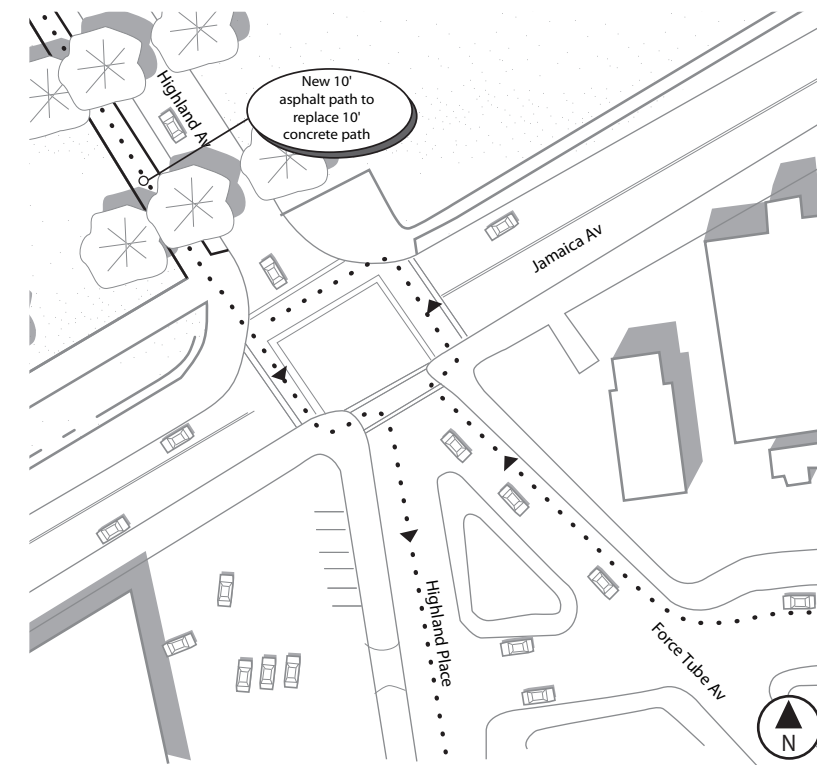


(A) Vermont Place and Highland Boulevard



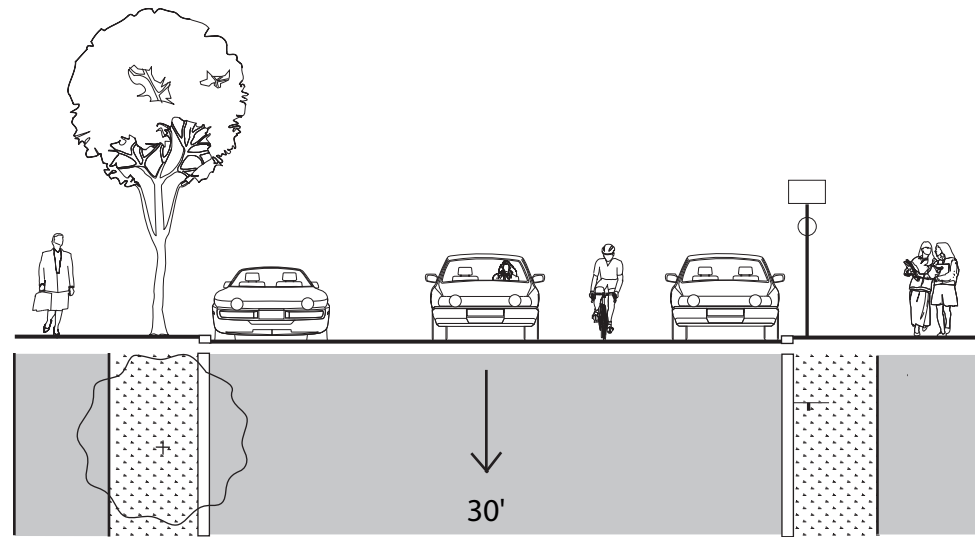
(B) Highland Boulevard and Jamaica Avenue



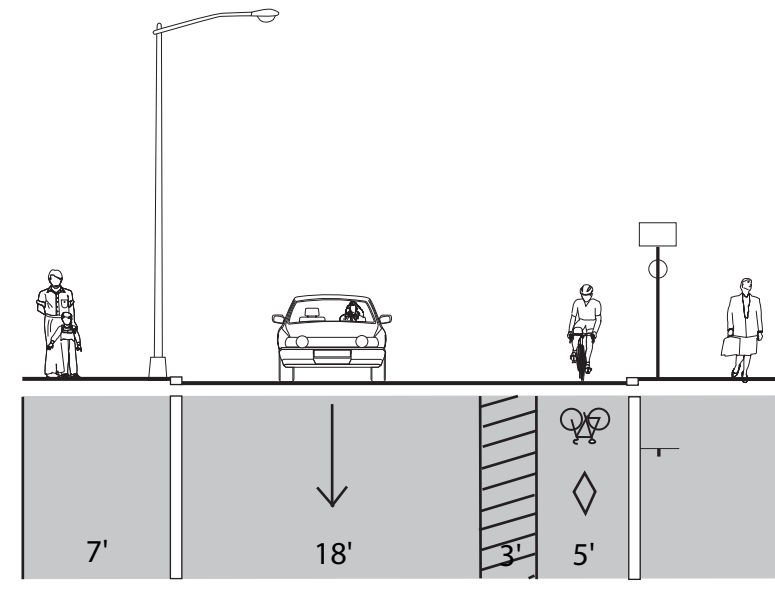
Route destination: Ridgewood Reservoir in Highland Park



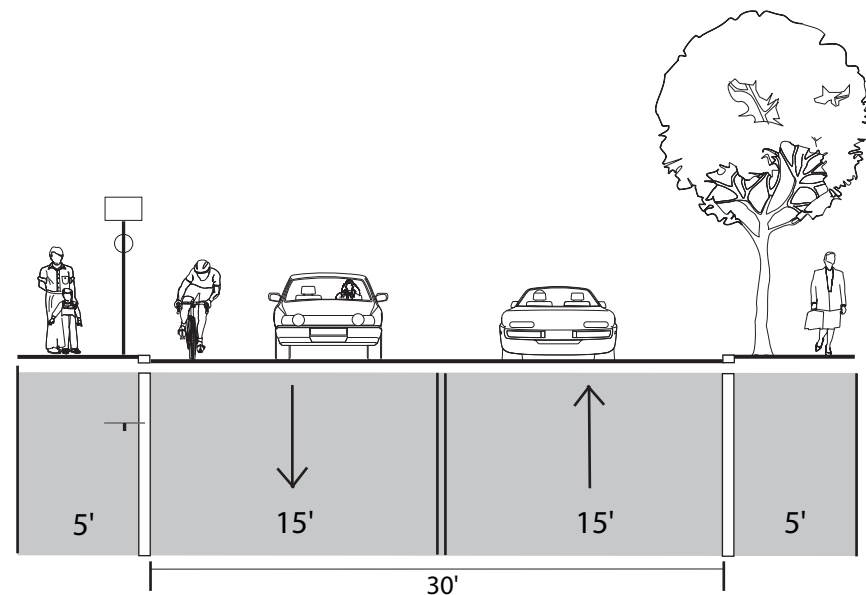
10' concrete path along Highland Boulevard in Highland Park, looking north



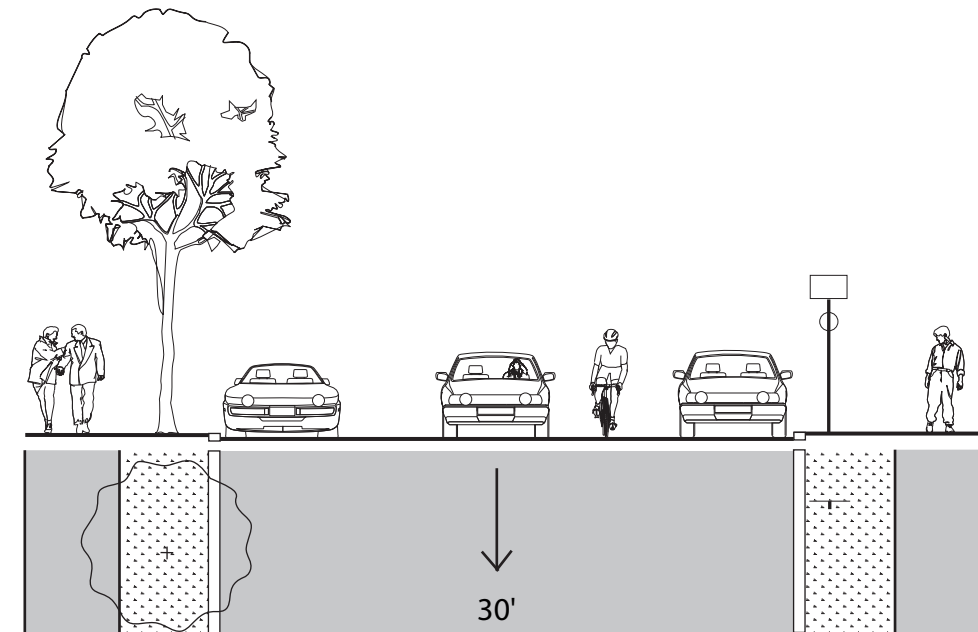
a-a Ridgewood Avenue at Hale Avenue, looking west.
Proposed signed, on-street bicycle route.
Southbound route.



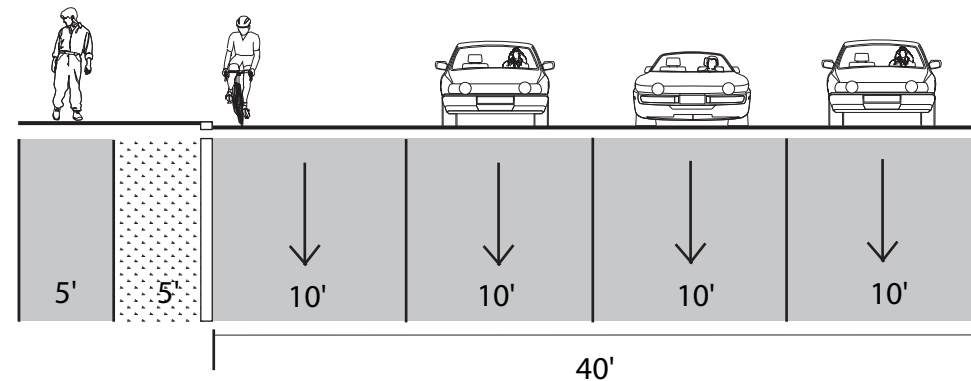
b-b Force Tube Avenue at Fulton Street, looking north.
Proposed 5' on-street bicycle lane with 3' buffer.
Southbound route.



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

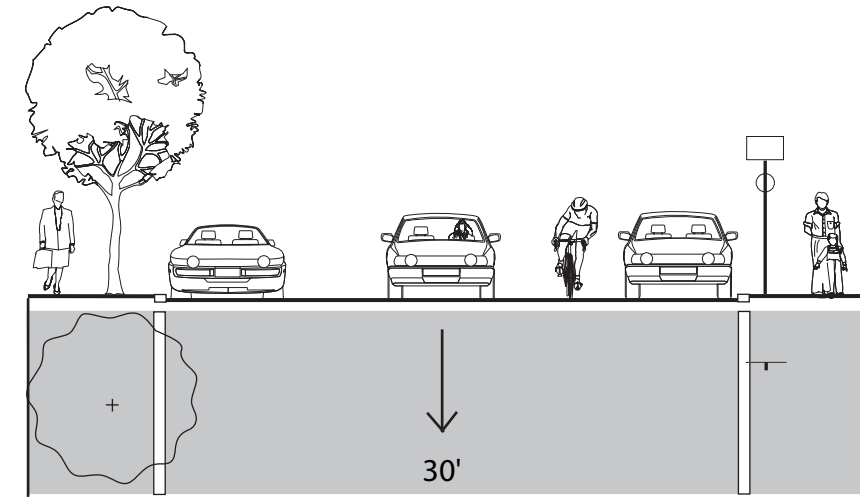


d-d Euclid Avenue at Weldon Street, looking south.
Proposed on-street bicycle route.
Northbound route.



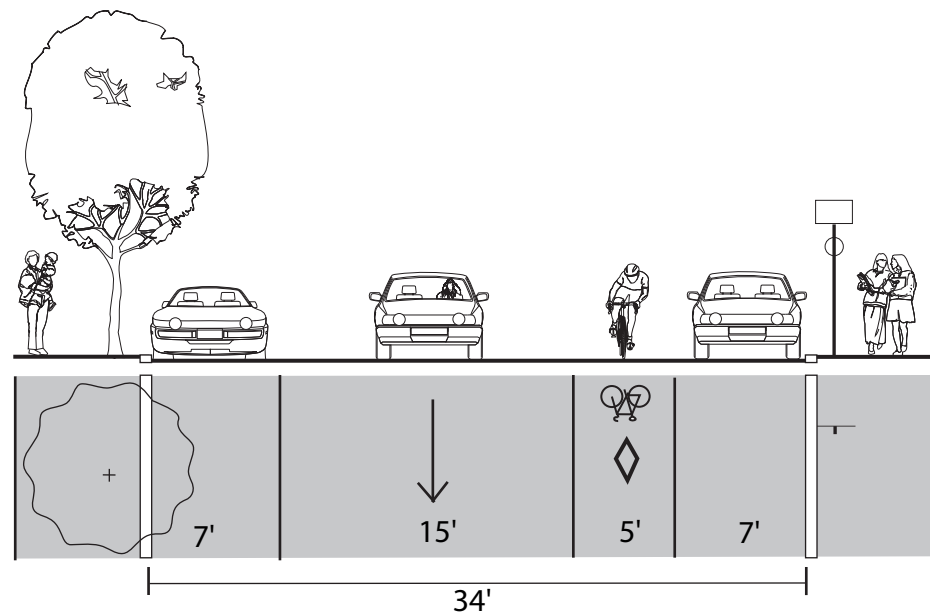
e-e

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



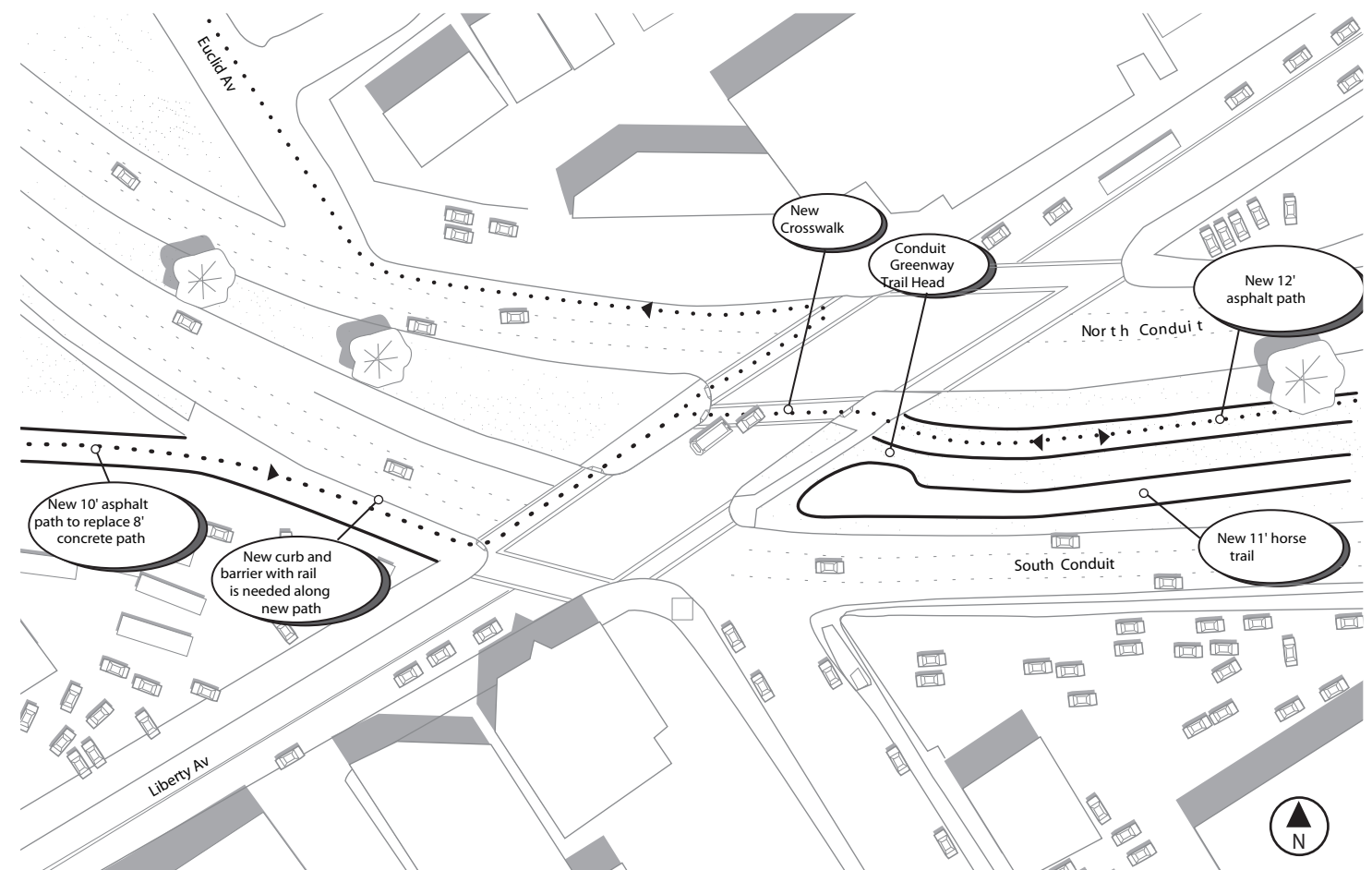
f-f

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.

- Legend**
- Proposed path
 - Proposed route alignment along existing sidewalk
 - Equestrian Trail
 - - - Route Connection
 - Roadway Crossing
 - Site Enlargement
 - Cross Section
 - - - County Boundary

