



**Segment C**



**Poillon Avenue to Wolfe's Pond Park:**

Traveling through the Annadale and Prince's Bay residential neighborhoods, the greenway would continue on Hylan Boulevard. At Arbutus Avenue a new signed route would lead greenway users along Arbutus and Chester avenues, through Wolfe's Pond Park to Cornelia Avenue. This loop would provide scenic

views of Arbutus Lake. Public beach access is provided within Ocean Gate Estates development.

The greenway within Wolfe's Pond Park would travel on an existing eight-foot wide multi-use crushed-stone path through a natural preservation area which links to an asphalt path of similar width. The

greenway would become a dual carriageway through the segment of the park developed with active recreation facilities. Foot traffic would be directed to an existing eight-foot wide asphalt path along the waterfront, while wheeled traffic would be directed to an existing eight-foot wide inland asphalt path. The two paths converge at the boathouse.

**Cornelia Avenue to Lemon Creek Park:**

To continue west, greenway users would follow a signed route on Cornelia Avenue connecting to the route on Hylan Boulevard, where after a short section bisecting Wolfe’s Pond Park, a signed route along Holton Avenue and Purdy Place would bring greenway users back to the waterfront, connecting to the proposed Prince’s Point public esplanade and crushed-stone paths in Lemon Creek Park. At the park, bicycle racks are provided, allowing greenway users to enjoy the meandering foot paths, waterfront, picnic tables and lawns. The racks are part of the NYC Parks Department’s Hike and Bike program. A signed route along Seguire Avenue would continue the greenway, connecting once again to the Hylan Boulevard route. Construction of sidewalks is recommended along Holton and Seguire avenues.

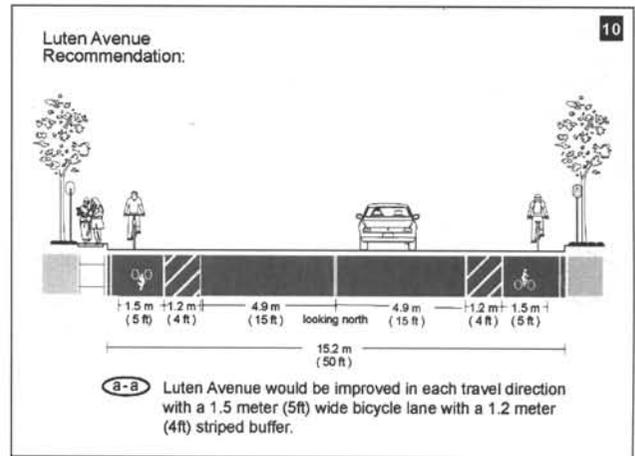
**Hylan Boulevard and Spurs:**

Between Poillon and Arbutus avenues single family homes line Hylan Boulevard and a gas station at Arbutus Avenue causes some activity in the unmarked curb lane. The bike route would only be signed as the rider uses the shared moving/parking lane in this section. Again, the curb lane should be striped with a solid line to designate a shared parking/cycling lane.

West of Arbutus Avenue (to Seguire Avenue) the majority of the properties lining Hylan Boulevard are designated open space, park land, and very few privately-owned parcels that are undeveloped. The route would continue in the form of a five-foot lane with a three-foot striped buffer.

The construction of sidewalks on Hylan Boulevard along parks is recommended.

Along Luten Avenue, an inland spur from the Hylan Boulevard route to Tottenville High School is recommended. A five-foot wide bicycle lane with a four-



foot striped buffer is proposed to complement the existing sidewalk [see cross-section (a-a)]. The vehicle traffic lanes would still be 15 feet in each direction.



## Segment D



### Lemon Creek Park to Page Avenue:

To continue traveling west, greenway users would return to Hylan Boulevard following the on-street route through Lemon Creek Park. A signed route along Bayview Avenue, Johnston Terrace, and Indale Road would provide a loop back to the waterfront west of Lemon Creek. At Sharrott Avenue the boulevard route would connect to the western entrance of Lemon Creek Park, with access to foot paths, a fishing pier and a boat launch.

West of Sharrott Avenue, the greenway would continue on Hylan Boulevard to Kenny Road in the Mount Loretto property. At Kenny Road, a loop would lead back to the waterfront. An eastern spur to the lighthouse could be provided along an existing eight-foot wide asphalt path adjacent to the waterfront. This eastern spur should be improved with benches and landscaping. To the west, a proposed signed route on Cunningham Road would close the loop and bring

users back to Hylan Boulevard. Between Cunningham Road and Page Avenue the on-street Boulevard route would continue the South Shore Greenway.

New York State has acquired Mount Loretto, south of Hylan Boulevard, as protected open space, allowing the public access to its rolling meadows and waterfront views from its high bluffs. The designation of this greenway route within Mount Loretto property must be coordinated with plans of the New York State Department of Environmental Conservation.

### **Hylan Boulevard and Spurs:**

As in the previous segment, this section of Hylan Boulevard mostly traverses park land and open space, such as the Mount Loretto property. There are only a few clusters of residences along this section of Hylan Boulevard, located immediately east

and west of Lemon Creek Park. Most properties are reached from neighborhood streets other than the boulevard, or offer ample driveway space.

The on-street route would continue with bicycle lanes of five feet and an adjacent three-foot wide striped buffer zone in each direction, as shown in the illustration. In sections of the boulevard the shoulder vegetation along the curb has grown over and extended into the roadbed. These 'encroachments' would have to be removed to regain the entire width of the roadbed and accommodate the bike lane. The on-street route would offer unique views of the historic Mount Loretto property.

A signed route on Richard Avenue would connect to Long Pond Park north of Hylan Boulevard.



Proposed five-foot bike lane with three-foot buffer on Hylan Boulevard.



**Segment E**



**Page Avenue to Shore Road:**

In segment E the route would continue along Hylan Boulevard. At Sprague Avenue the waterfront route would resume, leading greenway users along a signed route on Sprague Avenue, Surf Avenue, and Loretto Street. West of Loretto Street the greenway would continue on Billop Avenue to Swinnerton Street, adjacent to the densely-forested lands of Conference House Park [see cross-section (a-a)].

In the long-term a multi-use path could be built in the mapped right-of-way of Surf Avenue between Page

and Sprague avenues and between Loretto and Brighton streets.

West of Swinnerton Street, greenway users would connect to a new 12-foot wide multi-use trail within the rights-of-way of Billop and Surf avenues and Satterlee Street, adjacent to Conference House Park [see cross-section (b-b)]. The multi-use trail could be separated from the roadway by a landscaped median varying in width. These lightly-traveled streets are property of the Department of Parks and Recre-

ation. In order to make the interim on-street riding experience pleasant, improvements to pavement and drainage would be required.

At the intersection of Satterlee Street, Hylan Boulevard and Craig Avenue, the greenway would continue north as a signed on-street route along one-way northbound Satterlee Street to Shore Road. The historic Conference and Billop houses are located along Satterlee Street. The southbound greenway between Shore Road and Hylan Boulevard would follow Craig Avenue, connecting to Satterlee Street just south of Hylan Boulevard.

Shore Road marks the transition between the South Shore and the West Shore sections of the greenway.

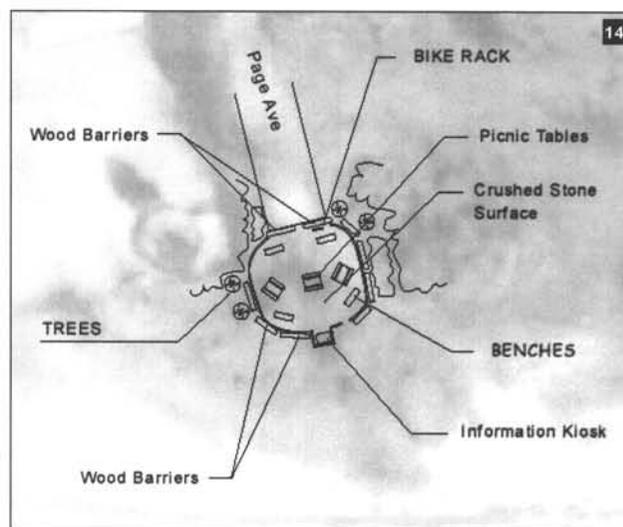
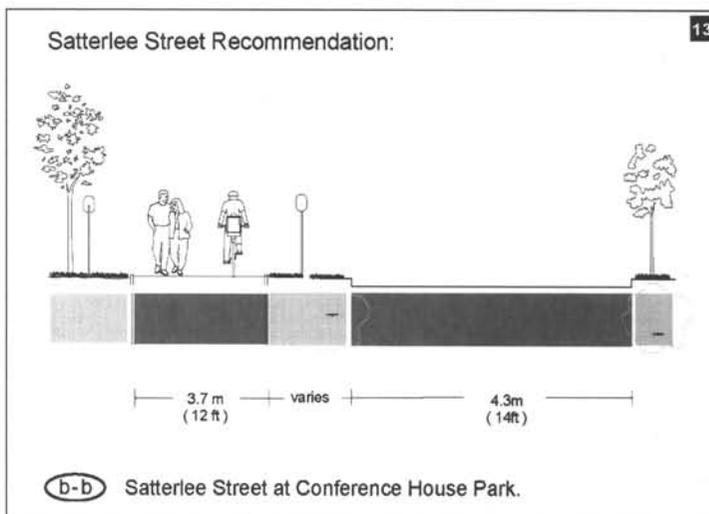
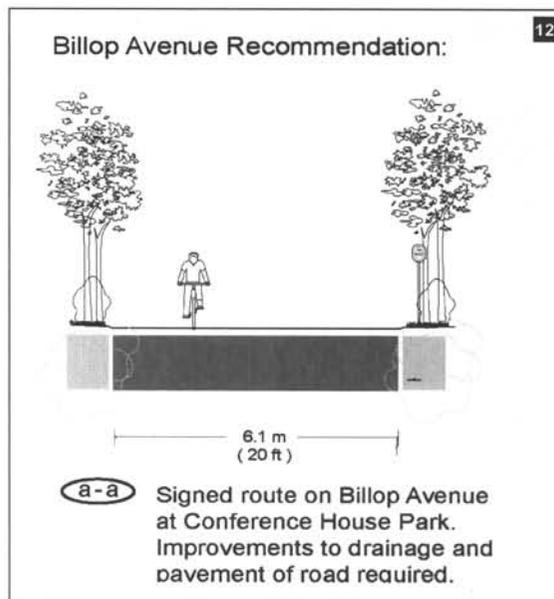
**Shore Road to Arthur Kill Road:**

The West Shore Greenway would continue as a signed route on Craig Avenue, a pleasant residential street, passing through Tottenville’s commercial center at Main Street. At Barnard Avenue, the route would follow that neighborhood street to connect to Arthur Kill Road, a major 34-foot wide, north-south arterial, where greenway users would follow the on-street signed route.

**Hylan Boulevard and Spurs:**

At Page Avenue Hylan Boulevard reduces in width to 60 feet (without median) before it terminates at Conference House Park. Bicyclists would share the to be delineated parking lane from Page Avenue, the beginning of this segment, to the boulevard’s end at Satterlee Street. A long-term recommendation for this segment of the route would be to install a six-foot bicycle lane and to eliminate a travel lane in each direction. A traffic analysis is required to determine the feasibility of this recommendation.

Page, Bedell, and Joline avenues dead-end at the Raritan Bay shoreline. In order to provide greenway users with more waterfront access, these streets should be signed as spurs off of Hylan Boulevard. Greenway users could enjoy ocean views at the street ends. Improvements of the street ends with benches, picnic tables, landscaping, and special signage to educate visitors on the area’s history and its sensitive ecosystem are recommended. Bollards, fencing and



Proposed schematic design for street-end improvements at Page Avenue.

signage could be used to prevent motorized vehicles from accessing the beachfront.

At Bentley Street, informational signage would direct greenway users from Craig Avenue to the Tottenville Station of the SIRT. Bicycle parking facilities at the railroad station are recommended.