

WORK IS STARTED ON MOTOR PARKWAY

Section Near Creedmoor Hospital Will Be Moved 1,800 Feet to the North.

ROAD WIDENING PROGRAM

Extensive Traffic Improvements Are Planned for Central and Southern Queens.

Actual work began last week in the general plan for the widening and extension of Union Turnpike and Grand Central Parkway, as two of the main east-and-west arteries through Queens Borough, when the contractors, Kennedy & Smith, started regulating and grading the Motor Parkway at Winchester Boulevard, in the vicinity of the State Hospital at Creedmoor, the former State rifle range.

The contract provides for a slight change in the location of the parkway by moving it northerly a distance of about 1,800 feet in order not to interfere with the new hospital buildings. This change is by agreement between the city, which is bearing the expense of the work; the State, which owns the hospital, and the Lakeville Holding and Development Company, owners of the Motor Parkway.

The contract also calls for the construction along the line of the Motor Parkway of a viaduct over Winchester Boulevard and a pedestrians' underpass at the Parkway about 600 feet east of Winchester Boulevard.

This work is only a part of the comprehensive plan which the city and borough authorities have prepared for traffic improvement in central and southern Queens, from Manhattan and Brooklyn through to Nassau County and points beyond on the South Shore. The area includes Queens Boulevard, Union Turnpike, Grand Central Parkway, Hillside Avenue, Interboro Parkway and Metropolitan Avenue.

Connect With All Bridges.

The system, when completed, will connect with all of the bridges in Manhattan and Brooklyn, as well as the midtown tunnel. Union Turnpike

will tap the Stewart Parkway (the railroad right of way) east of Hillside Park, leading to Astoria Boulevard and thence to the Triborough Bridge into Manhattan and Bronx Union Turnpike and Grand Central Parkway will join Queens Boulevard, extending thence to the Queensboro Bridge and the midtown tunnel.

Continuing through Forest Park and into Brooklyn, the Interboro Parkway, Metropolitan Avenue, &c., this traffic will be distributed to the Williamsburg, Manhattan and Brooklyn Bridges.

Traffic from Hillside Avenue, which is to be extended and which practically parallels Union Turnpike and Grand Central Parkway for some distance, will be carried into both Queens Boulevard and Metropolitan Avenue, on the west, and will tap Jericho Turnpike east of Mineola. Traffic from both Union Turnpike and Grand Central Parkway will also converge at this point, giving the Nassau County authorities an additional traffic problem to solve. These three highways are mapped for a width of 100 to 150 feet.

The completion of this system of main highways will have, it is felt, a marked effect on real estate values and building development in the territory between Hillside and Kissena Parks, extending east to the city line.

This area includes several thousand acres, practically undeveloped, with great possibilities. It lies along the ridge or high point in the borough and provides many choice sites for future homes.

With the completion of these necessary improvements, no section of the borough will be better equipped with main highways leading to all points. In connection with the fact that it is situated in the midst of the borough's largest group of parks, the location has many advantages for both home sites and business.