

COMMUNITY BOARD 1 IN STATEN ISLAND
NORTH SHORE WATERFRONT GREENWAY COMMITTEE
LIGHT TRAIL PROPOSAL
SUMMARY

In 2009, Community Board 1 established the North Shore Waterfront Greenway Committee as a sub-committee to its overall Waterfront Committee.

The NSWGC was tasked with identifying a continuous path of no less than ten feet in width for pedestrians, cyclists along the waterfront from the St. George Ferry Terminal to the east, the Goethals Bridge to the west, the harbor to the north and Richmond Terrace to the south. The NSWGC was also asked to identify improvements needed in order for the trail to be utilized and estimate the cost of those improvements.

In June 2010, the NSWGC unveiled its L.I.G.H.T (Lenape Indian Greenway Heritage Trail) Trail proposal - an eleven phase program to develop or restore 7.7 linear miles of trail along the waterfront wherever possible or along the Richmond Terrace roadbed where waterfront access is prohibited. The estimated cost of all eleven phases is approximately \$41 million dollars but it is not necessary to complete all aspect of the project at once. The phases are stand alone projects of consecutive stretches of land. Recommended improvements range from sidewalk and lighting repair to total development of public park land.

Phase I – Sidewalk improvements from Jersey Street to Atlantic Salt – .10 miles of distinctive sidewalk, signage, seating and lighting. Approximate Cost: \$287,475

Phase II – Sidewalk improvements along Atlantic Salt to Clinton Avenue/Snug Harbor .33 miles of distinctive sidewalk, lighting, seating, signage. Cost: \$1,207,391

Phase III – Snug Harbor @ Clinton Avenue to Bard Avenue .5 miles of trail including ramp, lighting, signage, seating, and plantings. Cost: \$1,437,370

Phase IV - Con Edison @ Bard Avenue to Caddell Dry Dock through Van Street - .625 miles of trail including plantings, seating, signage, lighting and sidewalk. Cost: \$1,897,328.40

Phase V - Former Blissenbach Marina, heart of waterfront @ West Brighton - .8 linear miles of path and 9.5 acres of plantings, seating, rip-rap, lighting, railings, signage, trees, public restrooms with the small vessel docks and restaurant concessions. Cost: \$12,574,948

Phase VI- ROW Overpass from Taylor St. to Pt. Richmond Ave. - .5 miles of trail with decking, seating, signage, lighting and plantings. Cost: \$1,724,844

Phase VII - Port Richmond Avenue ROW overpass to Mariners Marsh - 1.7 miles of trail with signage, lighting and plantings. Cost: \$6,036,954

Phase VIII - Pocket Park @ Port Richmond Ave and sidewalk from Pt. Richmond Ave to Van Name St. 1.1 miles of planting, seating, lighting, signage and sidewalk
Cost: \$4,449,688

Phase IX-Pocket Park bet. Van Name & Van Pelt and sidewalk from Van Pelt St. to Arlington Marsh. 1.4 miles of seating, path, lawn & lighting Cost: \$5,312,110

Phase X – Pocket Park along perimeter of Arlington Marsh .33 miles of path, lighting, signage and seating. Cost: \$3,149,896

Phase XI - Mariners Marsh Trails and connections to ROW Bike Trail &Goethals Bridge .33 miles of trail, lighting and seating. Cost: \$2,299,792

The \$41 million dollar price tag came as a shock to some, but when compared to other projects throughout New York City such as the High Line at \$150 million; Brooklyn Bridge Park at \$154 million; the purchase of 7 unimproved acres in Coney Island at \$ 97 million; and the purchase and development of the still uncompleted Hudson River Park Trust at \$400 million, the LIGHT Trail is relatively inexpensive and the benefits, enormous.

Community Board 1 in Staten Island believes that once constructed, this trail will be both an economic and an environmental asset to Staten Island's north shore by virtue of the fact that it directly connects several of the borough's most visited attractions and that it is the only available connection of the East Coast Greenway from Manhattan to New Jersey once the new Goethals Bridge is in place.