

## Proposed Route

Staten Island currently has the fewest total miles of greenways in any of the five boroughs. There are short segments in the Gateway National Recreation Area, the South Beach boardwalk, at Richmond Terrace, and near the Snug Harbor Cultural Center. The completion of the Staten Island South and West Shore greenways would provide close to 17 additional miles of greenways, greatly enhancing the non-motorized transportation network on the island.

The following chapter includes a detailed description of the proposed route on a segment-by-segment basis. Maps and accompanying cross-sections tied to those maps, as well as other graphic representations, detail the proposed alternatives.

Along the South Shore the recommended routes focus on the waterfront and Hylan Boulevard. The creation of an uninterrupted waterfront route is a long-term project and needs the cooperation of numerous stakeholders. For this reason, a 'parallel' route is proposed along Hylan Boulevard. This on-street route alternative makes use of the existing street and its right-of-way. It would connect the neighborhoods along Hylan Boulevard between Great Kills Park and Tottenville. More importantly, while people may choose to travel leisurely along the shoreline, the on-street route may be preferred by commuters. The on-street route would also provide the critical links where the waterfront route is not continuous.

In the South Shore portion, the waterfront route is discussed at the beginning of every segment, followed by the design proposals for Hylan Boulevard.

For the West Shore section, waterfront access cannot be provided due to the land uses and developments along the shore. Here the proposed route follows existing streets, making use of excess street bed, street rights-of-way and parkland.

The proposed routes that make up each segment were identified using the following criteria:

- Accessibility and directness to major origins and destinations
- Routes proposed by the Staten Island Borough President's Staten Island Bikeway and Cultural Trail

and the Department of City Planning's Bicycle Master Plan

- Connections with other greenway routes
- Street width and observed traffic volumes
- Ecological considerations including wetlands, bluebelt property, wooded areas, and waterfront erosion
- Attractiveness of route and scenic views
- Consultation with the community



**Segment A**



**Hylan Boulevard to Crooke's Point:**

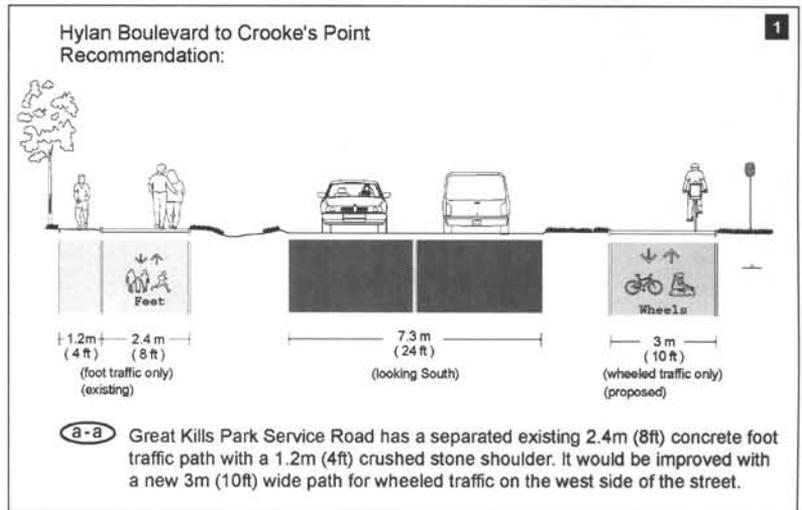
The South Shore Greenway would begin at the entrance to Great Kills Park. Two separate trails for wheeled and non-wheeled users would parallel Great Kills Park Service Road on either side. The first trail, for foot traffic only, is an existing eight-foot wide concrete path with a four-foot wide crushed stone shoulder located east of the service road. The existing

foot trail travels south to connect to the existing harbor esplanade, beach center, and Crooke's Point.

The proposed addition, for wheeled users only, would be a new 10-foot wide asphalt trail, located west of the service road [see cross-section (a-a) and the following illustrations].

**Crooke's Point to Mansion Avenue:**

A valuable addition to the park's existing path system would be a standard multi-use trail travelling around Great Kills Harbor. It could connect Crooke's Point to the existing bridge between Fairlawn Avenue and Great Kills Park and would create a loop within the park for greenway users, offering unique views of maritime activity and the coast. Paths would have to be designed in conjunction with the National Park Service and the park's environmental center and provide safe access for all users to and around the active fishing area.



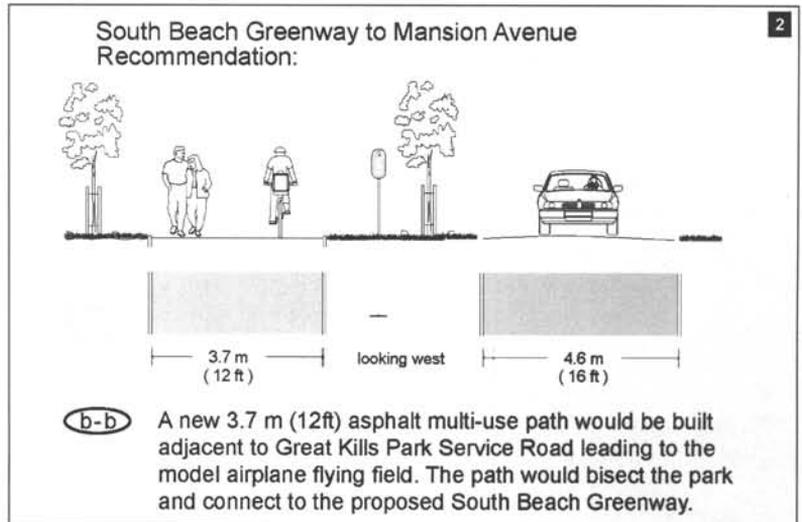
Existing:  
Great Kills Park Service Road, looking east



Proposed:  
A three meter (10ft) trail for wheeled traffic

**South Beach Greenway to Mansion Avenue:**

The NYC Department of Parks and Recreation has funding for an additional six-mile stretch of greenway that would connect to the South and West Shore Greenway project at Great Kills Park. This six-mile section, called the South Beach Greenway, would include paths through Great Kills Park, Oakwood Beach, Cedar Grove Beach, Miller Field Recreational Area, Midland Beach, South Beach, and Fort Wadsworth. The design is almost complete and construction is expected to start in late 2003.



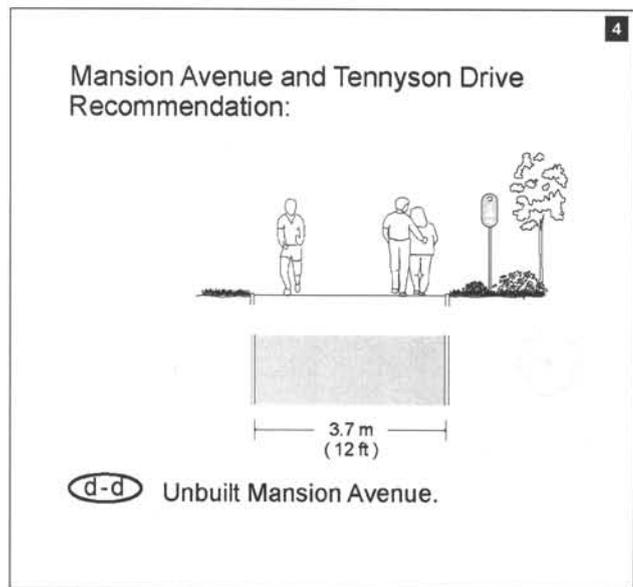
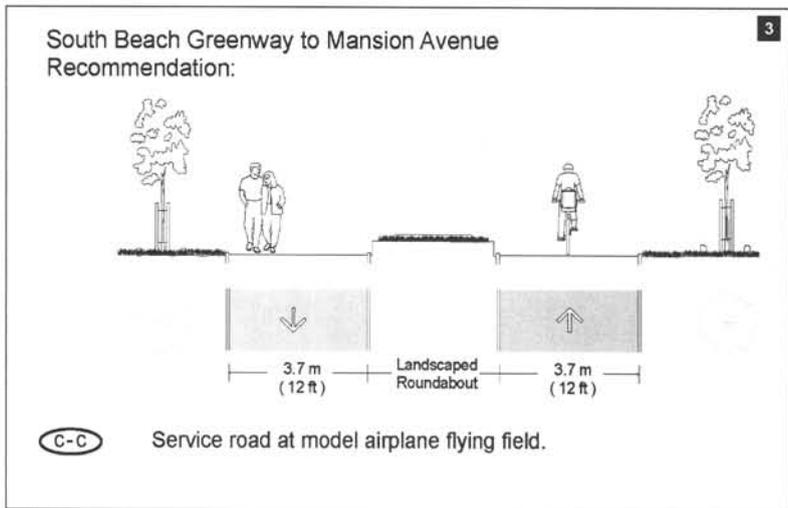
To provide a connection to the proposed South Beach Greenway, the greenway route would cross the park, running east-west along the model airplane flying field, ballfields, and running track [see cross-sections (b-b) and (c-c)]. Between Great Kills Service Road and the model airplane flying field, a new 12-foot multi use trail would be located adjacent to the existing sewer easement and the asphalt road. The separation would prevent potential conflicts with motorized traffic to and from the field. Between the model airplane field and the ballfield parking lot the greenway route would use the existing road. East of the ballfield parking lot, the greenway route would diverge from the service road and connect to Fairlawn and Mansion avenues.

**Bridge Connection to Mansion Avenue:**

An existing bridge currently connects Great Kills Park and Fairlawn Avenue. The bridge is seven feet wide and has bollards on either side to keep wheeled users from crossing without dismounting. A recommendation of this master plan is to replace this bridge with a new 12-foot wide bridge, preferably aligned with Mansion Avenue. The reasons for the bridge replacement are: the bridge’s bollards prevent access to people in wheelchairs; erosion is destabilizing the bridge’s base; and the bridge’s alignment requires greenway users to navigate around tight turns and a narrow trail to connect to the proposed Mansion Avenue extension (see next paragraph).

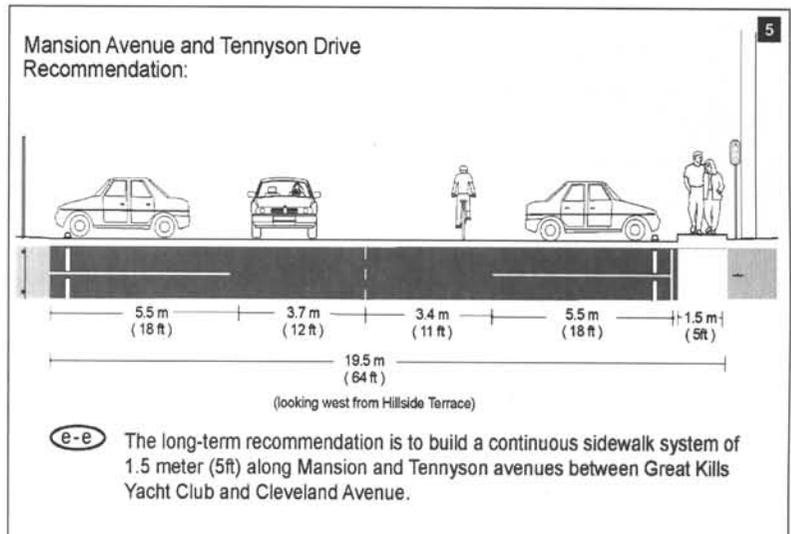
**Mansion Avenue to Tennyson Drive:**

After crossing the bridge, a 12-foot wide multi-use trail is proposed within the unbuilt Mansion Avenue right-of-way between Fairlawn Avenue and Great Kills Yacht Club [see cross-section (d-d)]. DCP’s 1997 *Streets of South Richmond Study* recommended extending Mansion Avenue to Fairlawn Avenue for motor vehicles. If roadway construction occurs before the implementation of the multi-use-trail, roadway design should include an adjacent multi-use trail connecting to the new bridge. Furthermore, the streetscape should be improved, where space permits, with landscaping and benches to capitalize on the waterfront location.



From the Great Kills Yacht Club, the greenway route would follow a new signed route along existing Mansion Avenue, which becomes Tennyson Drive west of Hillside Terrace. Interesting views of maritime-related activities are found along this segment. Due to discontinuous sidewalks, the creation of a pedestrian lane in the short-term would provide some designated space for pedestrians. In the long-term the construction of new five-foot sidewalks within the street’s right-of-way is recommended to link existing sidewalks and provide safer pedestrian movement [see cross-section (e-e) and the illustration on the following page]. This recommendation would not remove travel lanes or parking.

The Greenway route would then continue along Tennyson Drive to Cleveland Avenue. This intersection should be improved to provide safe vehicle, pedestrian, and bicycle movements, including an extension and realignment of the northeast curb, and the posting of regulatory "STOP" signs and bars.



**Note:**

Mansion Avenue is an important link between Great Kills Park and the residential neighborhood to the west. Mansion Avenue has several commercial businesses including restaurants, private marinas, and boat dealerships that generate traffic during certain times of the day during the warmer months of the year. The project team recognizes the concerns of business owners that encouraging joggers, walkers, bicyclists, and in-line skaters to use Mansion Avenue is potentially unsafe. However, there are also business owners who would welcome increased foot and bicycle traffic. Furthermore, neighborhood residents are interested in improved access to the park.

- (1) During the summer months, when Mansion Avenue experiences heavier motor vehicle traffic volumes, greenway users would be directed to either proceed with caution or use Hylan Boulevard. Hylan Boulevard might also carry park-bound bicyclists and alleviate some bicycle traffic on Mansion Avenue.
- (2) During non-summer months, when traffic volumes are lighter, greenway users would use Mansion Avenue without restrictions.

The project team has developed two alternate proposals based on seasonal use of Mansion Avenue that balance the interests of the commercial businesses and the residents:



Existing:  
Mansion Avenue looking west



Proposed:  
Mansion Avenue to be improved with a 1.5m (5 ft) sidewalk

**Cleveland Avenue to Wiman Avenue:**

**Short-Term Recommendation:**

Continuing west, a signed route would direct greenway users on Cleveland Avenue, Hartford Street, Nelson Avenue, Sweetwater Avenue and Wiman Avenue to reach Tennyson Drive at Crescent Beach Park. The streets travel through a quiet residential area; greenway signage should instruct users to travel slowly.

**Long-Term Recommendation:**

**Cleveland Avenue to Nelson Avenue:**

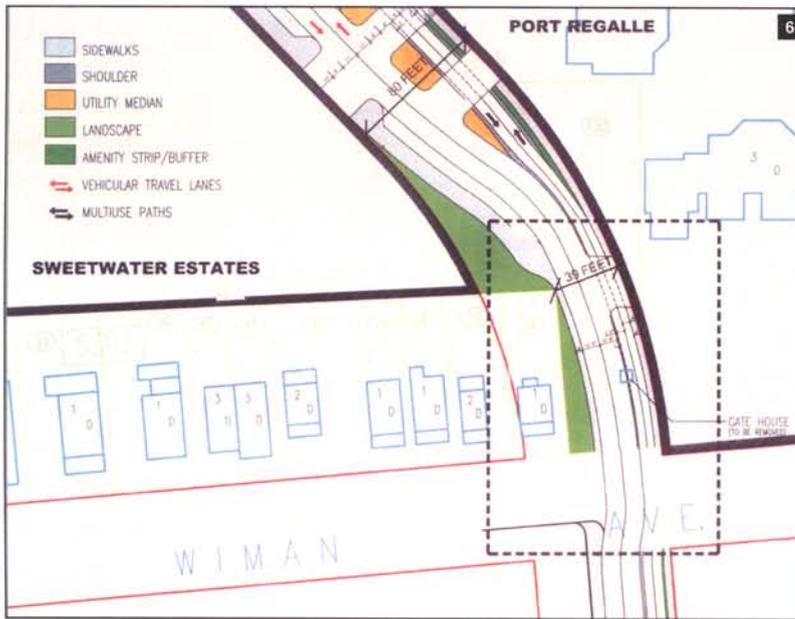
The vacant property located west of Tennyson Drive between Cleveland and Nelson avenues is in private ownership. NYC plans include mapping the publicly-owned waterfront land east of Nelson Avenue, currently under Parks Department jurisdiction (Lot 70), along with public acquisition of the parcel from Cleveland Avenue to and including the Nelson Avenue right-a-way as Seaside Nature park.

The recommendation for this segment is to construct a 12-foot wide multi-use trail with a six-foot wide landscaped buffer within the Tennyson Drive right-of-way. A separate crushed stone trail for walkers and joggers could be located along the waterfront within the future Seaside Nature park, connecting to Port Regalle's existing pedestrian-only waterfront esplanade, located between Nelson and Wiman avenues.

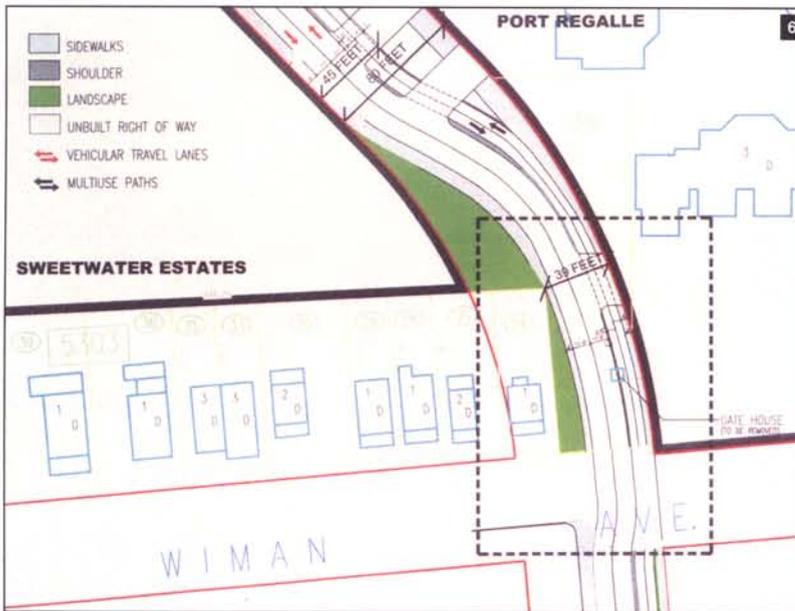
**Nelson Avenue to Wiman Avenue:**

Between Nelson and Wiman avenues, to the west of Port Regalle, a residential development known as Sweetwater Estates is proposed. The waterfront land immediately north of Port Regalle, as well as a triangle between the unbuilt Tennyson Drive and Nelson Avenue, is publicly-owned and under the jurisdiction of the Parks Department. It has been improved as a community garden. To continue the greenway, a 12-foot wide multi-use trail should be built within the Tennyson Drive right-of-way, along the east side of the roadbed (see possible alternatives on next page).





Proposed Alternative A: Greenway built into the 80ft right-of-way of Tennyson Drive



Proposed Alternative B: Greenway built into the 45ft wide paving plan of the proposed Sweetwater Estates development

**Hylan Boulevard:**

Due to the peak-hour travel regulations, the entire roadbed with all its travel lanes is used for moving motorized traffic. The striping of a five-foot bike lane, adjacent to an eight-foot parking lane, is not feasible. Bicyclists in this segment of Hylan Boulevard are advised to travel on-street in the curblane. Since the curblane is currently not striped, the delineation of the lane could channelize the traffic and alleviate potential confusion. Bicyclists using the curblane would be able to ride within this designated lane.



## Segment B



### Wiman Avenue to Robinson Avenue:

#### Short-Term Recommendation:

At Wiman Avenue, the route would continue on-street as a signed route along Tennyson Drive to Point Place. West of Point Place, a 10-foot wide crushed stone path would be constructed within the unbuilt Tennyson Drive right-of-way to connect to Robinson Avenue.

#### Long-Term Recommendation:

Community representatives have requested that the Department of Parks and Recreation improve Crescent Beach Park. The Crescent Beach Civic Association has prepared a conceptual design of Cres-

cent Beach Park. A tot lot has been installed at Point Place. A sea wall to prevent flooding is required and to be built by the Army Corps of Engineers. If the sea wall is constructed, an esplanade for shared use should be built to provide community access along the waterfront and to connect the Port Regalle esplanade to Robinson Avenue.

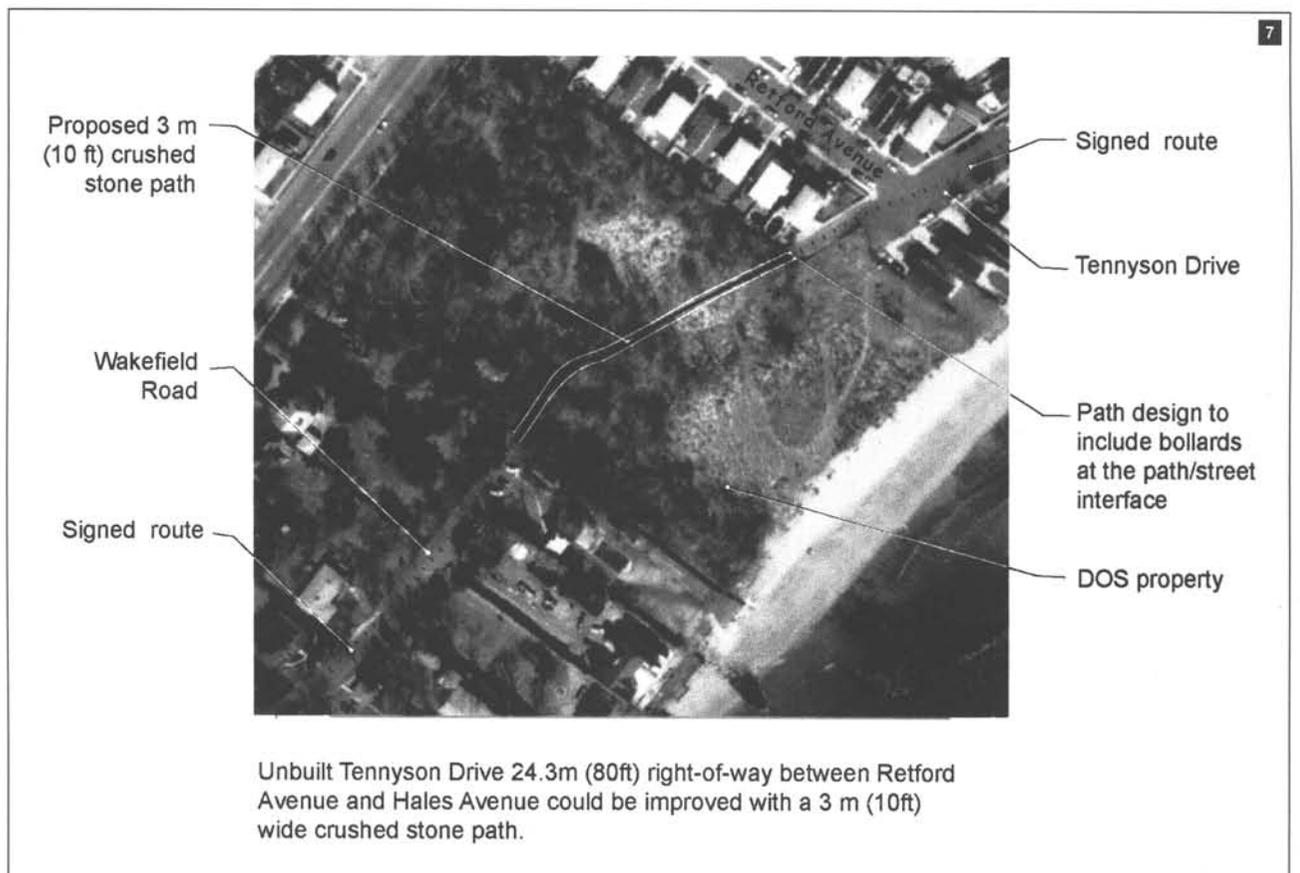
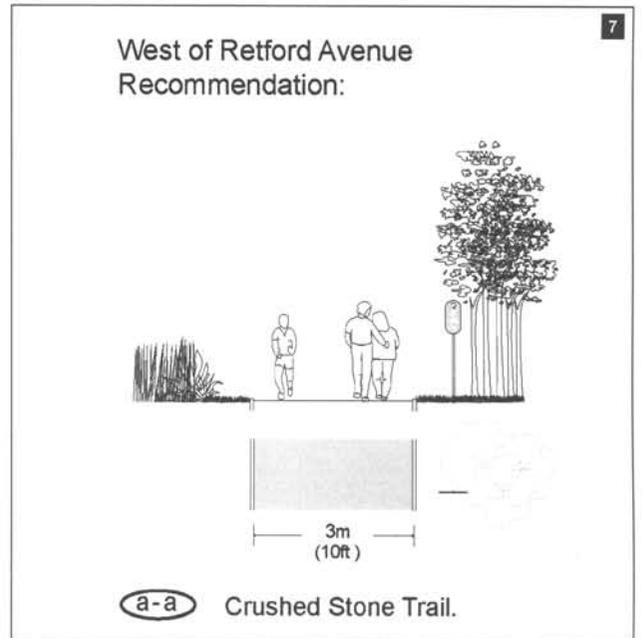
In addition to the seawall, the greenway would, in the long term, run as a Class 1 facility along the western edge of Crescent Beach Park, between Wiman and Robinson avenues. The route would be run on-street for one block to circumnavigate existing residences on Goodall Street.

**Robinson Avenue to Arden Avenue:**

West of Robinson Avenue, the greenway would continue as a new signed route along Tennyson Drive until Retford Avenue. From Retford Avenue, a connection would be provided by a 10-foot wide crushed-stone trail along the unbuilt portion of the street that crosses DOS/park property [see cross-section (a-a) and the aerial illustration]. The greenway would again continue as a signed route along Wakefield Road once the built street is reached.

West of Wakefield Road (at the intersection with Woods-of-Arden Road) an existing 12-foot wide service road provides a link to Mayberry Promenade in the Atlantic Village subdivision. Currently a chain-link gate prevents motor vehicle access, but allows pedestrian use. By replacing the fence with breakaway bollards, access for all non-motorized traffic could be granted. Along the Atlantic Village neighborhood, the greenway would continue on-street as a signed route. The on-street portion along Mayberry Promenade in Atlantic Village would be

adjacent to the existing public walkway and the pedestrian esplanade with beach access.



**Arden Avenue to Blue Heron Park/Poillon Avenue:**

At Arden Avenue, two recommendations are proposed for the greenway route.

**Short-Term Recommendation:**

To continue west from Mayberry Promenade, the greenway would travel north via a signed route on Arden Avenue to connect to the Hylan Boulevard route.

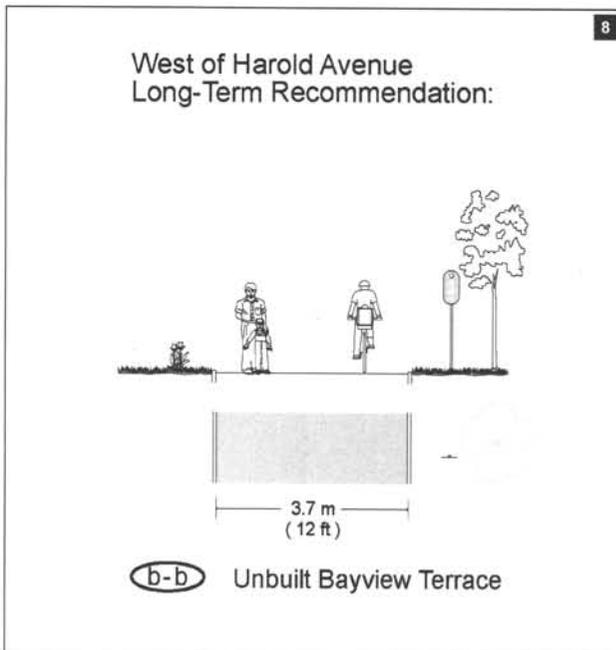
**Long-Term Recommendation:**

Greenway users would travel along the waterfront on a proposed 12-foot wide multi-use trail adjacent to Ocean Driveway and Harold Avenue. The intersection of Ocean Driveway and Harold Avenue is narrow and dangerous. Future improvements to the intersection, coordinated with erosion control efforts, should include widening this section in order to accommodate a multi-use trail adjacent to the roadway.

West of Harold Avenue, the greenway route would provide continuous access within the unbuilt Bayview Terrace right-of-way [see cross-section (b-b) and the aerial illustration]. The multi-use trail should be improved with landscaping and furniture and the trail design should blend in with the existing Bayview Park, a community waterfront garden operated by the De-

partment of Parks and Recreation.

At the connection with the built part of Bayview Terrace (west of Holdridge Avenue), the greenway route would continue as a signed route along Bayview Terrace, then use Barclay Avenue to connect to Hylan Boulevard. This loop back to the on-street route is due to a lack of space along the waterfront at Seguine Pond.



### Hylan Boulevard and Spurs:

At Wiman Avenue, the peak hour traffic regulations discontinue; parking in the curblane is possible at any time. North of Arden Avenue there are residential and commercial uses along the boulevard, with frequent use of the curb lane for parking. West of Allen Place (at the beginning of Blue Heron Park) the parking discontinues and becomes infrequent on the remaining part of Hylan Boulevard.

Between Wiman Avenue and Allen Place, the Hylan Boulevard on-street route would continue as a signed route within the curb lane. Again, the curb lane is not delineated and striping of a 10-foot moving lane could channelize traffic and help designate the parking/moving lane to be shared with bicyclists. As an alternative, the curb lane could be delineated as a parking lane by adding a solid stripe. This parking

lane could then be shared by bicyclists as a combination parking-cycling lane.

Between Allen Place and Poillon Avenue, as Hylan Boulevard parallels Blue Heron Park, a five-foot bike lane with a three-foot striped buffer would be added, as shown in the illustrations below. The construction of a sidewalk along Blue Heron Park is recommended.

A spur off Hylan Boulevard along Poillon Avenue would connect to Blue Heron Park. The park offers hiking trails and an educational center. Bike racks for secure parking should be provided at the center. Along Poillon Avenue, sidewalks would need to be constructed in the long term; a five-foot pedestrian lane is proposed as an interim measure. Signs could also direct users to the nearby Annadale SIRT station.



Existing:  
Hylan Boulevard, along Blue Heron Park, looking east



Proposed:  
Five-foot bike lane with three-foot striped buffer.