

Segment 3: Hallets Cove to 20th Avenue

Length:	1.9 miles
Neighborhoods:	Astoria/Ditmars/Steinway in Community District 1
Major Destinations:	Astoria Park, Hallets Cove
Transportation:	The elevated N and W trains stop several blocks east of the area along 31st Street. The Q18 bus travels on 27th Avenue between 8th and 12th streets.
Typical Roadbed Width:	8th Street: 50 feet, Shore Boulevard: 30 feet
On-Street Treatment:	Bicycle lanes and distinctive greenway signs
Major Waterfront Uses:	Residential: Astoria Houses, Shore Towers Condominiums, neighborhoods around Astoria Park Industrial: Miscellaneous uses around Hallets and Pot coves Parks: Hallets Cove Esplanade, Astoria Park and Ralph DeMarco Park
Existing Waterfront Access:	Hallets Cove Esplanade, Whitey Ford Field, Shore Towers Condos, Astoria Park/Shore Boulevard, Ralph DeMarco Park
Potential Waterfront Access:	None
Waterfront Access Unlikely:	Pot Cove (long-term)



Hallets Cove Esplanade and Astoria Houses



8th Street at Main Avenue



12th Street

Existing

Avenue is 30 feet wide, west of the intersection it is 49 feet wide, both directions it has a travel lane and a parking lane in each direction. 12th and 14th streets are parallel narrow one-way residential streets with houses dating to the first settlement of Astoria. Parking is permitted on both sides of each street. Currently cyclists and pedestrians travel east from the intersection of Astoria Park South and 12th Street to access the bicycle and pedestrian path on the Triborough Bridge, which connects to Manhattan and to Randall's Island and its recreational facilities.

On-Street

Vernon Boulevard terminates near Hallets Cove at the busy, signalized intersection of eastbound Main Avenue and 8th Street. Main Avenue is between 41 and 45 feet wide and 8th Street is 50 feet wide. There is parking on both sides of each street. North of Main Avenue 8th Street connects to two-way 27th Avenue. There is significant pedestrian traffic on this block due to the large population of Astoria Houses, bus stops at 27th Avenue, and convenience stores at 28th Avenue.

A traffic signal controls 8th Street's intersection with 27th Avenue. East of the intersection 27th

Immediately north of the intersection is the 61-acre Astoria Park. The largest park in the corridor, it gently slopes to the East River. Sandwiched by the Triborough and Hell Gate bridges, the park contains ball fields, playgrounds, and a WPA-era pool and bathhouse. The park is separated from the



Public Esplanade at Shore Towers



Astoria Park



Shore Boulevard at Astoria Park (looking south)

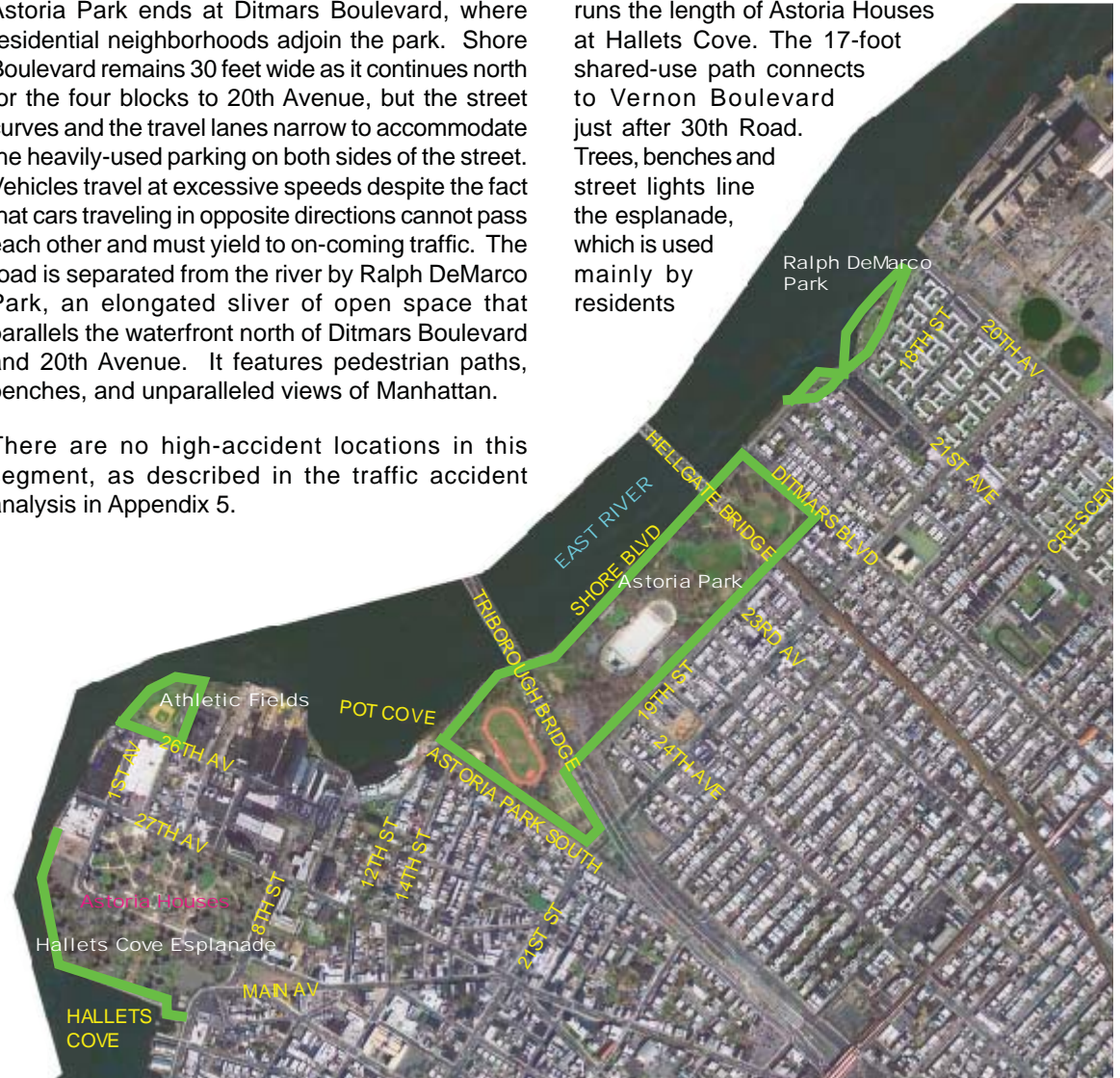
waterfront by Shore Boulevard, which is 30 feet wide with one northbound and one southbound travel lane and on-street parking along the East River curb only. The street has several speed humps along Astoria Park and is consistently patrolled.

Astoria Park ends at Ditmars Boulevard, where residential neighborhoods adjoin the park. Shore Boulevard remains 30 feet wide as it continues north for the four blocks to 20th Avenue, but the street curves and the travel lanes narrow to accommodate the heavily-used parking on both sides of the street. Vehicles travel at excessive speeds despite the fact that cars traveling in opposite directions cannot pass each other and must yield to on-coming traffic. The road is separated from the river by Ralph DeMarco Park, an elongated sliver of open space that parallels the waterfront north of Ditmars Boulevard and 20th Avenue. It features pedestrian paths, benches, and unparalleled views of Manhattan.

There are no high-accident locations in this segment, as described in the traffic accident analysis in Appendix 5.

Waterfront

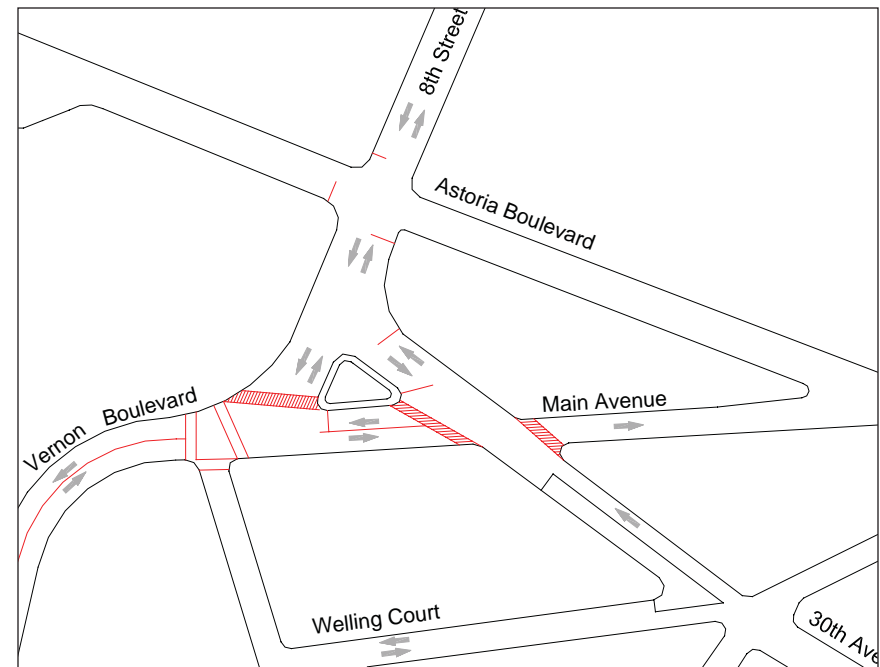
A thumb of land juts into the East River just north of the end of Vernon Boulevard, creating Hallets Cove on the southerly side and Pots Cove on the northerly side. An existing waterfront esplanade runs the length of Astoria Houses at Hallets Cove. The 17-foot shared-use path connects to Vernon Boulevard just after 30th Road. Trees, benches and street lights line the esplanade, which is used mainly by residents



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of Astoria Houses. Built after World War II, the housing development consists of 22 seven-story cruciform buildings with 1,104 dwelling units. At the west end the esplanade is only accessible via 27th Avenue or through the housing development. The path dead-ends where the waterfront uses change to industrial and manufacturing. Whitey Ford Field, a neighborhood ballpark named after the former pitcher for the New York Yankees, is located at the tip of 26th Avenue. It is the only non-industrial use along Pot Cove. There is a strip of land between the industries and the waterfront.

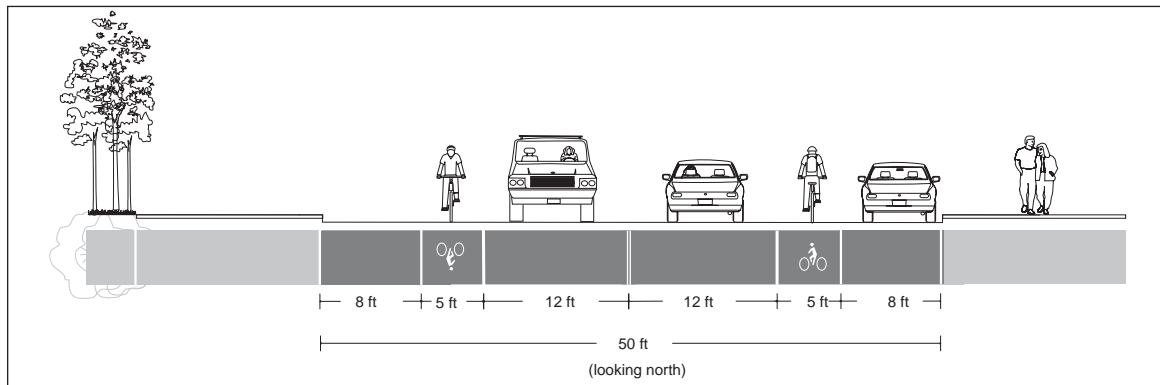
North of 8th Street, the waterfront uses change to residential and parkland. Shore Towers Condominiums, a new cooperative high-rise, overlooks Pot Cove and features a waterfront plaza accessible to the public at certain times. North of the condominiums the waterfront is bordered by Astoria and Ralph DeMarco parks, as described in the on-street section.



Vernon Boulevard, Main Avenue and 8th Street



Segment 3: Proposed Route



Proposed 8th Street cross-section

Proposed

On-Street Route and Design

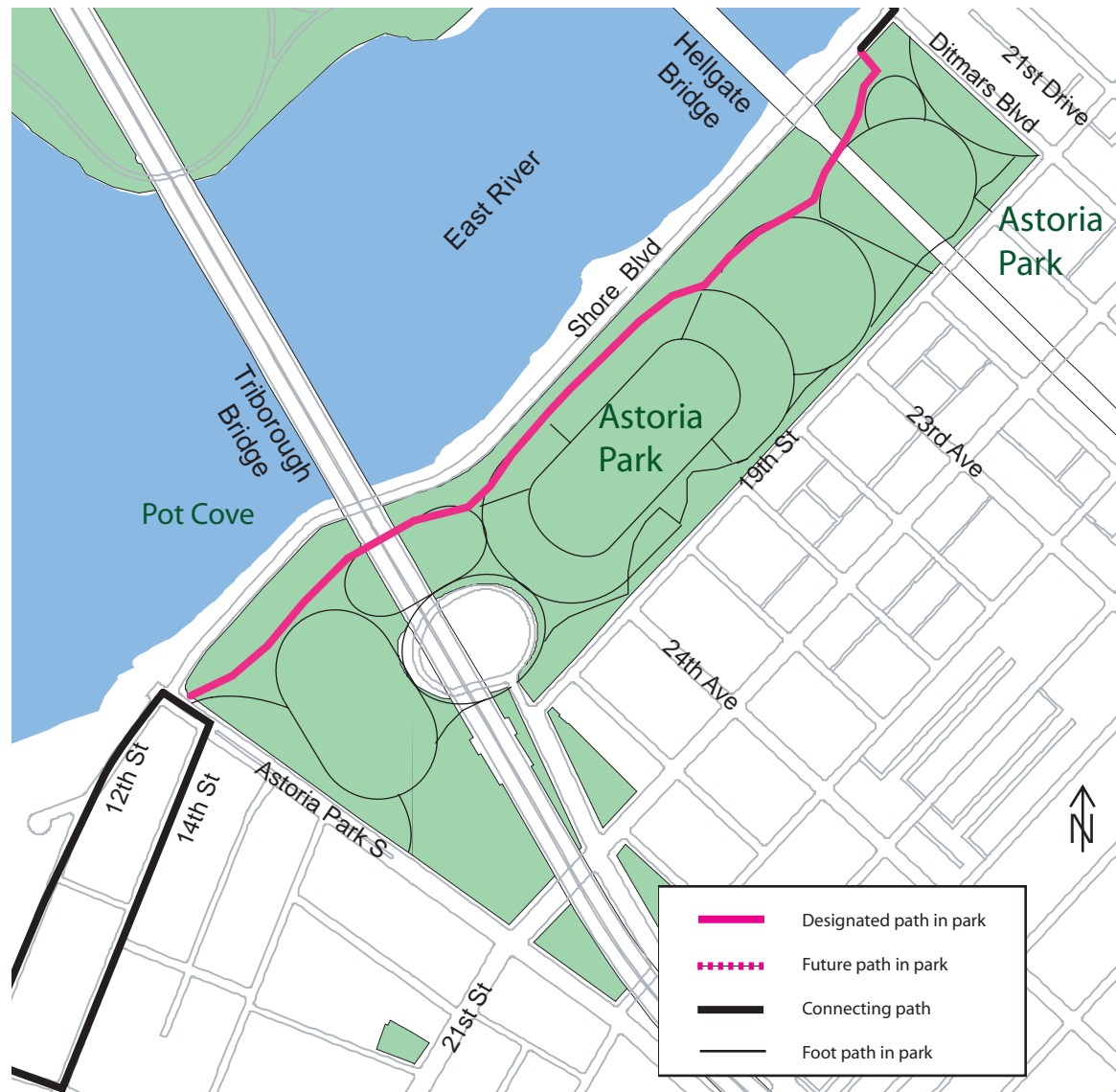
The on-street route continues on paired local one-way streets between Vernon Boulevard and Shore Boulevard, then follows Shore Boulevard to its terminus at 20th Avenue, where the route turns east.

Vernon Boulevard to Shore Boulevard

The northbound route would follow Main Avenue to 8th Street to 27th Avenue to 12th Street to Astoria Park South to Shore Boulevard. The parallel southbound route would follow Shore Boulevard to Astoria Park South to 14th Street to 8th Street to Main Avenue. Except for 8th Street none of these streets is sufficiently wide to accommodate a striped bicycle lane, thus the route through this section would be signed only. Several bicycle route signs would appropriately guide cyclists to and from Astoria Park South at the terminus of 12th Street. 8th Street is 50 feet wide, with parking on both sides and one travel lane in each direction. It could accommodate a five-foot bike lane in each direction, leaving two eight-foot parking lanes and two 12-foot travel lanes. 9th Street should be signed as a Class 3 connection to the waterfront at Shore Towers.

Astoria Park South to 20th Avenue

The designated shared-use path along the western end of Astoria Park will connect to a signed Class 3 on street route on Shore Boulevard. This route will connect the two designated park paths for the greenway between Ditmars Boulevard and 20th Avenue.

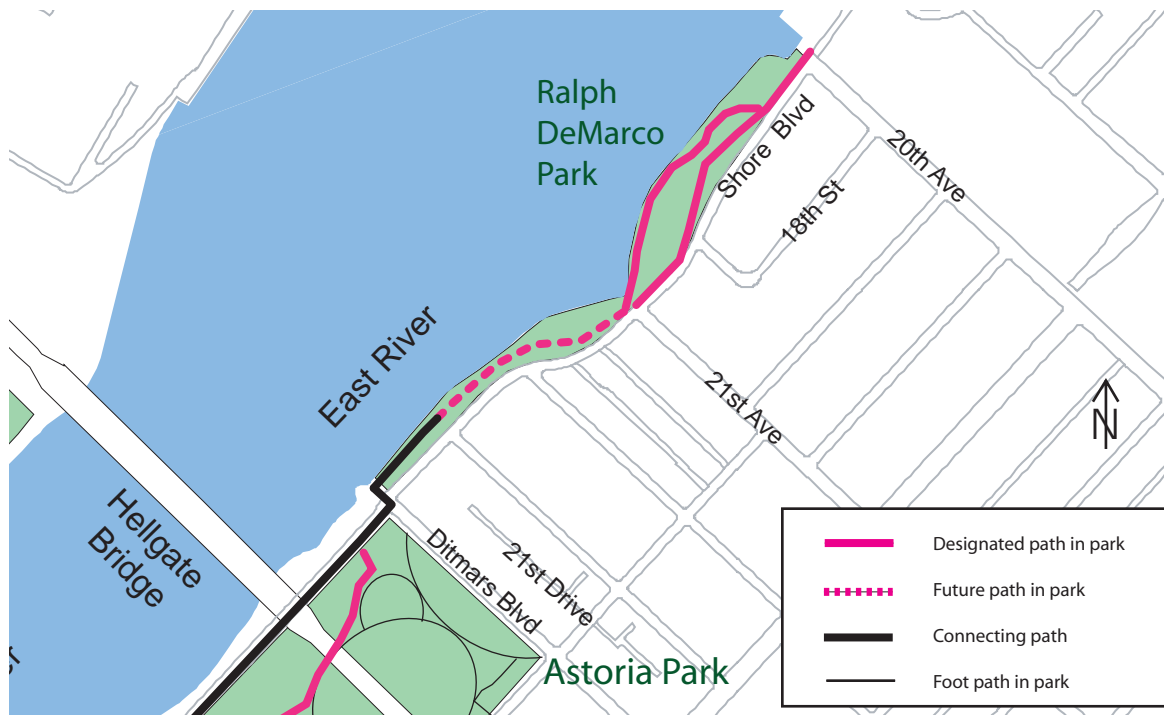


Designated paths in Astoria Park

Waterfront Route

At Hallets Cove, the waterfront route could continue along the existing esplanade at Astoria Houses. The esplanade is currently not used by through traffic since the path is somewhat secluded, does not link major destinations, and terminates at the commercial properties that line the Pot Cove waterfront. A strip of land available between the manufacturing businesses and the waterfront may be wide enough to continue the route. Access and esplanade options are long-term at best. The New Housing New York Design Ideas Competition – launched in the fall of 2003 and sponsored by the City Council, the American Institute of Architects, and the City University of New York – looked at the area of the Pot Cove industrial parcels as a site for proposed affordable housing. A waterfront esplanade was one of the design recommendations. If bicyclists and pedestrians choose to use the waterfront route they can reconnect to the on-street route via 1st Street and 27th Avenue. 1st Street must either have its western sidewalk repaired or a crosswalk added for pedestrians to cross to the eastern sidewalk. A new curbcut should also be installed for cyclists to safely access the street. The crosswalk and curbcut would be installed midblock at the Hallets Cove Esplanade exit. There is no stop control here, but traffic is very light. The intersection with 27th Avenue is stop-controlled. There are no crosswalks striped across 1st Street at 27th Avenue. These and either a stop sign or a “yield to pedestrians” sign should be installed. 27th Avenue is, at 49 feet, wide enough for a five-foot bike lane to be striped in each direction. However, the road has a significant uphill slope eastbound between 4th and 8th streets.

Further east along Pot Cove the waterfront is accessible at the Shore Towers Condominiums, where the public waterfront plaza has been renovated. It is gated and is supposed to be open from dawn until dusk, and bicyclists must dismount to prevent conflicts with residents and pedestrians.



Designated paths in Ralph DeMarco Park



Segment 3: Proposed Route

As an alternative to the on-street route along 12th and 14th streets, greenway users could use the Class 3 route on 9th Street (a two-way street) to connect between Shore Boulevard and 27th Avenue via the public waterfront plaza during its hours of access.

North of Pot Cove, the waterfront route would follow park paths in Astoria Park and Ralph DeMarco Park designated for greenway users. The shared-use path in Astoria Park (depicted on the graphic to the left) would follow the western edge of the park on an existing 15-foot path. The existing path ends in a staircase at the northern end of the park. A new path adjacent to the staircase will extend to the end of the park to accommodate wheeled users. The Department of Parks & Recreation has proposed a shared-use sidewalk on their property along the edge of Ralph DeMarco Park, between Ditmars Boulevard and 21st Drive. In this section of the

Summary of Recommendations

- Stripe five-foot bike lanes on 8th Street between Main Avenue and 27th Avenue.
- Sign Shore Boulevard a class 3 route.
- Explore feasibility of reducing posted speed on Shore Boulevard.
- Use existing esplanade at Astoria Houses.
- In the long-term continue waterfront path along industrial properties.
- Connect via the Shore Towers esplanade and 12th/14th streets to Shore Boulevard, Astoria Park, and Ralph DeMarco Park.
- In Astoria Park, designate park paths for greenway users and create an additional path segment to connect the existing path to the sidewalk at the northern end of the Park.
- Designate a shared-use sidewalk adjacent to Ralph DeMarco Park (on park property), between Ditmars Boulevard and 21st Drive.
- Create a new four- to eight-foot path along Ralph DeMarco Park, between 21st Drive and 21st Road and move existing railing west of the path.

park a row of large bushes prevents the installation of a path within the park. North of 21st Drive, the sidewalk would connect to a proposed new four- to eight-foot park path paralleling Shore Boulevard between 21st Drive and 20th Road. The park's existing railing would be moved west of the new path. The path will be designated for multiple uses, thereby alleviating the need to ride on-street (see map above). Where the park widens around 20th Road, bicyclists would use existing park path while pedestrians would use the park's waterfront path.

Segment 4: 20th Avenue to 82nd Street

Length:	2.5 miles
Neighborhood:	Astoria and Steinway in Community Districts 1 and 3
Major Destinations:	Steinway Piano factory and mansion, Rikers Island
Transportation:	The R101 runs along 20th Avenue from 21st Street to Hazen Street. The Q19A runs along Ditmars Boulevard from 76th to 81st streets.
Typical Roadbed Width:	20th Ave: 50 feet, Ditmars Blvd: 72 feet/variable
On-Street Treatment:	Bicycle lanes, planted raised medians, distinctive greenway signs
Major Waterfront Uses:	Industrial: Reliant Energy Astoria Generating Station, Steinway Piano Factory, Bowery Bay Water Pollution Control Plant, petroleum storage tanks
Existing Waterfront Access:	None
Potential Waterfront Access:	Bowery Bay
Waterfront Access Unlikely:	Reliant Energy Astoria Generating Station, Bowery Bay Water Pollution



20th Avenue looking east from Shore Boulevard



20th Avenue, north sidewalk (between 31st Street and Shore Boulevard)



20th Avenue at Hazen Street

Existing

On-Street

The North Shore section of the greenway begins at 20th Avenue, a 50-foot two-way eastbound and westbound street with parking on both sides of the street for most of its 30-block length. The street acts as a general dividing line between land uses, with residences to the south and utilities, industrial, and commercial facilities along the waterfront to the north.

The residences to the south feature mostly one- and two-family homes, many with alleys leading from 20th Avenue to private residential parking. Also in the area is Marine Terrace, a rental complex built in 1948, with 1,388 units in 26 buildings south of 20th Avenue.

20th Avenue has low traffic volumes and the substantial street width makes this area a popular

driver training route. Community board members have also complained about the street being used for illegal night races. The off-street residential parking and the large adjacent parking lot for power plant employees lessen demand for on-street parking between Shore Boulevard and Steinway Street. 20th Avenue is currently a signed, or Class 3, bicycle route that connects to the recently-striped bicycle lane on 36th Street.

Hazen Street, located near the east end of 20th Avenue, continues over the East River as the Rikers Island Bridge, connecting Queens to the 440-acre island prison that has been in operation as a penitentiary since the Civil War. At the intersection of 20th Avenue and Hazen Street, the street grid changes direction and is characterized by one-way residential streets. Southbound 75th Street and northbound 76th Street offer the most direct connection between 20th Avenue and Ditmars Boulevard. Each has restricted on-street parking during school hours due to the presence of a large school. These streets are up hill for one block to



Ditmars Boulevard at 79th Street looking west



82nd Street at Marine Terminal Road looking toward GCP



82nd Street at Marine Terminal Road looking north



Segment 4: 20th Avenue to 82nd Street

Ditmars Boulevard. Peak-hour traffic volumes are high at Ditmars Boulevard, a wide two-way street. Traffic controls at the intersections of Ditmars and 75th/76th Streets help address the limited southbound visibility due to the grade of 75th Street.

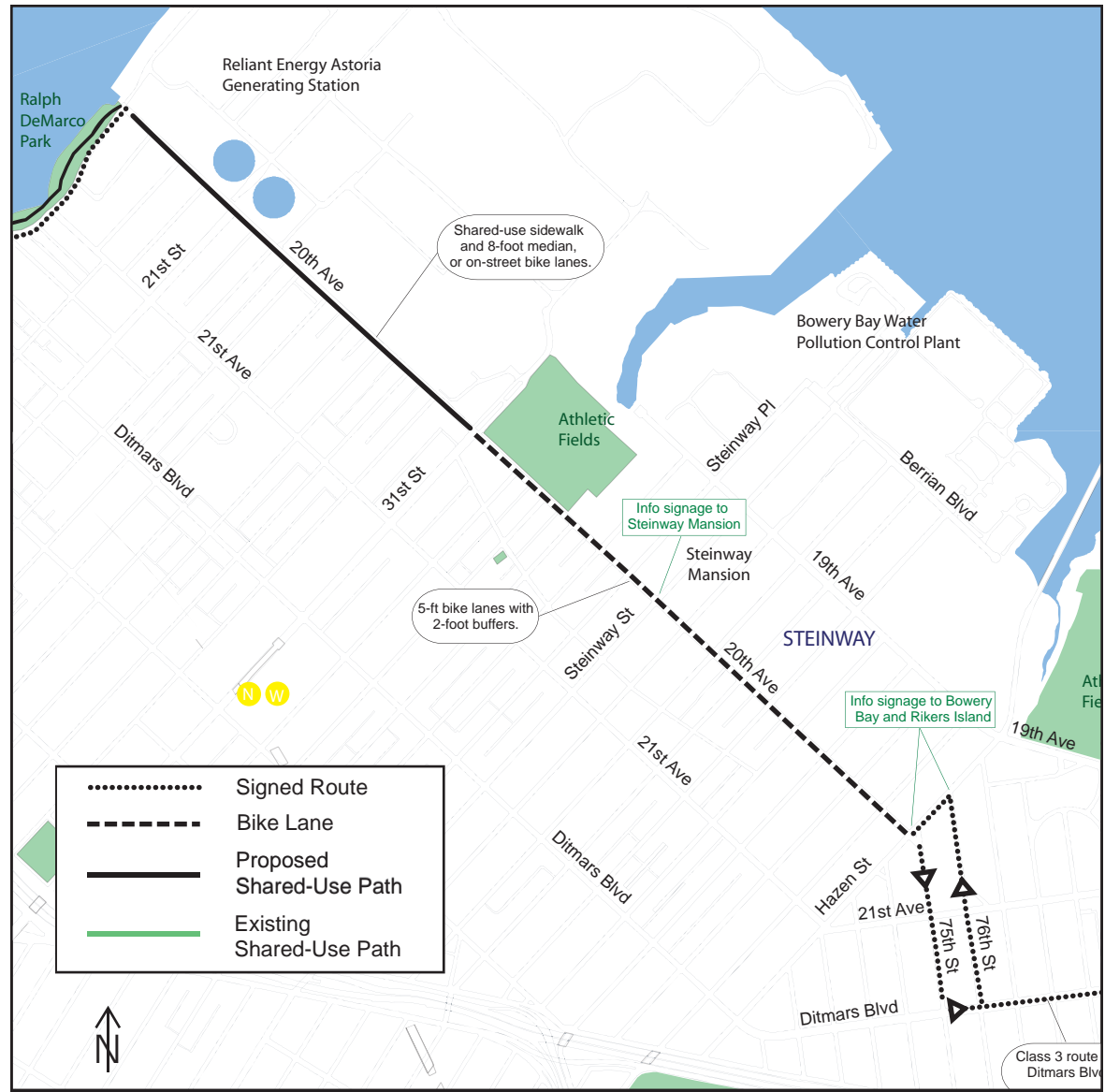
Ditmars Boulevard terminates approximately five blocks to the east at 82nd Street near the entrance to LaGuardia Airport and its Marine Terminal, a designated landmark. (Marine Terminal Road provides access to the Art Deco terminal in the western corner of the airport.) The intersection of Ditmars Boulevard and 82nd Street is signaled

and busy, with motorists traveling southbound to access the westbound Grand Central Parkway (GCP), and Corrections Department vans and buses traveling northbound towards Rikers Island. Numerous livery cabs, buses, and vehicles cross over the GCP to use local roads to access the airport and nearby residential areas. Farther south, 82nd Street connects with the 34th Avenue bike lanes.

Waterfront

The entire waterfront in Segment 4 is industrial or commercial in use. Between 20th Avenue and Long Island Sound is the Reliant Energy Generating Station. In 2002, Reliant acquired the Orion Astoria power plant, formerly the Con Edison Astoria power plant. In operation since 1906, it is located along the waterfront from the East River to roughly 38th Street. At 290 acres it is the dominant use in this area, employing 1,300 people. The Bowery Bay Water Pollution Control Plant is situated just east of Reliant Energy. Built in the 1930s on 45 acres of landfill, it treats over 150 million gallons of waste water annually. Further east are the Steinway Piano Factory and the company workers' housing. The housing dates from the 1870s and is the only residential use north of 20th Avenue.

In general, the waterfront along Segment 4 is inaccessible. The Reliant Energy Generating Station site is fully fenced in, the water pollution control plant prevents waterfront access, and few streets in the Steinway neighborhood reach the North Shore. Commercial uses (mainly airport-related) along the waterfront prevent access, even where streets meet the waterfront.



Segment 4: Proposed Route

Proposed

On-Street Route and Design

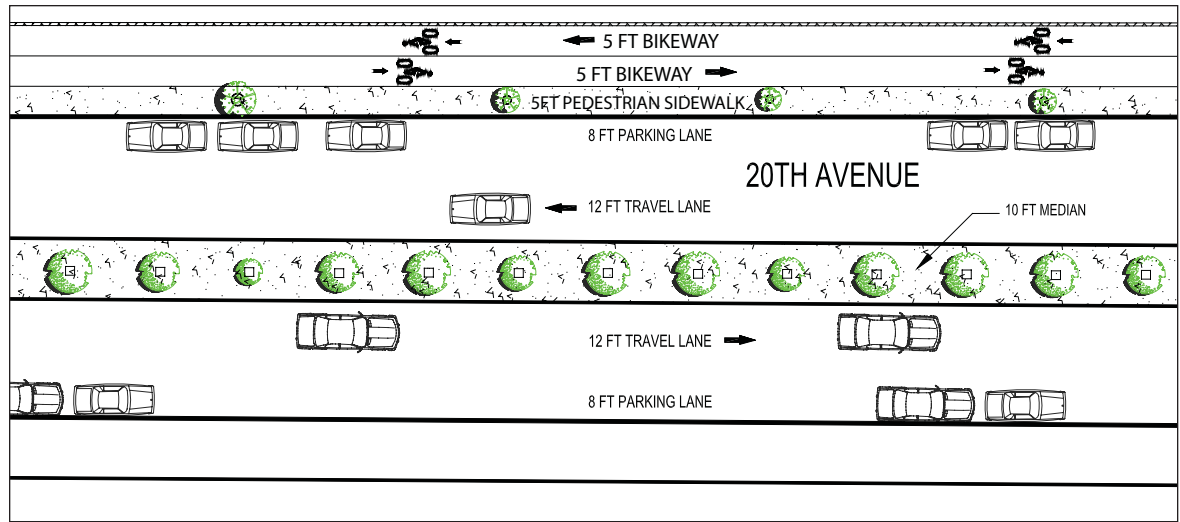
The route continues on 20th Avenue for its length to Hazen Street, where local one-way streets connect to Ditmars Boulevard north of the Grand Central Parkway.

20th Avenue from Shore Boulevard to Hazen Street

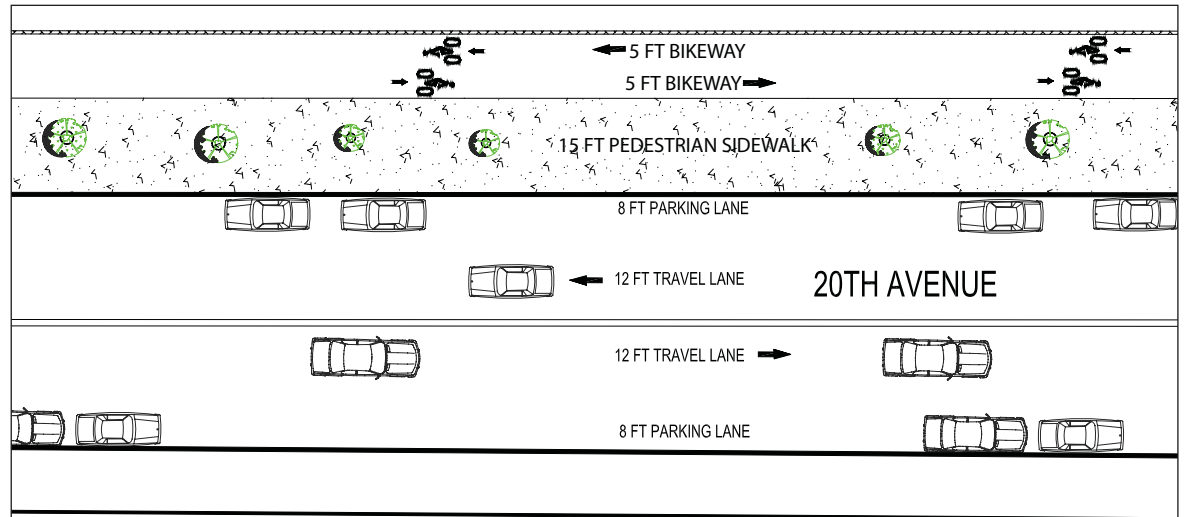
While the street is currently signed as a bike route, it is sufficiently wide to permit improvements that provide dedicated space for pedestrians and bicyclists, while calming traffic. Three options are recommended:

(1) A ten-foot shared multi-use path should be built along the north side of 20th Avenue between Shore Boulevard and 31st Street. The 15-foot sidewalk fronting the Reliant Energy Generating Station is uninterrupted by cross streets for 15 blocks. Five feet of the sidewalk currently contain tree plantings, which may serve as a buffer between the path and the roadbed. The street would be reconfigured to accommodate a ten-foot planted median on 20th Avenue, which would calm traffic and continue the concept of the greenway route. An eight-foot parking lane and a 12-foot travel lane would remain in each direction. The median could be a Greenstreets project, but would require a local sponsor to provide ongoing maintenance and cleaning.

(2) This shared-use sidewalk option may be expanded by extending the existing sidewalk by six feet to capture excess roadbed. This would allow for a separation of bicyclists and pedestrians on the sidewalk, with bicyclists using the existing inner-sidewalk, and pedestrians walking along the new curb.



20th Avenue option 1



20th Avenue option 2