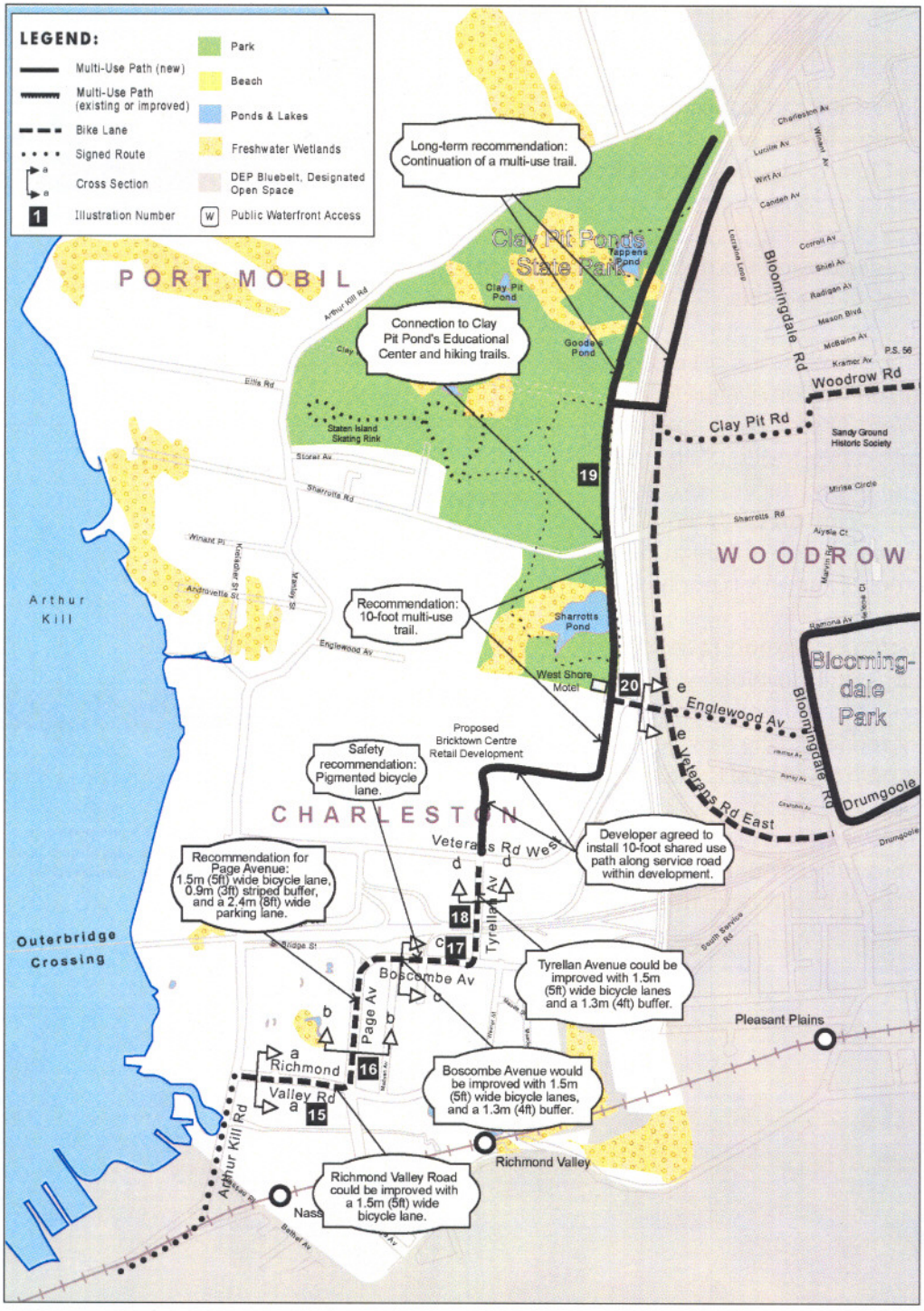
Segment F



Arthur Kill Road to Veterans Road West:

West Shore Greenway users would continue north through the Charleston neighborhood, following Arthur Kill Road along a signed route. At Richmond Valley Road the route would turn east, and then follow Page, Boscombe and Tyrellan avenues. Richmond Valley Road would be improved with a five-foot bicycle lane [see cross-section (a-a)]. Page Avenue would be marked with a five-foot wide bicycle

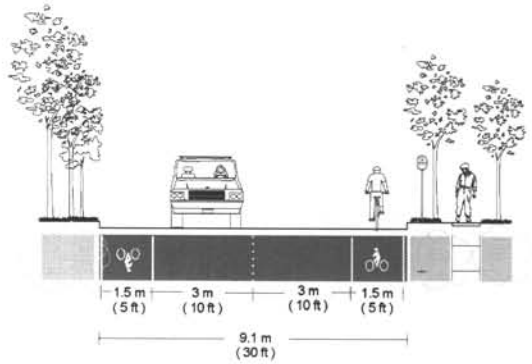
lane and a three-foot striped buffer, adjacent to an eight-foot wide parking lane [see cross-section (b-b)]. As the greenway continues east, Boscombe Avenue would be improved with a five-foot wide bicycle lane and a four-foot striped buffer [see cross-section (c-c)].

The bicycle lanes at the intersections of Page Avenue and South Bridge Street, as well as Boscombe Avenue and the Outerbridge Toll Service Road, should be pigmented to increase their visibility. Signage to warn motorists of crossing bicycles could also be installed to increase awareness and improve safety at these trafficked intersections.

From Boscombe Avenue the greenway route would continue north on Tyrellan Avenue to Veterans Road West. Tyrellan Avenue would be striped with a five-foot bicycle lane and a four-foot striped buffer [see cross-section (d-d)]. The property east of Tyrellan Avenue and north of Korean War Veterans Memorial Parkway is partly developed. The property to the west is currently undergoing preliminary review for a commercial/retail development. A separated path along Tyrellan Avenue might be realized within the new development. This path could lead to the proposed shared-use path within the Bricktown Centre development (see next paragraph), providing a non-motorized connection from the south with new retail shops.

15

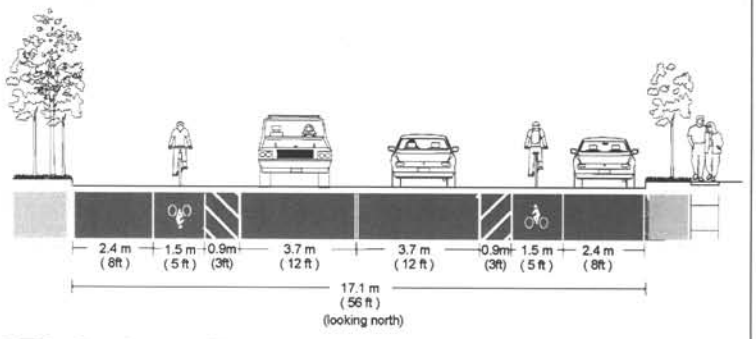
Richmond Valley Road
Recommendation:



(a-a) Richmond Valley Road at Arthur Kill Road.

16

Page Avenue
Recommendation:



(b-b) Page Avenue at Richmond Valley Road would be improved with a 1.5 meter (5ft) wide bicycle lane and a 0.9 meter (3ft) striped buffer, adjacent to a 2.4 meter (8ft) wide parking lane in each direction.

16

Existing:
Page Avenue, looking north.

16

Proposed:
Five-foot bike lanes with a four-foot buffer, adjacent to an eight-foot parking lane.

Veterans Road West:

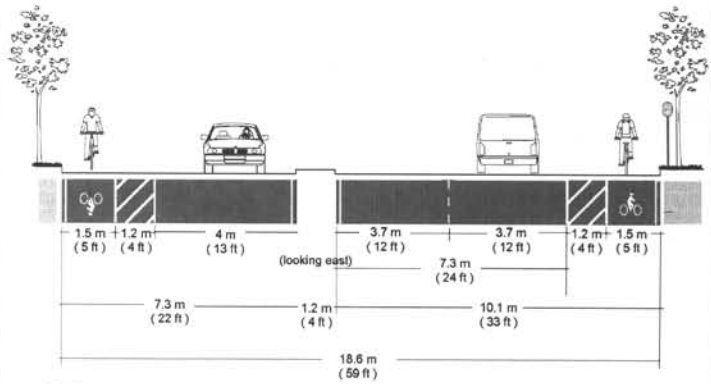
Tyrellan Avenue terminates at Veterans Road West, where the greenway route would connect to a Class 1, 12-foot multi-use-trail within the service road of the upcoming Bricktown Centre development.

This path would provide a connection between the southern and eastern loop of Veterans Road West. As part of the retail development, a portion of the site along Veterans Road West would be set aside as a preservation area and become part of the newly-created Charleston Park north of the commercial development. From the service road to Englewood Avenue, the greenway trail would be located within a 16-foot corridor under Parks jurisdiction (11-foot street right-of-way and an adjacent five-foot strip of the preservation area). The two-way trail would be 10 feet wide with a buffer to safeguard users from vehicular traffic.

At Englewood Avenue, greenway users would be directed to use the West Shore Motel's sidewalk. Equestrians would be directed to the existing equestrian trails within Clay Pit Pond Park. North of the motel, greenway users would continue on a proposed 10-foot wide multi-use trail connecting to Clay Pit Road. This path would also link up to the proposed Clay Pit Ponds Park educational center to be located at Sharrotts Road.

17

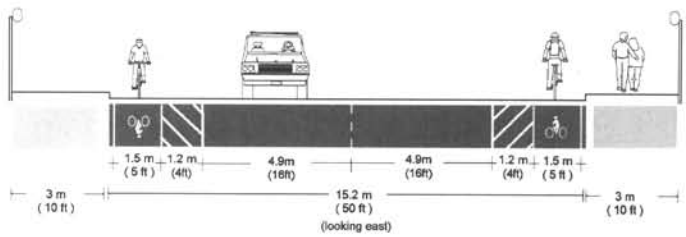
Boscombe Avenue
Recommendation:



(c-c) Boscombe Avenue at Madsen Avenue to be improved with a 1.5 meter (5ft) wide bicycle lane and a 1.2 meter (4ft) striped buffer.

18

Tyrellan Avenue
Recommendation:



(d-d) Tyrellan Avenue, between Page Avenue and Veterans Road West, would be improved with a 1.5 meter (5ft) wide bicycle lane and a 1.2 (4ft) meter buffer.

Existing:
Veterans Road West, looking south along Clay Pit Ponds Park.

Proposed:
A 10-foot multi-use trail along Veterans Road West.

Englewood Avenue Bridge:

Englewood Avenue Bridge is an important connection between Clay Pit Ponds Park and Bloomingdale Park. The bridge's roadbed is 50 feet wide, with 10-foot sidewalks on either side. In order to limit potential conflicts between the multiple users, including equestrians, bicyclists, and pedestrians, the following design is recommended:

Equestrians would be directed to use the bridge's northern sidewalk; pedestrians would use the southern sidewalk. Bicyclists would use the south side of the bridge roadway where the eastbound lane would be improved with a two-way bicycle lane, protected by a three-foot wide concrete barrier (see cross-section (e-e)].

With the addition of the recommended two-way bicycle lane and increased usage by equestrians and pedestrians, the geometry of the intersections to the east and west of the bridge may require redesign, to improve sightlines for motorists and bicyclists and insure overall safety.

Additional recommendations for long-term consideration are the following:

Veterans Road East and West:

Community District Three has recommended extending the Veterans Road East and West service roads from their current terminus at Woodrow Road to Bloomingdale Road in order to alleviate increasing automobile congestion. Should the service roads be extended in the future, the implementation of an adjacent multi-use trail is recommended. The trail should accommodate bicyclists, pedestrians and equestrian users, where feasible, and connect to Bloomingdale Road to the north. The extension of the proposed greenway would also provide for additional recreational facilities in the neighborhood where the lack of pathways and sidewalks causes people to exercise in the roadway.

Additional analysis will be required for the further continuation of the West Shore greenway route beyond Bloomingdale Road.

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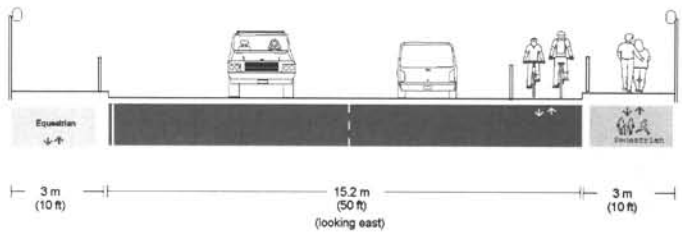
Englewood Avenue Bridge
Recommendation:

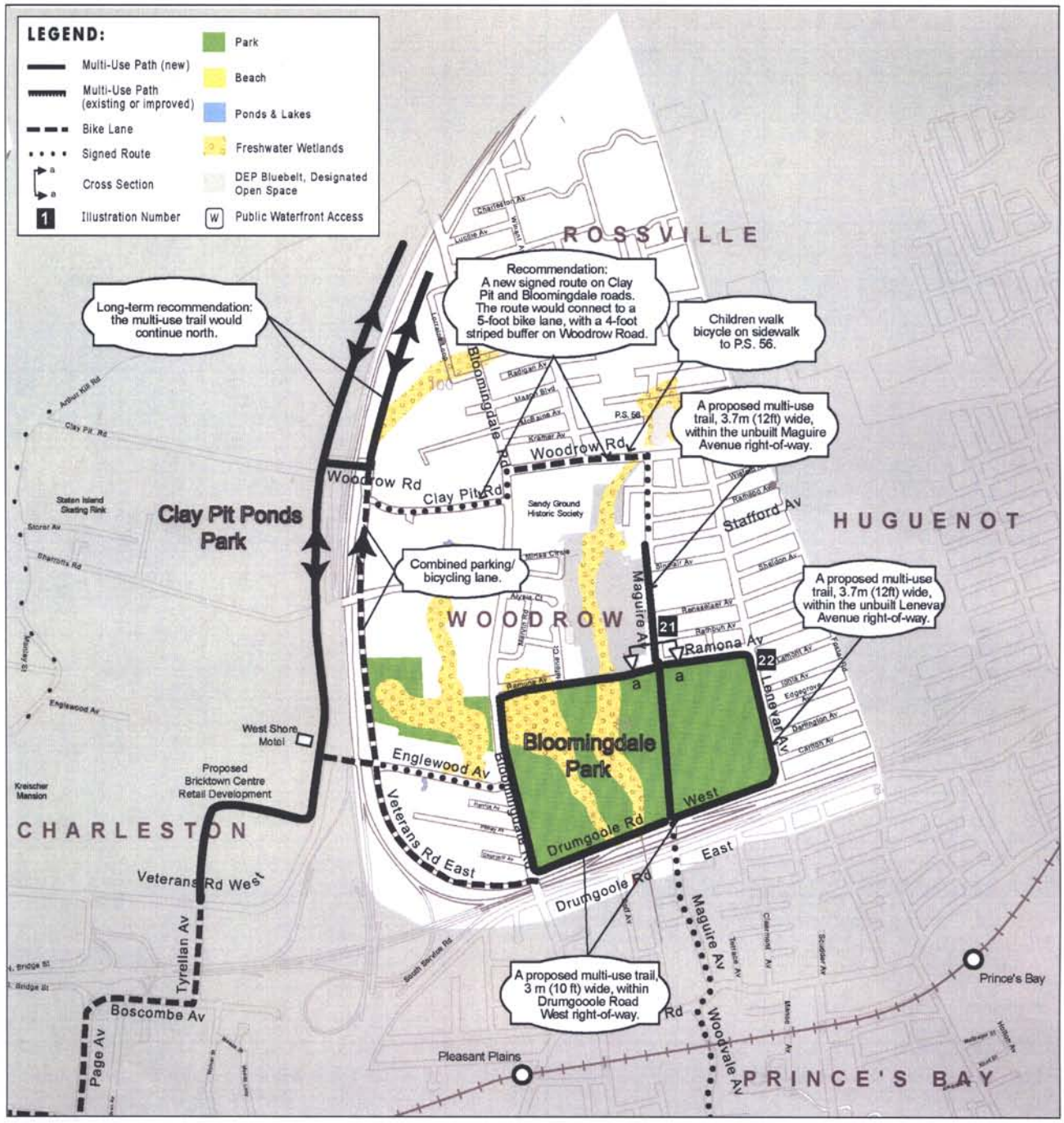


(e-e) Englewood Avenue Bridge between Veterans Road East and West:
Equestrians would use the northern sidewalk; pedestrians would use the southern sidewalk. The roadway would be improved with a two-way bike facility with a barrier.

Arthur Kill Road:

Community Board Three has also identified the need to widen Arthur Kill Road, currently a 34-foot wide, winding arterial. As plans develop, a 12-foot wide multi-use path should be explored. A new path would provide connections to the historic Kreischer Mansion, Staten Island Ice Skating Rink and the western entrance of Clay Pit Ponds Park for a bike/hike excursion.

Segment G



Veterans Road East:

Veterans Road West connects to Veterans Road East at the Woodrow Road underpass. Veterans Road East is a three-lane northbound street between Englewood Avenue and Woodrow Road. Between Englewood Avenue and Bloomingdale Road (at the southwestern corner of Bloomingdale Park), Veterans Road East is a two-way, five-lane roadway, with three northbound lanes and two southbound lanes, separated by a concrete median. A sidewalk lines the eastern side of the road.

The recommendations for Veterans Road East are as follows:

Between Englewood Avenue and Woodrow Road the curb lane of Veterans Road East is used as a travel lane and as a parking lane by local residents. The recommendation is to stripe a combined parking/ bicycling lane. A shared lane is feasible as the lane measures 11 feet on average. Greenway signage should be installed and the bike route should be striped on-street.

Between Englewood Avenue and Bloomingdale Park/ Drumgoole Road West the lane configuration of Veterans Road East changes as previously described. A choice of route recommendations is provided for this section:

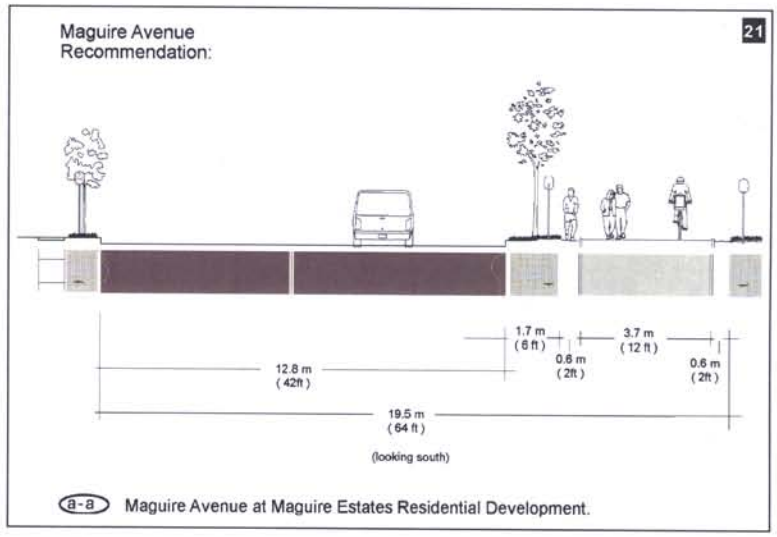
- Englewood Avenue offers two-way travel for greenway users and connects Bloomingdale Park and Clay Pit Ponds Park. No improvements to the segment along Veterans Road East are necessary.
- If a connection along the service road is desired, a northbound five-foot bike lane with a four-foot buffer could be designated on the curbside travel lane. Current traffic volumes support this recommendation. This change from three to two travel lanes is not expected to impact vehicular flow.
- For southbound travel the impact on traffic would seem greater if a five-foot bike lane with a four-foot buffer was to replace an existing travel lane. This would mean the reduction of southbound vehicular travel lanes from two to one, and is not recommended.

Access to Bloomingdale Park:

Two options are proposed for an east-west connection between Veterans Road East/West and Bloomingdale Park.

North Option:
Just south of the Woodrow Road underpass, a signed route would lead greenway users east along Clay Pit Road, then turn north on Bloomingdale Road for approximately 200 feet. From there five-foot striped bicycle lanes with four-foot buffers are recommended along Woodrow Road to Maguire Avenue. The greenway would then turn south along a signed route on Maguire Avenue through the residential neighborhood to Bloomingdale Park. The property west of Maguire Avenue, between Stafford and Ramona avenues, is slated for a residential development known as Maguire Estates. The developer has committed to construct a 12-foot wide multiuse trail within the unbuilt portion of the street right-of-way, as recommended by DCP [see cross-section (a-a)].

South Option:
Englewood Road, the direct connection between Clay Pit Ponds Park, Englewood Avenue Bridge, and Bloomingdale Park, would be a signed route.



Bloomingdale Park Area:

In February 2003, the Parks Department held a groundbreaking ceremony for Bloomingdale Park (portion east of Maguire Avenue). Planned are softball, baseball and soccer fields, basketball and bocce courts, a playground, and comfort station. A network of paths will provide access to the forests of Bloomingdale Park. The path system would include a perimeter greenway along Maguire, Ramona, and Lenevar avenues, as well as stone footpaths, boardwalks, and bridges at the interior of the park.

This master plan recommends similar measures regarding the path system in Bloomingdale Park. In order to preserve the natural area as much as possible, recommendations of this master plan focused

Existing:
Lenevar Avenue, looking south. Bloomingdale Park is to the right.

Proposed:
12-foot multi-use trail within the street right-of-way.

on the wide, unbuilt street right-of-ways. These recommendations are as follows:

A 12-foot multi-use trail and equestrian trail are proposed along the perimeter of the entire eastern portion of Bloomingdale Park. These trails would be located within the rights-of-way of Maguire, Ramona, and Lenevar avenues (see illustration above), as well as Drumgoole Road West. At Drumgoole Road West, the multi-use trail width would decrease to 10 feet due to space constraints.

Spur:

To return to the Raritan Bay waterfront, the greenway route would loop back south, passing through the Prince's Bay residential neighborhood. The proposed signed route would run from Drumgoole Road West along Maguire Avenue, Amboy Road, and Woodvail Avenue, terminating at Lemon Creek Park and Hylan Boulevard. The route would provide views of Bluebelt wetlands, new residential development, turn-of the century housing found on Amboy Road (the original east-west arterial along the South Shore, before Hylan Boulevard was built), and the Mount Loretto Cemetery.