

Staten Island

South & West Shore

Greenways

Master Plan



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Introduction

Project Description

The South and West Shores of Staten Island are home to some of the city's most dramatic waterfront views, best preserved forests and wetlands, and unique historical sites. There is currently no continuous system of bicycle and pedestrian pathways to take advantage of the open space along the south shore waterfront. Cyclists and hikers wanting to explore the Raritan Bay waterfront are confined to discontinuous park paths, esplanades along recently-completed residential communities, and an irregular pattern of mapped but unbuilt streets.

The goal of the South and West Shore Greenways Project is to provide a public amenity that will serve non-motorized commuting and recreational needs, improve waterfront access, connect natural and cultural resources, link communities to each other, to employment centers and commercial districts, and improve the quality of life for local residents.

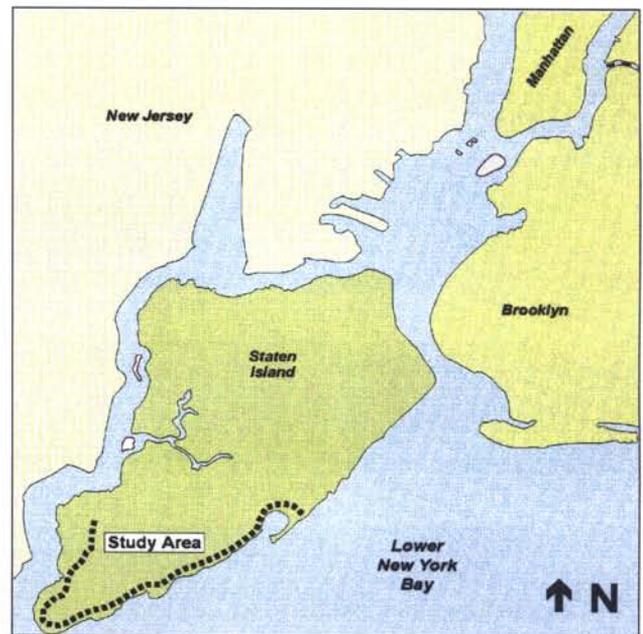
The proposed route of approximately 17 miles extends from Great Kills Park to Conference House Park along Staten Island's south shore, then continues along the southern portion of the Arthur Kill to connect with Clay Pit Pond and Bloomingdale parks.

Funded by the Transportation Enhancement Program of the Intermodal Surface Transportation Efficiency Act (ISTEA), the Department of City Planning (DCP) has planned and designed the South and West Shore Greenways in consultation with an advisory committee. The committee was composed of Community Board 3, civic organizations and community groups, as well as federal, state and local agencies. Numerous field visits, advisory committee meetings, and valued community input helped shape the outcome of this study.

This master plan includes a detailed description of the proposed route, presents schematic designs for each segment, defines guidelines for trail and bike lane design, and recommends improvements or alterations to existing facilities and landscaping. It also includes construction cost estimates and identifies potential implementors.

The proposed greenway capitalizes on the South Shore open space resources as defined in the Special South Richmond Development District, and within the constraints of jurisdictional issues [the private ownership of portions of Designated Open Space (DOS)] and environmental issues (freshwater, tidal wetlands and woodlands are designated throughout much of the open space).

This master plan should serve as a resource and guide for city, state and federal agencies, community groups and private developers to implement the plan. Private developers are encouraged to include greenway route recommendations - a separated multi-use path - in their projects. Agencies involved in capital construction projects in the South and West Shores are also in an excellent position to construct the greenway in conjunction with their ongoing work efforts.



General Study Area

Planning Framework

New York City Greenway System:

This proposed greenway is part of an ambitious effort to develop a comprehensive network of cycling lanes and greenways throughout the city. The 1997 *New York City Bicycle Master Plan* identified a 550-mile citywide on-street bicycle network and a 350-mile network of primarily off-street bicycle and pedestrian paths, as identified in the 1993 *Greenway Plan for New York City*, to be constructed in the coming years.

A greenway is a multi-use pathway for non-motorized transportation along linear spaces like park paths, waterfront esplanades, river corridors, shorelines, railroad rights-of-way, or city streets. These

linear spaces can be natural or constructed landscaped paths for bicyclists and pedestrians. Greenways serve as open space connectors, linking origins and destinations such as parks, nature reserves, cultural areas, historic sites, employment centers, commercial areas, libraries, or schools. Greenways are used for walking, jogging, in-line skating, bicycling, and by wheelchair users.

A successful greenway offers easy accessibility, connects to existing facilities in the bicycle/greenway network, is direct, continuous and provides a safe environment for its users.

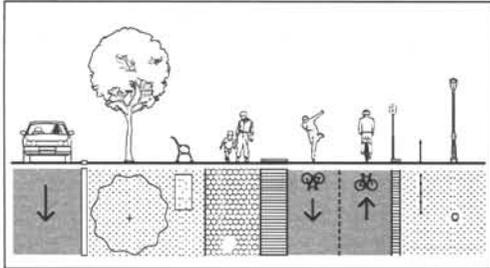


Source: *A Greenway Plan for New York City*, DCP, 1993

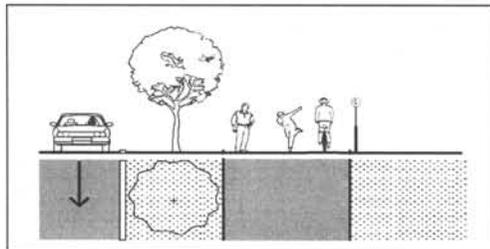
Greenways in New York are classified by type:

- Class 1: Multi-Use Trail

A multi-use trail is separated from the roadway and delineated by pavement markings and regulatory signage.



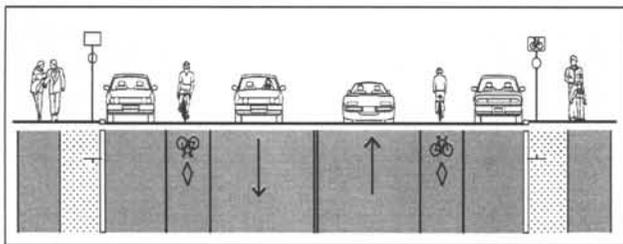
Class 1: Dual Carriageway



Class 1: Shared-Use Path

- Class 2: Bicycle Lane

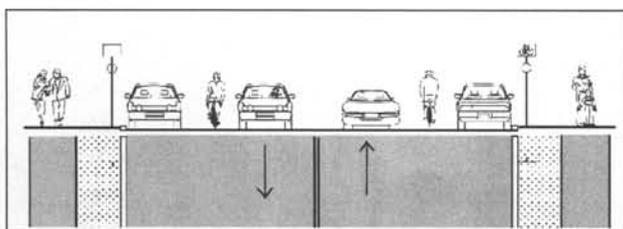
A bicycle lane is part of the roadway and delineated by pavement markings and regulatory signage.



Class 2: Striped On-street Route

- Class 3: Signed Route

A signed route or bike route has informational signage only, typically located at each block along the route.



Class 3: Signed On-Street Route

See Appendix A for more details about the greenway classification system.

Waterfront Planning in Staten Island:

The long-term goal of a continuous waterfront route along Staten Island's South Shore in particular is part of a larger vision articulated in the New York City Zoning Resolution. In 1975, the Special South Richmond Development District (SSRDD), encompassing twenty square miles of Staten Island Community District 3, was created to preserve the rural and natural characteristics of the South Shore in the face of increasing development. To allow access to the waterfront, the SSRDD specifically designated a waterfront esplanade, including the creation of shore public walkways on waterfront zoning lots, along Raritan Bay from Wiman Avenue to Conference House Park.

The same theme is echoed in the *New York City Comprehensive Waterfront Plan: Reclaiming the City's Edge*. Released by the Department of City Planning in 1992, the plan seeks to balance the many uses of the waterfront while promoting recreational use, open space, and public access to the water's edge. For the South Shore, the plan recommends developing waterfront access, improving street-ends with landscaping and promenades, and increasing recreational opportunities.

The South and West Shore Greenways master plan, with its emphasis on bringing greenway users to the waterfront, attempts to carry out the goals of these earlier plans.

