

**West Shore Land Use and Transportation Study
Summary of Public Open House Group Discussions
May 20, 26 and 27, 2010**

After a presentation at each public meeting, attendees were divided into smaller groups for focused discussions of the proposed framework. Each group identified the priority actions necessary to move the framework forward. Below is a summary of each group's priorities and general comments made during their discussions.

Arlington/Bloomfield-Teleport Open House
May 20, 2010

GROUP 1

- Suggested Priority Actions
 - Improved transit access
 - Local bus routes should meet at existing and proposed transit hubs (aside from the Staten Island Mall and Ferry terminal) and be timed so the riders can make easy connections.
 - Provide sidewalks, benches, and bus shelters at current bus stops.
 - Quality jobs
 - Create an infrastructure and incentive package that encourages industrial jobs on the West Shore.
 - Jobs should be varied for different skill levels and could also include light manufacturing and green industry.
 - Waterfront access
 - Make connections from SI neighborhoods to the waterfront throughout the West Shore. Public access does not have to be in conflict with maritime uses.
 - Clean up the water itself so that it's not an environmental hazard.
 - Activate the waterfront with shops, parks, ferries, and other uses.
 - The Tides esplanade is successful and could be implemented elsewhere.
 - Diversified uses
 - Employees and residents have similar needs. Office and industrial employees and SI residents will both want retail and destinations.
- Notes
 - Bayonne Bridge must be upgraded to bring more jobs to the Container Terminal and other maritime sites.
 - Teleport needs more access to nearby neighborhoods and less security to attract more businesses.
 - Roads are in poor condition and there are very few sidewalks.
 - Seniors travel far (often using Access-a-Ride) to reach doctors and other services. These services are needed within walking distance of senior communities.
 - Young adults are more likely to live in the North Shore near the ferry than they are on the West Shore, but this could attract some that work in NJ.

Group 2

- Suggested Priority Actions
 - Multi-modal transportation plan
 - Diverse housing options

- Craft denser housing options as suggested in the framework which are consistent with the character of Staten Island's town centers.
 - Create an implementation plan with zoning and infrastructure to support more density as identified in the vision plan in specific, targeted areas.
- Improved pedestrian and bicycle network
 - Maximize connectivity with trails throughout the island, allowing people to travel from where they live to places they want to go without a car.
- Mitigation plan for brownfield issues

GROUP 3

- Suggested Priority Actions
 - Comprehensive road and transit network
 - Travis Avenue improvements
 - Encourage bus rapid transit on the WSE to pave the way for future light rail with a connection to NJ, should be an exclusive lane for buses, otherwise enforcement needed to keep out single-occupant vehicles.
 - Waterfront access
 - Better connections from SI neighborhoods to the waterfront throughout the West Shore.
 - Clean up the Arthur Kill.
 - Diversified uses
 - Employees and residents have similar needs. Office and industrial employees and SI residents will both want retail and destinations.
 - Make the West Shore more business friendly
 - Streamline the permitting process.

Travis/Freshkills Park Open House

May 26, 2010

GROUP 1

- Suggested Priority Actions
 - Quality jobs
 - Craft an infrastructure and incentives package to attract employers to Bloomfield.
 - Make the West Shore more business friendly
 - Reform /streamline the permitting process. Recognize that while we protect the environment, we can also create jobs.
 - Improved road network
 - Synchronized traffic lights
 - Widen Travis Avenue
 - Provide sidewalks
 - Extend Forest Avenue
 - Provide direct truck access from Goethals to industrial sites
 - Provide continuous service roads
 - Improved transit network

- Provide park and ride and express bus stop and allow for more residential in Travis.
 - Move the SIR station to Page Avenue.
 - Create a dedicated, enforced bus lane in the WSE.
 - Expand shuttle service to key employers.
 - Waterfront access
 - In the short term, ensure that residents know where existing waterfront access exists (signage, website).
 - Increase access throughout the study area.
 - Provide a mix of waterfront uses (parks, retail, restaurants, ped/bike paths).
- Notes
 - There is a need for good quality, unionized jobs on Staten Island.
 - Utilities and sewer infrastructure need to be upgraded/installed to accommodate new development.
 - Teleport could be good for hospital extension, offices and more diverse businesses.
 - Travis needs more services along Victory Boulevard, such as grocery stores, restaurants, and doctor's offices.

Rossville/Charleston/Tottenville Open House

May 27, 2010

GROUP 1

- Suggested Priority Actions
 - Storm water management and sewer infrastructure throughout West Shore
 - Improved road network
 - Improve existing roads to prevent flooding.
 - Widen Arthur Kill Road at MTA bus depot.
 - Improve WSE ramps in Charleston.
 - Create loop/turnaround under Outerbridge.
 - Extend Forest Avenue.
 - Build Goethals truck ramps.
 - Implement short-term road improvements to accommodate container terminal expansion.
 - Provide sidewalks.
 - Accommodate more trucks and cars that will come with new development.
 - Improved transit network
 - Reroute existing bus lines so that they go to destinations (not just the ferry).
 - Ensure connections and easy transfers between local and express buses and SIR.
 - Provide bus shelter and seating.
 - Waterfront access
 - Provide continuous esplanade in Rossville/Charleston.
 - Clean up the water in key points to make it more accessible.

- Diversified uses
 - Keep young people here with things to do and places to work.
 - Provide more entertainment options and destination retail.
 - Affordable/diverse housing options are needed for the young (especially college students) and seniors.
- Notes
 - Short-term projects which are implemented should work towards the long-term goals of the framework.
 - Climate change and sea level rise will continue to be an issue on the West Shore and all development should take this into account.

GROUP 2

- Suggested Priority Actions
 - Improved road network
 - Make key investments in transportation network first, which will strengthen the market for the uses that are planned, and provide the transit and highway capacity to meet the increase in travel demand.
 - Improve local transportation flow between Bricktown and surrounding neighborhoods, including bicycle and pedestrian access.
 - S74 bus should stop at Bricktown.
 - Improve sidewalks at The Tides.
 - Widen and improve Arthur Kill Road.
 - Waterfront access and expanded maritime business
 - Create amenities along the shoreline and clean up the Arthur Kill.
 - Create a coordinated plan with New Jersey state agencies to regenerate both sides of the Arthur Kill.
 - Utilize comprehensive plan to streamline permitting
 - Diversified uses
 - Create vibrant centers with street wall retail, residential and other uses that will provide the type of street life and attractions that the youth want.
 - Target areas of Travis, Charleston, Tottenville, and Page Avenue.
 - Expedite and prioritize the development of Bricktown II, especially the active recreation areas and the schools.
 - Improved transit network
 - Work with MTA and SDOT to develop a comprehensive bus network in a timely, competitive manner.
 - Link the West Shore and SI to key points in the region (Manhattan, Newark Airport, Key rail hubs in NJ, etc.).
 - Create and enforce a dedicated bus lane.
- Notes
 - Concern about housing and industrial uses coexisting
 - Need for high-paying, blue-collar jobs
 - Perhaps the LNG tanks in Rossville could be adaptively reused rather than demolished