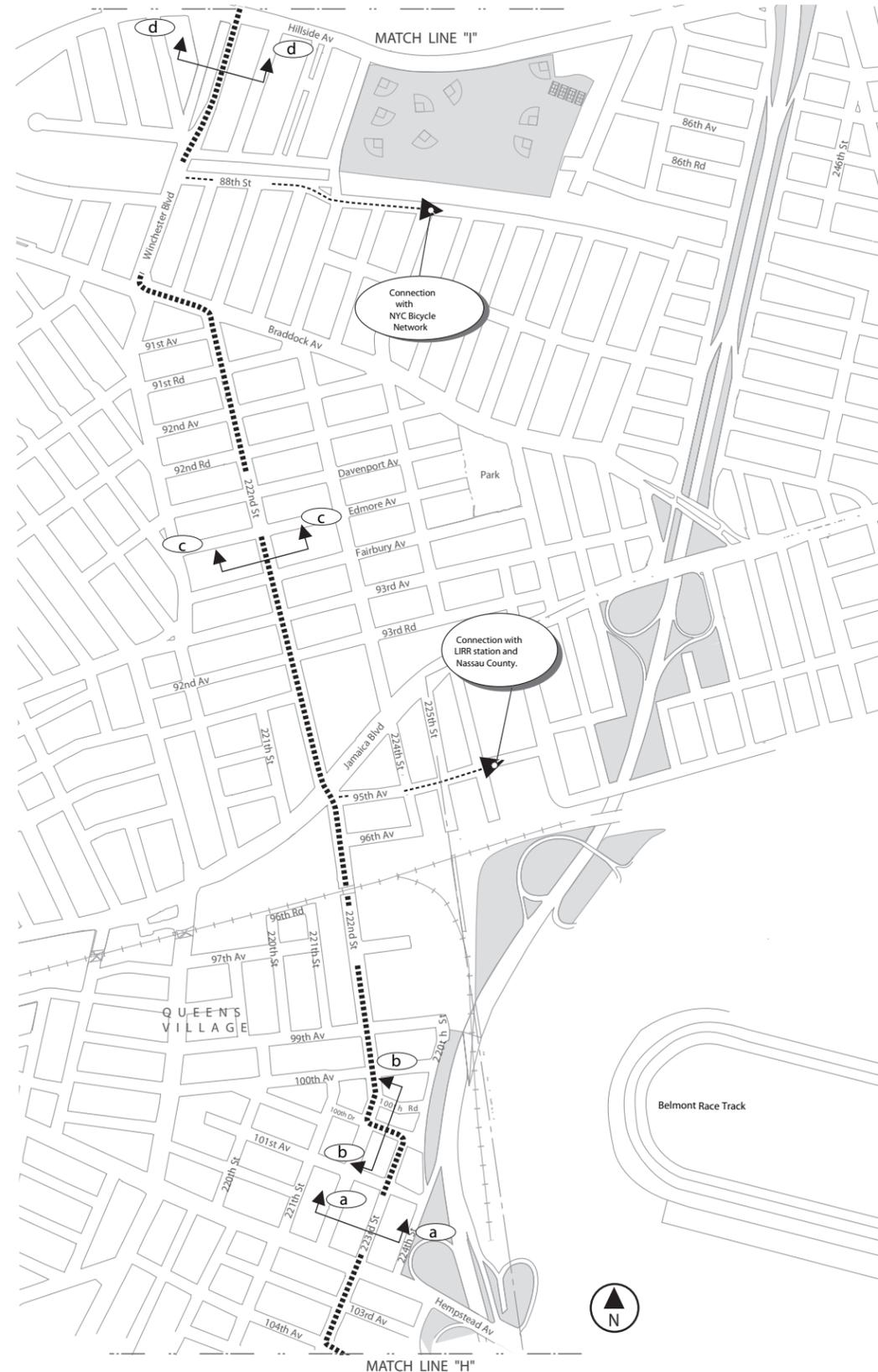
Cross Island Greenway

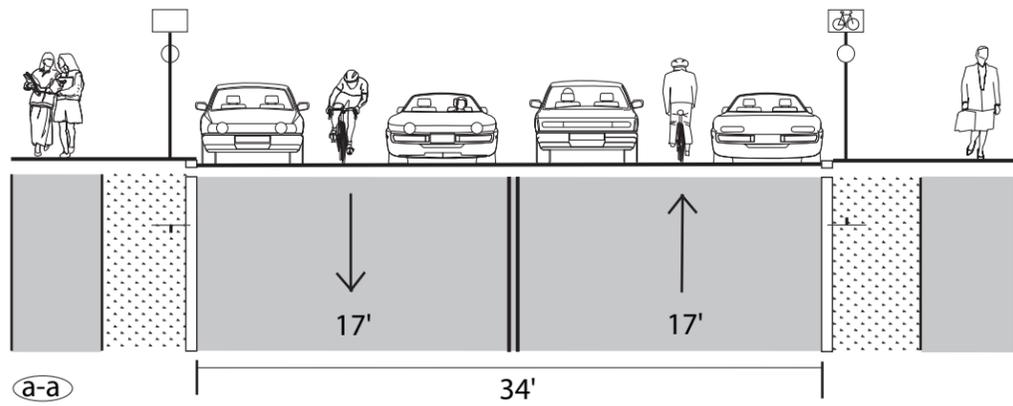
Segment Ten: 104th Avenue to Winchester Boulevard

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

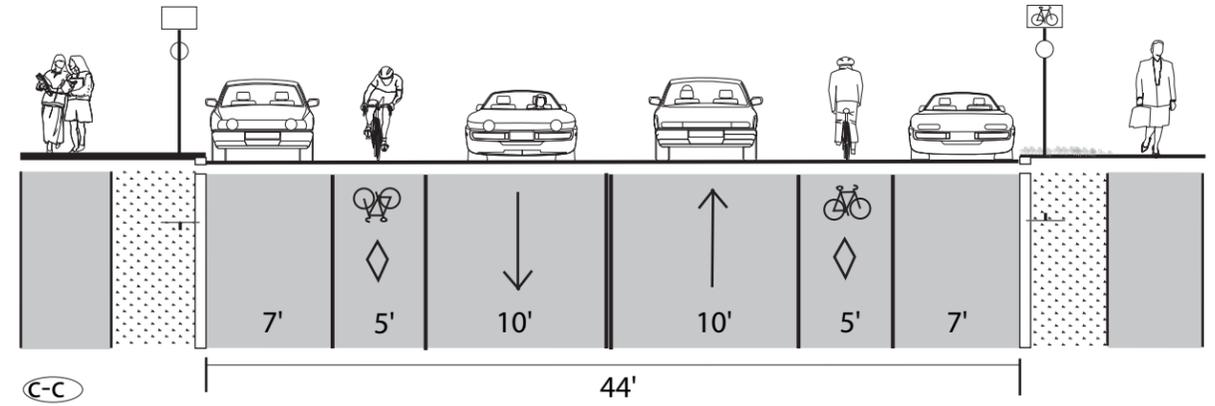
At 222nd Street, the Cross Island Greenway travels along a 5' bicycle lane for 1.25 miles. This section of the route travels through Queens Village, a residential community of well-maintained one and two family homes. At the intersection of 222nd Street and Braddock Avenue, the route travels west for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





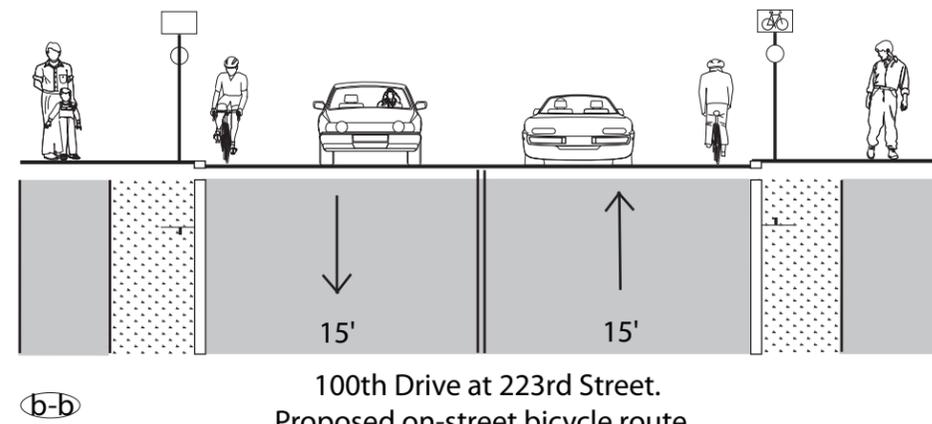
223rd Street at 101st Avenue.
Proposed on-street bicycle route.



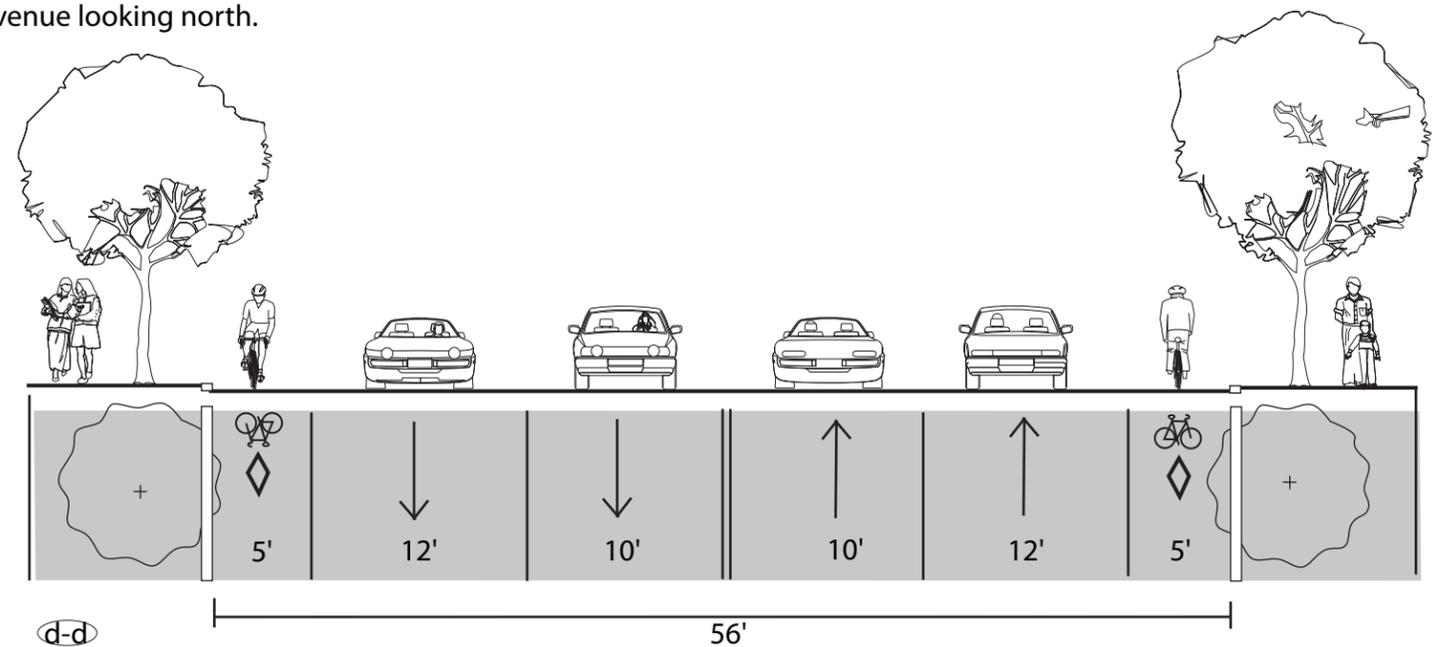
222nd Street at 93rd Avenue.
Proposed on-street 5' bicycle lane.



Winchester Avenue looking north.



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



Winchester Boulevard, south of Hillside Avenue

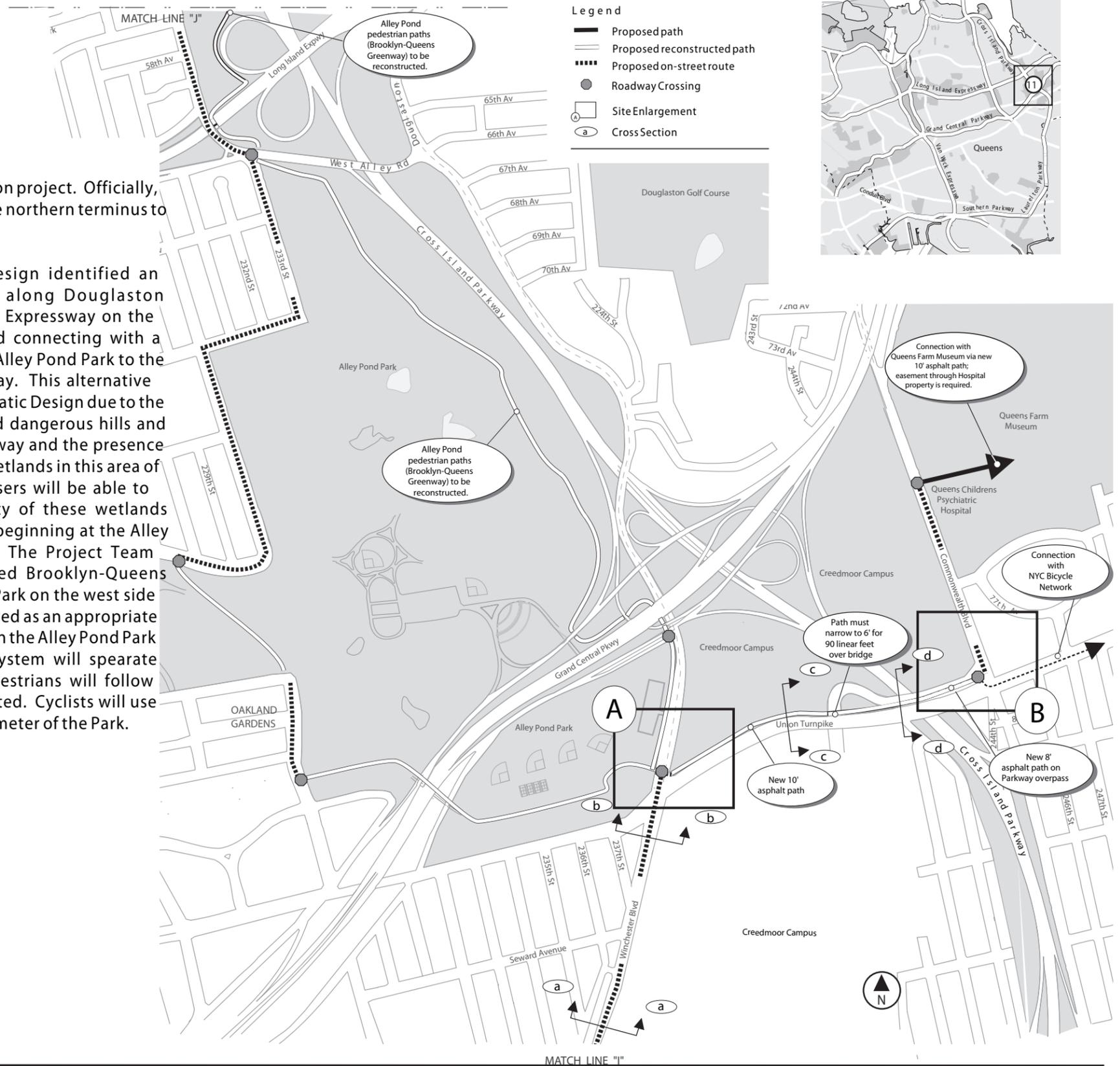
Cross Island Greenway Segment Eleven: Creedmoor - Alley Pond Park

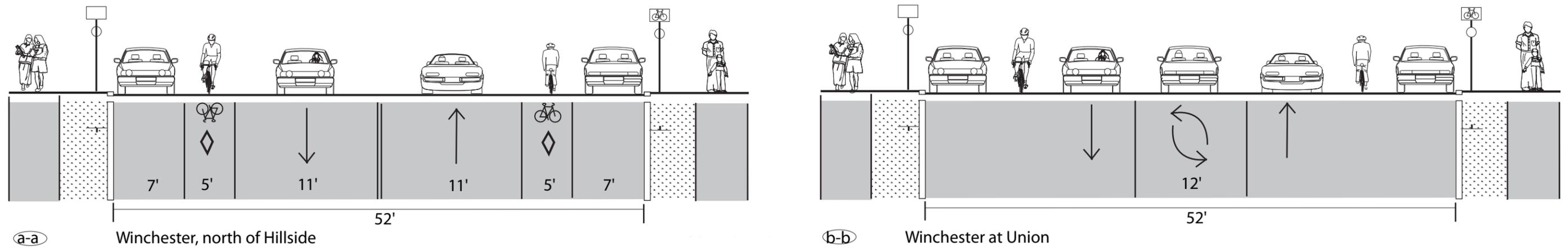
The on-street segment of the Cross Island Greenway terminates at the intersection with Union Turnpike, where a connection with the 300 acre Creedmoor Campus, and its 1600 jobs, is provided. At Union Turnpike, Greenway users have three choices: to travel north or west along the Brooklyn-Queens Greenway,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

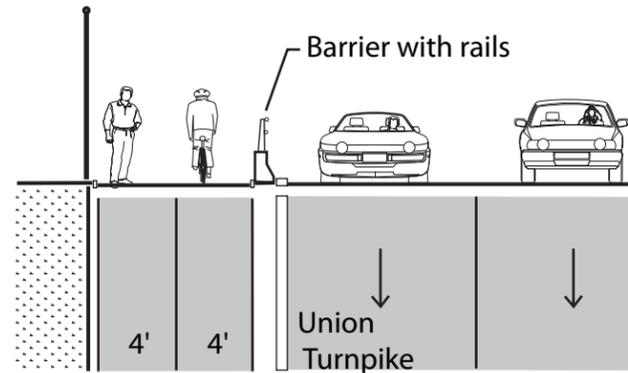




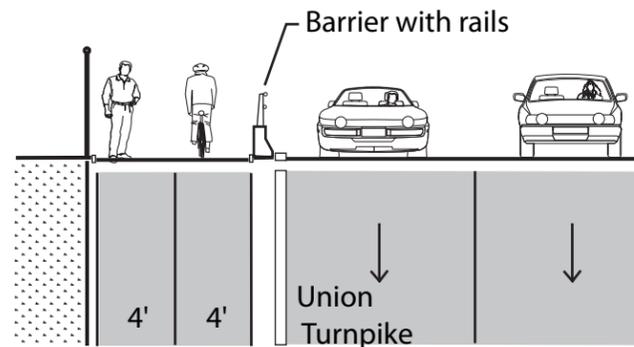
A Union Turnpike at Winchester Boulevard



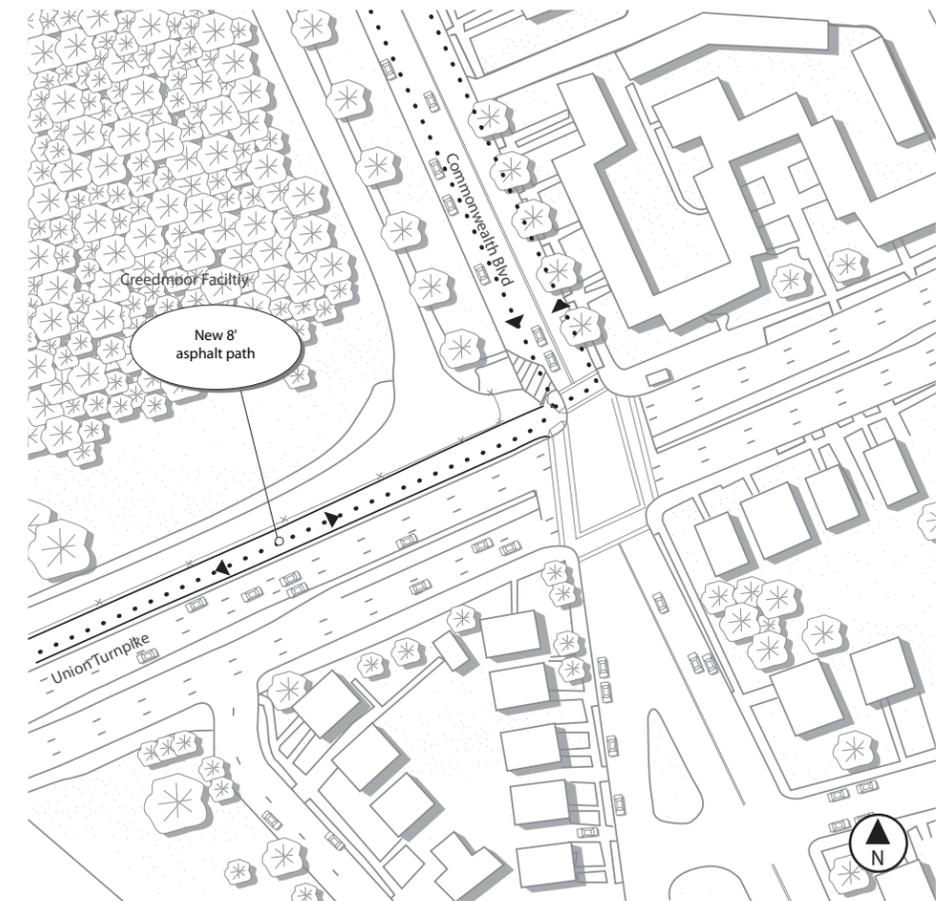
Union Turnpike, looking east, existing dirt path



C-C Union Turnpike, looking east.
Proposed 10' shared, asphalt path to replace informal dirt path.



d-d Union Turnpike Bridge over the Cross Island Parkway, looking east.
Proposed 8' shared, asphalt path to replace 5' concrete sidewalk.



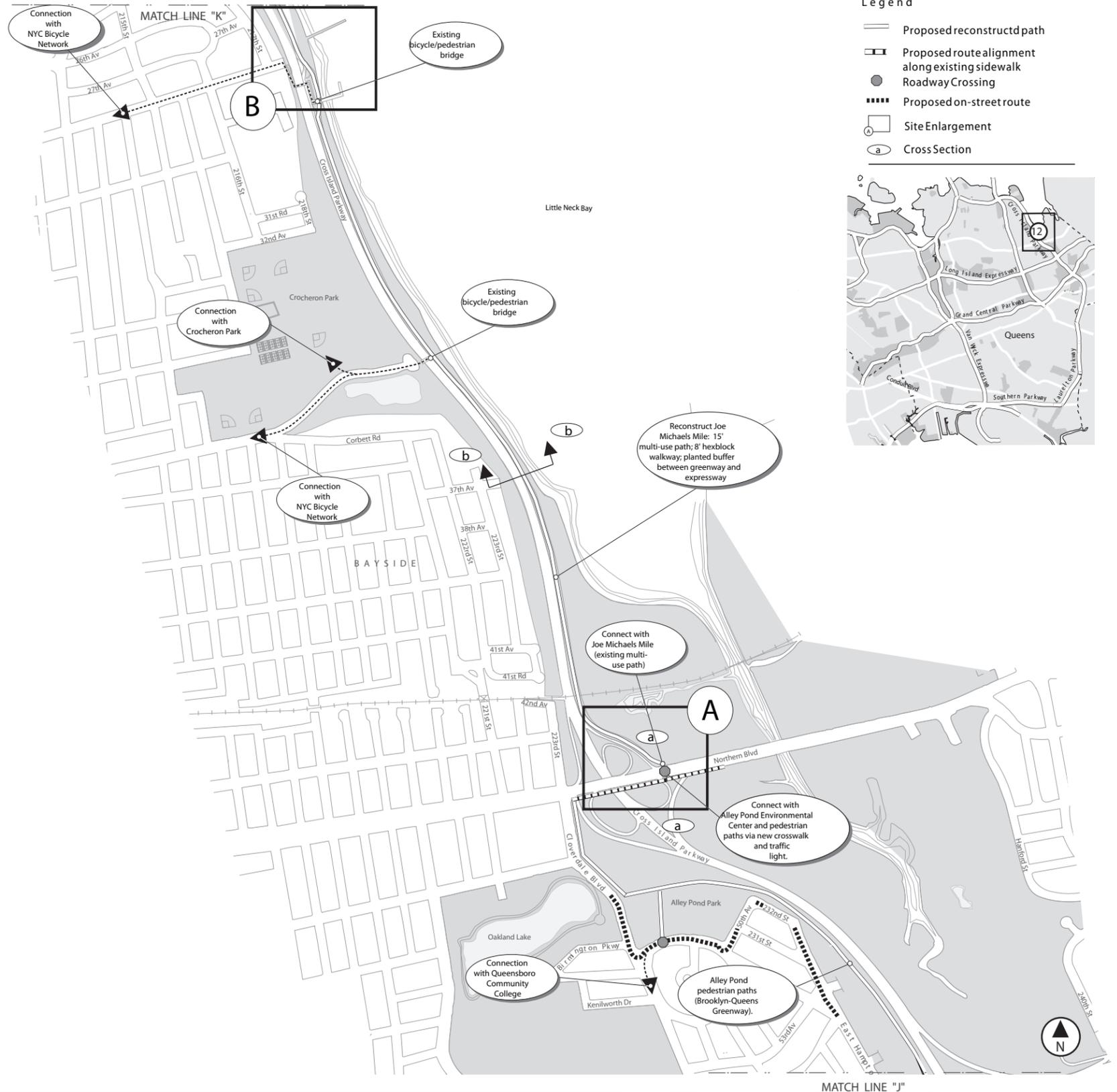
B Commonwealth Boulevard at Union Turnpike

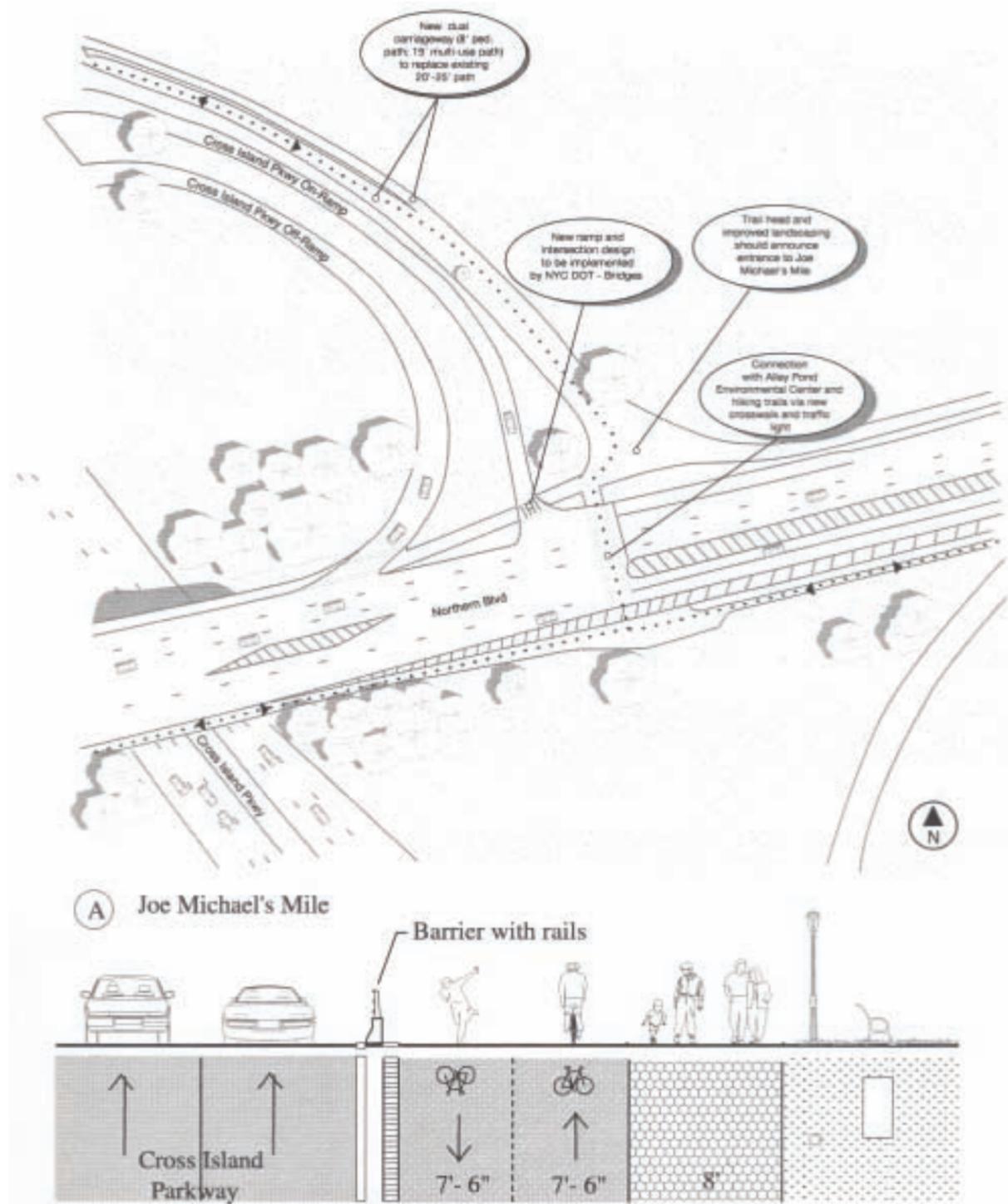
Cross Island Greenway

Segment Twelve: Alley Pond Park - Marina

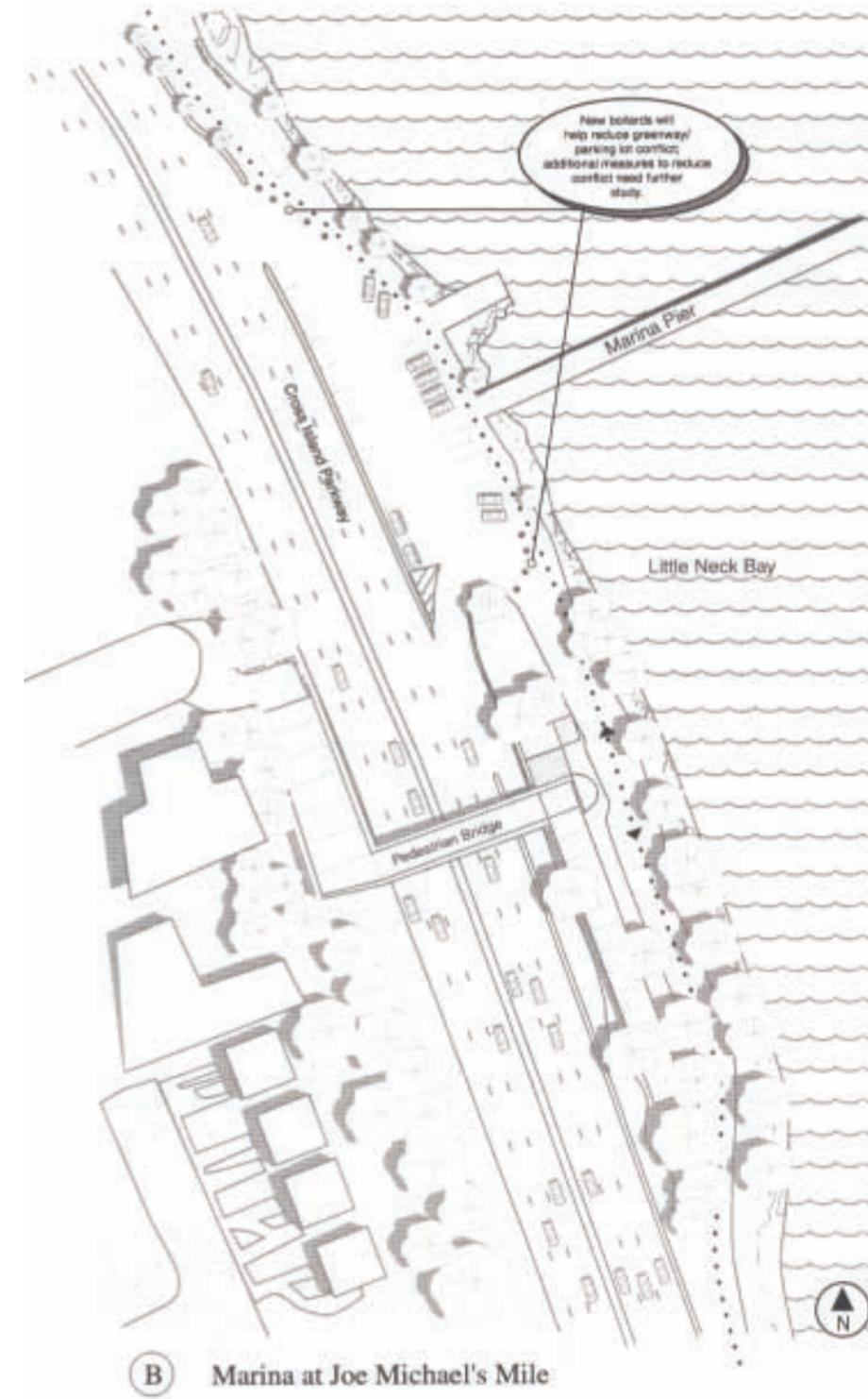
The Alley Pond pedestrian paths and on-street bicycle route will terminate at Northern and Cloverdale Boulevards. BQG users will be directed east along the sidewalk on the south side of Northern Boulevard, over the Cross Island Parkway, to connect with Joe Michael's Mile, approximately 1,000 feet to the east. A new ramp and intersection design to be implemented by NYC DOT includes bicycle/pedestrian access improvements to Joe Michael's Mile through the installation of a north-south crosswalk and pedestrian activated signal. This proposal would also enhance access to Alley Pond Environmental Center, located on the south side of Northern Boulevard.

Joe Michael's Mile travels from Northern Boulevard to Totten Road, an approximate 2.75 mile length. While very popular, this path should be improved with a barrier with bicycle-safe rail between the high speed traffic of the Cross Island Parkway and the path, and the designation of separate bicycle and pedestrian paths. Currently, cyclists, in-line skaters and pedestrians all share the 20 to 25 foot wide path without benefit of striping or signage. A "dual carriageway" is proposed, with a 15' asphalt multi-use path and an 8' hexblock walkway. The installation of additional benches and lamp posts will also improve this linear parkspace; the existing shoreline will be maintained. Finally, the off-ramp and parking located in front of the marina encroaches significantly on the path; a traffic study is needed to reduce conflicts and improve greenway and parking circulation.





(a-a) Joe Michael's Mile, looking north.
Proposed 12' asphalt mixed-use path, 8' hexblock walkaway



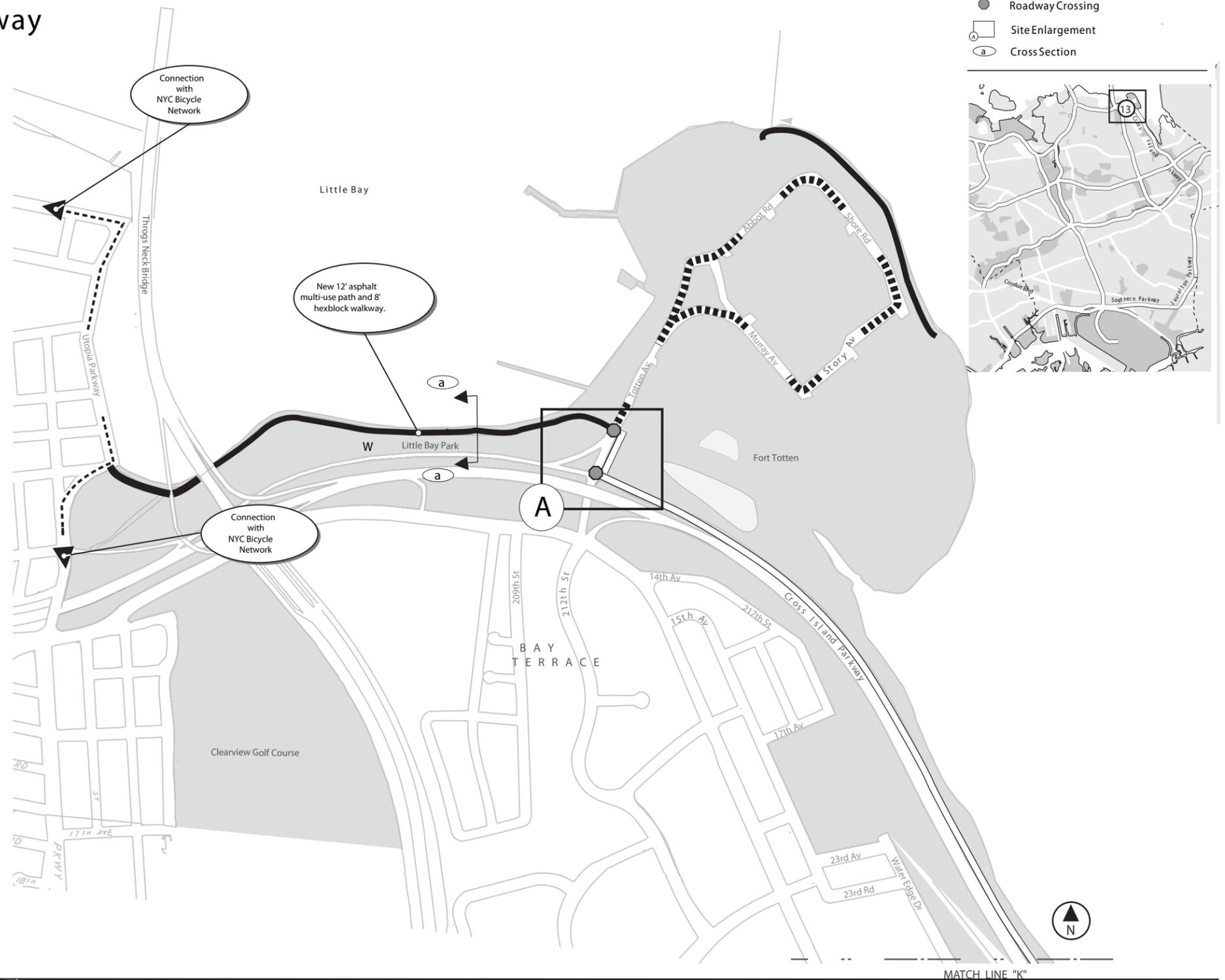
(B) Marina at Joe Michael's Mile

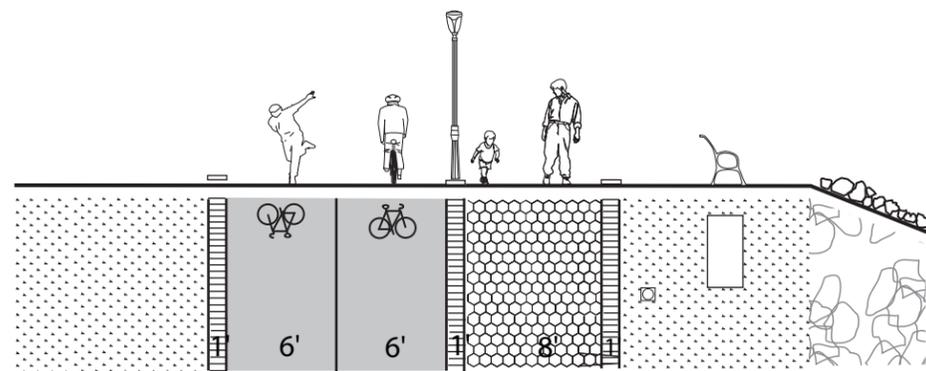
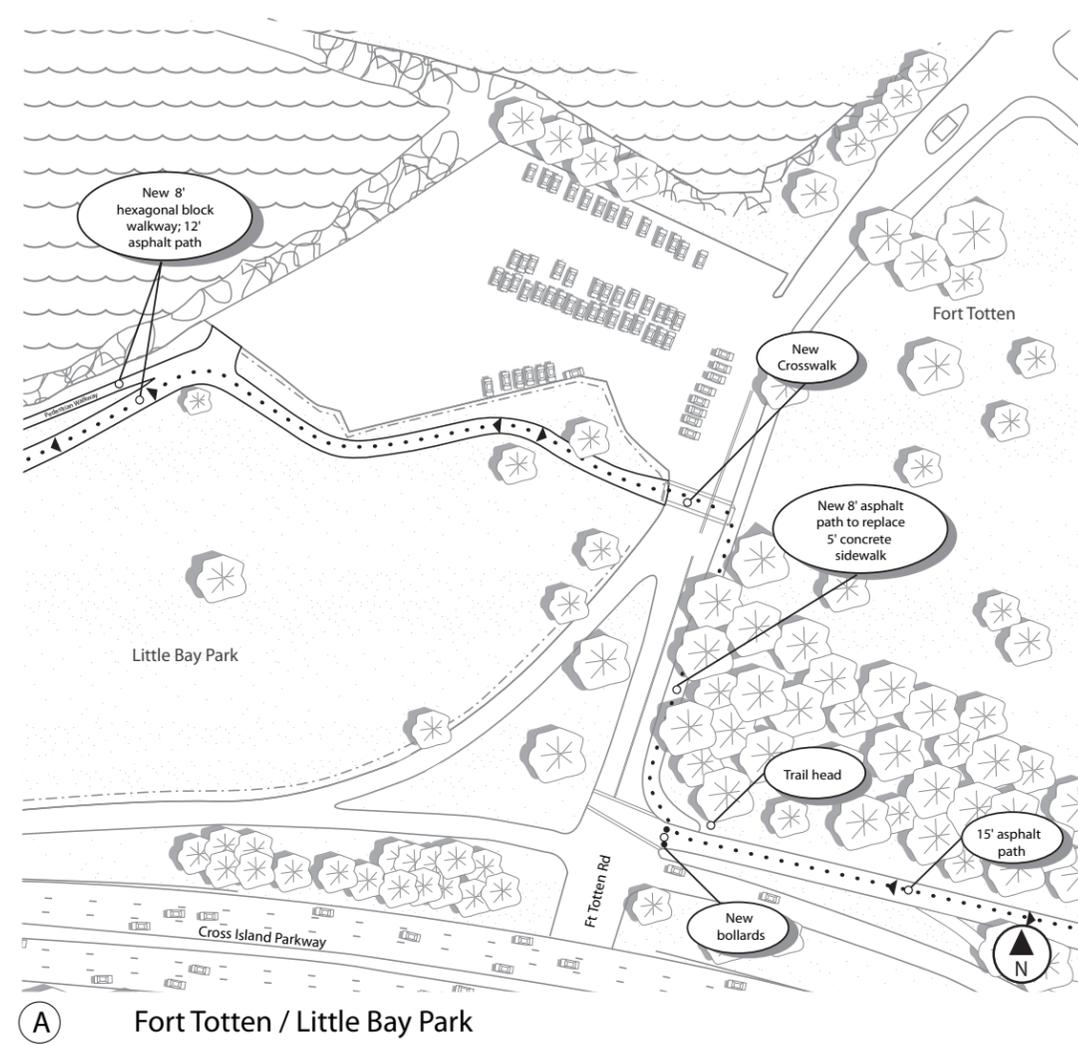
Cross Island Greenway

Segment Thirteen: Joe Michael's Mile / Marina - Utopia Parkway

At the terminus of Joe Michael's Mile, the route will travel north on the east side of Totten Avenue along a new 8' asphalt path to replace an existing 5' concrete sidewalk. To the north, a connection will be made with Fort Totten, an historic and scenic route destination. The site, a decommissioned army base, is scheduled to be reused as a Fire Training Academy for the NYC Fire Department. Approximately 50 acres of public parkland will be designated, including development of a multi-use path along the water's edge. Conveyance of the land to the City will take approximately 2-3 years; however, an interim public access plan will be developed by DPR.

Greenway users also have the option of travelling west along the new waterfront path at Little Bay Park. The design of the path would continue the "dual carriageway" design from Joe Michael's Mile; a high demand is expected along this path as it will offer spectacular waterfront views, access to the Park's recreational facilities (including a new roller hockey rink) and connections to the residential communities to the west. Working with existing conditions, the path would travel along the southern and western border of the parking lot located at the entrance to Fort Totten, and continue west along the waterfront. The path could be aligned along the waterfront in this section, pending an analysis of the parking facilities. West of the parking lot and along the remainder of the Park's waterfront, an approximate ten foot grassy buffer will be preserved between the pathway and the rip rap along the waterfront. Finally, the route will connect with the community of Beechurst, and the proposed citywide bicycle network, at the existing Park exit at Utopia Parkway.





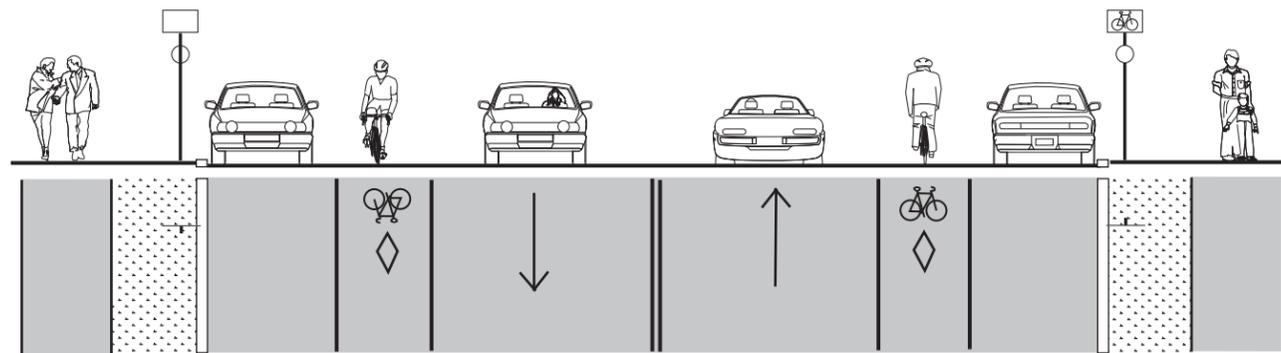
Little Bay Park, looking west.
Proposed 12' asphalt mixed-use path and 8' hexblock walkway to replace existing informal dirt path.



Little Bay Park, looking west towards Fort Totten

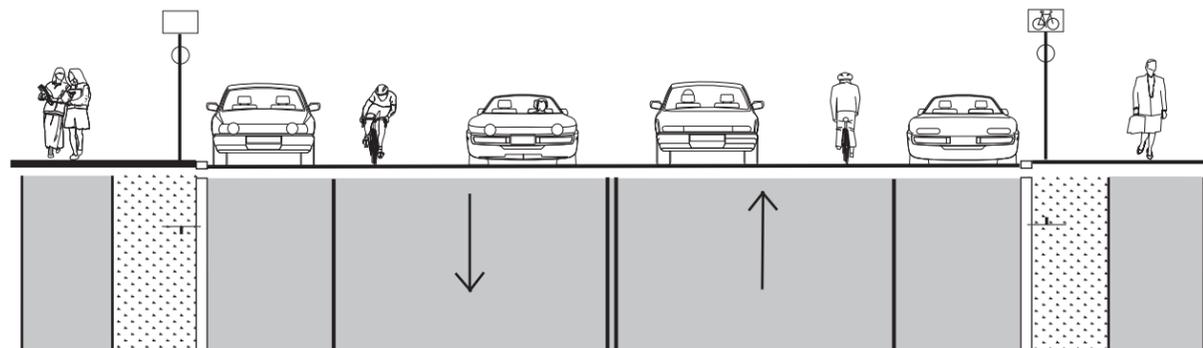
On-street Bicycle Route Design

The design of the on-street portions of the proposed Greenway is consistent with the design of existing on-street bicycle routes throughout New York City.



Bicycle Lane

Bicycle lanes are part of the roadway and delineated by pavement markings and regulatory signage. The lane is usually next to the curb parking lane, but may also be next to a curb where standing is prohibited. Consistent with AASHTO guidelines, minimum bicycle lane width is 5 feet.



Bicycle Route

Bicycle routes are identified by informational signing only. Bicycle routes on arterial roadways often have wider curb lanes.

On-street Signs and Pavement Markings

Below are the on-street regulatory, warning and guidance signs and pavement marking for on-street bicycle facilities as used by NYC DOT. As specified by state statute, the signs and markings are consistent with the Manual of Uniform Traffic Control Devices (MUTCD). These signs are coupled with Greenway medallions for route continuity.



D11-1
24" x 18"



D4-3
12" x 18"

Guidance signs



R7-9a
12" x 18"



R3-17
24" x 30"

Regulatory signs



W7-5
18" x 18"



W5-4
18" x 18"

Warning signs



Lane and symbol marking

Off-street Bicycle/Pedestrian Route Design:

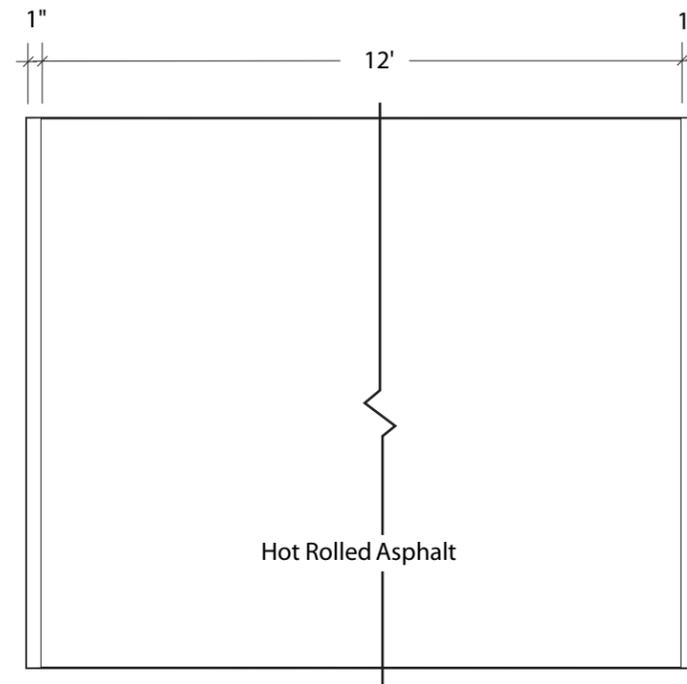
Asphalt paths, ranging in width from 8' to 12', represent the majority of the off-street portions of the proposed greenways. In certain areas (along North Conduit between 80th and 88th Streets and in front of Aqueduct Race Track), 8' asphalt paths replace 5' concrete sidewalks. Signage is required along these segments instructing cyclists to "go slow - respect others". The paving of the path in asphalt will also alert pedestrians that this is not a "typical" sidewalk. Where dual carriageways are specified (Joe Michael's Mile, Little Bay Park and Conduit right-of-way), a hexagonal block walkway is located parallel to the asphalt path.

The Parkways have a strong history of unique and varied plantings. This should be continued for the development of the Greenway, especially in areas where additional planting is possible. Planting will provide route continuity, interest and buffer Greenway travellers from automotive disturbance. Street tree planting plans should be developed for the on-street sections in cooperation with the community.

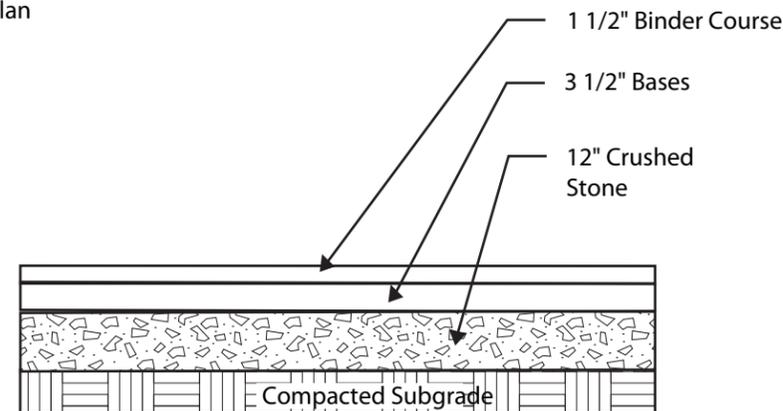
Multi-Use Path

Dimensions: 12 feet wide with one inch timber edge on either side. A total trail width of 12 feet, 2 inches.

Materials: Hot rolled asphalt travel way with crushed stoned clear zone



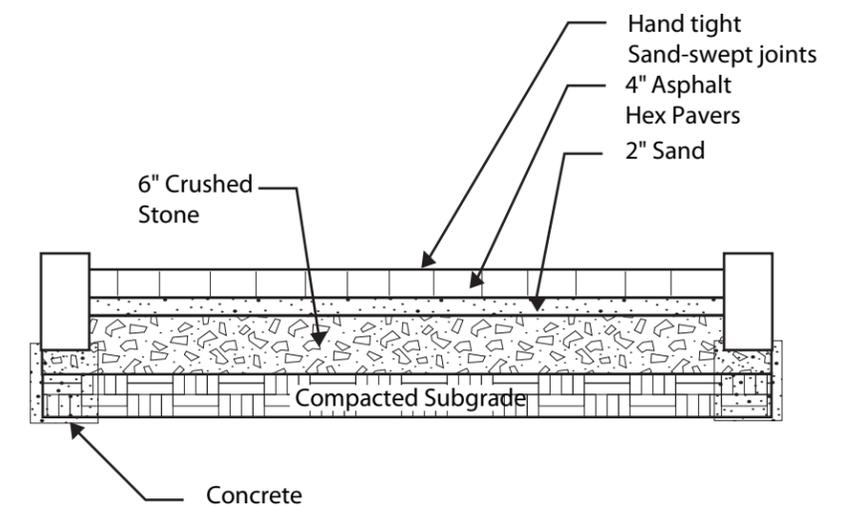
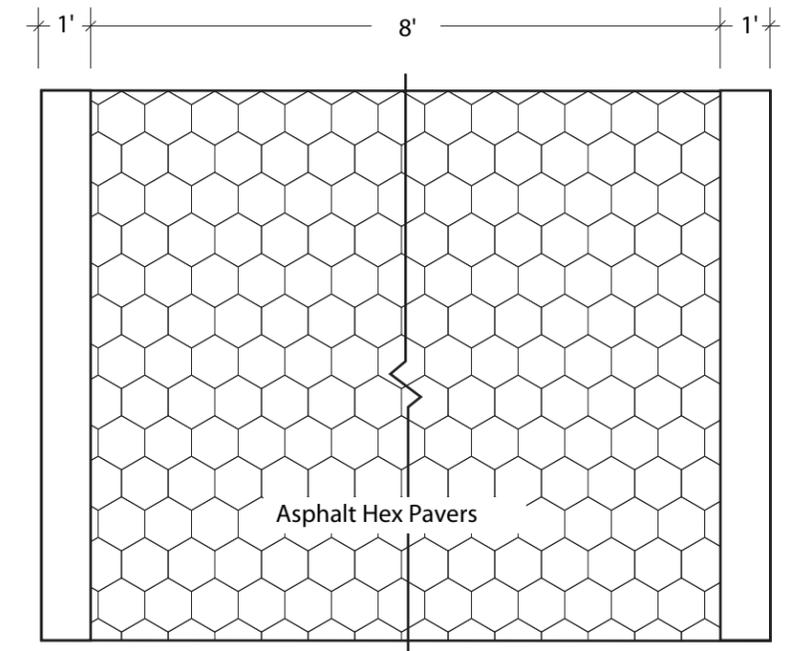
Plan



Pedestrian Walkway

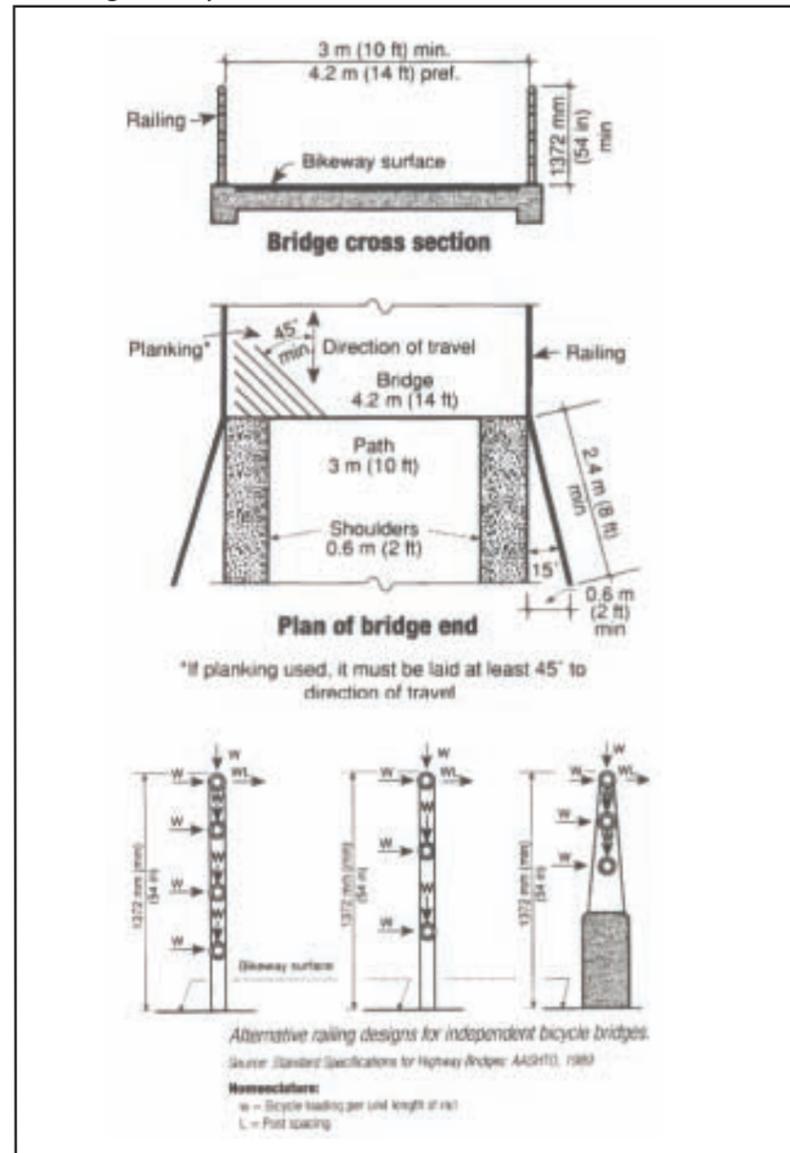
Dimensions: 8 feet wide with one foot wide curbs. A total trail width of 10 feet.

Materials: Asphaltic hex pavers with blue stone curbing.



Bridge Structure and Barrier Rails

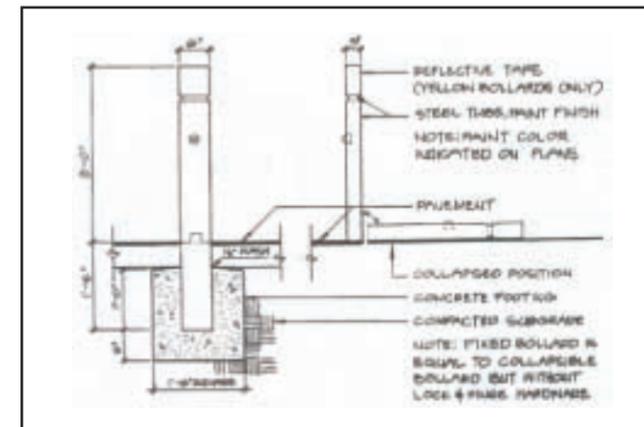
The Master Plan proposes a bicycle/pedestrian bridge over an on-ramp on the Southern Parkway. Shown below is a detail for a multi-use bridge and bridge railing, consistent with AASHTO standards. The Master Plan also recommends use of the bridge railing on paths adjacent to roadways to protect greenway users.



Details for multi-use bridge. Source: North Carolina DOT

Vehicle Access Controls

A physical barrier is needed at roadway intersections and entrances to the multi-use paths to prevent unauthorized motor vehicles from entering. A barrier is also warranted when the path is located near sensitive natural habitats, such as the proposed path in Idlewild Park. DPR has developed several guard rail and bollard details for various locations throughout the city. Shown below are two examples.



Detail for a collapsible steel bollard
Source: Reconstruction of the Shore Parkway bicycle path, DPR



Steel barrier rail along perimeter of Marine Park

Greenway Signage

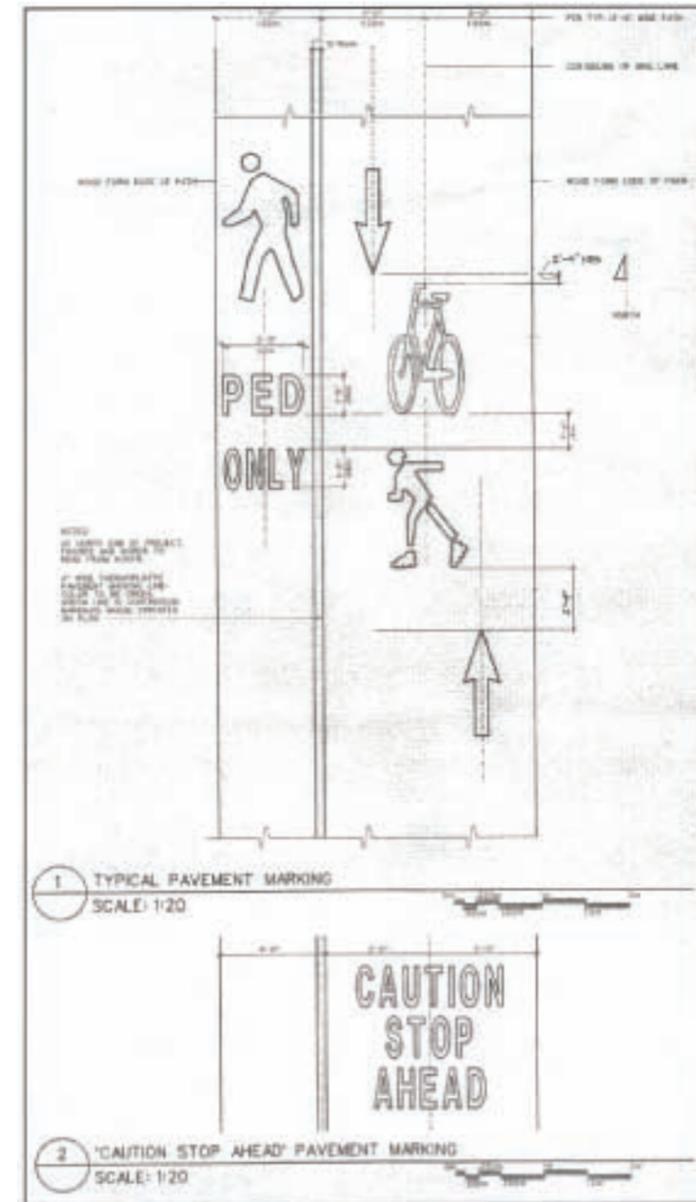
DCP has proposed signage for the City's Greenway System in an effort to provide recognizable identity for a greenway while guiding users safely along the route. The signage uses a green color and vertical lozenge shape for easy recognition and installation on narrow paths, and a distinctive logo with the

greenway's name. Shown below are five examples of signs which could be used along the off-street segments of the Conduit, Southern Queens, Laurelton and Cross Island Greenways.



Path Pavement Markings

Shown below are the proposed path pavement markings for DPR's construction of the Cherry Walk section of the Hudson River Valley Greenway. The paths in the Conduit, Southern Queens, Laurelton and Cross Island Greenways should follow this example, with clear markings of a bicycle, in-line skater and a directional arrow.



Construction Phasing Plan

The estimated cost of constructing all four Greenways is \$25 million. Typical construction of the Greenways will involve general site work, such as clearing, removal of existing pavement, grading, protection of existing trees, and installation of paving, site furniture, lighting and plant materials.

The construction has been divided into a phasing plan, and is a guide less for timing than for coherent construction segments. As such, the phasing plan generally follows the Master Plan's thirteen segments. The agency(ies) responsible for each segment are identified to provide guidance in implementation.

As mentioned at the beginning of the Master Plan, it is expected that implementing agencies, such as the State DOT and City DOT, Parks and Environmental Protection, will be guided by the Master Plan to construct, where possible, portions of the Greenway as part of existing or individual capital projects.

Conduit Greenway

Segment One - Vermont Place to Liberty Avenue

Total estimated cost: \$685,000

A. Vermont to Jamaica - This portion would reconstruct the paths in Highland Park to provide a connection between the Brooklyn Queens Greenway and the Cypress Hills neighborhood and points south.

Jurisdiction: DPR

Potential funding sources:
DPR capital project
1997 NYS Clean Water/Clean Air Bond Act
TEA-21 (the federal successor to the ISTEA program).

B. Jamaica to Liberty - This portion would connect the Brooklyn Queens Greenway in Highland Park with the Conduit Greenway to the southeast via an on-street route through the Cypress Hills neighborhood. Implementation involves signing the entire route, striping and marking two streets, and constructing a new path south of East New York Technical High School.

Jurisdiction: NYC DOT

Potential funding sources:
CDOT Bicycle Program implementation funds
CDOT roadway resurfacing/reconstruction
1997 NYS Clean Water/Clean Air Bond Act
TEA-21

Segment Two - Conduit Boulevard (Liberty to Cross Bay)

Total estimated cost: \$3.1 million

This segment is dominated by the open space along Conduit Boulevard. Completion of this segment will link Segment One with the Shore Parkway path, improves the Conduit Boulevard right-of-way, a major open space resource that is largely undeveloped and underutilized.

Jurisdiction: NYC DOT (DPR maintains the grass and trees along the Conduit right-of-way open space)

Potential funding sources:
DPR capital projects (such as reconstruction of the neighborhood parks along North Conduit)
NYS 1997 Clean Water/Clean Air Bond Act
The construction of the Conduit Greenway could also be included as mitigation if the proposed Lindenwoods Commons shopping complex is constructed at Linden and Conduit Boulevard.
TEA-21

Southern Queens Greenway

Segment Three - Cross Bay Boulevard to 114th Street (Alternative One) - This segment will connect the Conduit Greenway with the Southern Parkway paths to the east. Alternative One involves designation of on-street routes (all streets would be signed; selected streets would be striped) and sidewalk reconstruction.

Total estimated cost: \$1.56 million

Jurisdiction: NYC DOT is responsible for existing streets and has jurisdiction over sidewalks.

Potential funding sources:
DOT's Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction.
MTA redevelopment of Aqueduct Train Station

Segment Three - Cross Bay Boulevard to 114th Street (Alternative Two)

In the event that the Aqueduct site is redeveloped (i.e., a long term lease is signed with the NYS Racing Association), Alternative Two should be implemented. If possible, a multi-use path should be constructed in the new development.

Total estimated cost: N/A

Potential funding sources:
DOT roadway resurfacing/reconstruction
DOT Bicycle Program implementation funds

Segments Four (short-term, on-street route) and Five - 114th to Farmers Boulevard - This segment will connect the Greenway with Baisley Pond Park. With the exception of the new paths in Baisley Pond Park, these segments are entirely on-street, with nearly 2 miles of on-street, 2-way striped lanes.

Jurisdiction: DPR has jurisdiction of Baisley Pond Park; the streets are under the jurisdiction of NYC DOT.

Total estimated cost: \$440,000

Potential funding sources:
DPR capital project (Baisley Pond paths)
1997 NYS Clean Water/Clean Air Act
DOT Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction
TEA-21
DPR Street Trees Program

Segment Four (long-term, off-street route) - The long-term, off-street option connects the Conduit Greenway with Segment Five, which connects with Baisley Pond Park. The off-street option, more capital intensive than the on-street, should be developed following the development of the short term option.

Total estimated cost: \$910,000

Jurisdiction: CDOT and DPR share responsibility for maintenance of the Southern Parkway's right-of-way open space; SDOT conducts capital planning along the Parkway.

Potential funding sources:
SDOT roadway resurfacing/reconstruction
DPR capital projects
DOT Bicycle Program implementation funds
1997 NYS Clean Water/Clean Air Bond Act
TEA-21

Segment Six: Farmers Boulevard to Brookville Boulevard, Short-term, on-street route: This on-street route connects the Southern Queens

Greenway with the Laurelton Greenway and the Brookville-Idlewild-Springfield park loop. Limited segments require striping and sidewalk reconstruction.

Jurisdiction: NYC DOT

Total estimated cost: \$50,000

Potential funding sources:
DOT Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction
TEA-21

Segment Six: Farmers Boulevard to Brookville Boulevard, Long-term, off-street route: As a more capital intensive route, the long-term, off-street route within the Southern Parkway right-of-way should be developed following the short-term, off-street route.

Total estimated cost: \$4.65 million

Jurisdiction: CDOT and DPR share responsibility for maintenance of the Southern Parkway's right-of-way open space; SDOT conducts capital planning along the Parkway.

Potential funding sources:
DPR capital projects
SDOT capital projects along the adjacent Southern Parkway
NYS 1997 Clean Water/Clean Air Bond Act
TEA-21

Segment Seven: Brookville-Idlewild-Springfield Park Loop: This portion will connect some of the most scenic parks in Queens via a network of on-street lanes and off-street paths.

Jurisdiction: DPR has jurisdiction of the three parks; NYC DOT has jurisdiction of the city streets.

Total estimated cost: \$760,000

Potential funding sources:
DPR capital projects
SDOT is currently planning improvements to Rockaway Boulevard with plans for a multi-use path along the southern side of the roadway.

Laurelton Greenway

Reconstruction of the paths in the Laurelton Parkway and clearing of the beautiful "park like" setting will create a unique and scenic route in the city's Greenway system. In addition, the route will provide improved bicycle access to the existing bicycle and recreational facilities in Brookville Park and improved bicycle access to the beaches of Nassau County.

Jurisdiction: DPR

Total estimated cost: \$3.9 million

Potential funding sources:
DPR capital projects
SDOT capital work along adjacent Laurelton Parkway
DOT Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction
1997 Clean Water/Clean Air Bond Act
TEA-21

Cross Island Greenway

Segment Nine: Linden Boulevard to 104th Avenue: The majority of this segment is a nearly one-mile long 8' wide path along the right-of-way open space of the Cross Island Parkway. This path will be reached from the Laurelton Greenway via 233rd Street. The on-street segment will be marked with signs only.

Jurisdiction: DPR maintains the open space with the Southern Parkway right-of-way; NYC DOT maintains the Parkway's roadway and on- and off-ramps; NYS DOT is responsible for capital planning. NYC DOT has jurisdiction of the on-street segments.

Total estimated cost: \$1.75 million

Potential funding sources:
DPR capital projects
DOT roadway resurfacing/reconstruction
TEA-21

DOT Bicycle Program implementation funds

Segment Ten: 222nd Street to Winchester Boulevard: This segment, entirely on-street, provides the critical link to Alley Pond Park and the Brooklyn Queens Greenway. The entire segment will be signed and nearly one-and-a-half miles of the route will be striped and marked.

Jurisdiction: NYC DOT

Total estimated cost: \$27,000

Potential funding sources:
DOT Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction
1997 NYS Clean Water/Clean Air Bond Act
TEA-21

Segment Eleven: Hillside Avenue to Long Island Expressway: In this segment, the Cross Island Greenway terminates at the Queens Farm Museum. This route is a combination of new path construction, sidewalk reconstruction and on-street signing. To the north, the route becomes the Brooklyn-Queens Greenway, a pedestrian pathway in the park and an on-street perimeter bicycle route.

Total estimated cost: \$780,000

Potential funding sources:
DPR capital projects (construction of the Brooklyn Queens Greenway segment has been funded through the ISTEPA Enhancement Program)
DOT Bicycle Program implementation funds
DOT roadway resurfacing/reconstruction
1997 Clean Water/Clean Air Bond Act
TEA-21

Segment Twelve: Alley Pond Park to Little Neck Bay Marina: This segment is a combination of the Brooklyn Queens Greenway path construction through Alley Pond Park, sidewalk reconstruction along Northern Boulevard and path reconstruction and landscaping along Joe Michael's Mile.

Jurisdiction: DPR has jurisdiction over Alley Pond Park and Joe Michael's Mile. DOT has jurisdiction over the Northern Boulevard Bridge and city streets and sidewalks.

Total estimated cost: \$3.4 million

Potential funding sources:
DPR capital project
DOT roadway resurfacing/reconstruction (DOT recently completed a study to reconstruct the Northern Boulevard bridge with improvements to access Joe Michael's Mile)
DOT Bicycle Program implementation funds
1997 Clean Water/Clean Air Bond Act
TEA-21

Segment Thirteen: Little Neck Marina to Utopia Parkway: This segment will continue the path reconstruction and landscaping of Joe Michael's Mile, connecting the path with a new waterfront path in Little Bay Park.

Jurisdiction: DPR has jurisdiction over Little Bay Park and Joe Michael's Mile

Total estimated cost: \$2.78 million

Potential funding sources:
DPR capital project (DPR is currently constructing a waterfront path in Little Bay Park)
DOT Bicycle Program implementation funds
TEA-21

Credits

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 Andrew S. Lynn, Executive Director
 William Bernstein, First Deputy Executive Director

Strategic Planning
 Sandy Hornick, Deputy Executive Director
 Michael Levine, former Director of Studies

Planning Coordination
 Barbara Weisberg, Assistant Executive Director

Transportation
 Floyd Lapp, Director
 Jacob Schmidt, Deputy Director
 Jeff Mulligan, Project Manager
 Dana Berger, former City Planning Technician
 Janet Hom, former City Planner
 Hayes Lord, City Planner
 Jackson Wandres, former Bicycle Program Coordinator

Waterfront and Open Space
 Wilbur Woods, Director
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Brooklyn Office
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Queens Office
 Dennis Ferris, Director
 Victor L'Eplattenier, Deputy Director

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