

Stuyvesant Plaza sidewalk notes

(These suggestions are based on site visits at different times recently by three members of the Pathways Committee.)

It appears to be much safer for pedestrians to cross the driveways connecting the Plaza with Western Avenue at the northern end of the driveways (at the entrance to the parking area) than at the southern (Western Avenue) end. Entering traffic almost universally obeys the stop sign at the northern end of the entrance road, and is quite courteous when someone wishes to cross at that point. Outbound traffic is easy to handle also at the northern end, since drivers have little to distract them from observing a pedestrian trying to cross at that point, and have just been driving in a mall parking lot where looking out for pedestrians is normal driving behavior. By contrast, traffic at the southern end, at Western Avenue, is very concerned with finding gaps in the westbound traffic stream on Western Avenue, and would be far less attuned to a pedestrian.

Our suggestions are the following:

- A sidewalk along the east side of the entrance ramp.
- A sidewalk between the present Friday's sidewalk and the service road entrance behind Friday's. A painted crosswalk across the entrance of the service road. ADA curbing at both ends of the crosswalk (and elsewhere)
- A sidewalk off the west side of the exit ramp. One possibility for location is just to the west of the line of mature trees. However, people walking on the west side, starting at the corner of the exit driveway and the service road behind Fridays, often cut diagonally across the grass to the sidewalk on Western Avenue close to the Chamber of Commerce. Perhaps a gravel path following that diagonal route would be preferable to a concrete sidewalk parallel to the exit driveway. A diagonal concrete sidewalk would be jarring and out of place in that handsome expanse of lawn.
- Painted crosswalks across the entrance and exit driveways both at the Western Avenue sidewalk and at the northern end of the driveways.
- Consider a raised island with sidewalk and landscaping in the middle of the north end of the entrance ramp, replacing the striped island.
- Consider narrowing the exit driveway, to shorten the crossing of the exit driveway. Vehicles exiting the mall need much less space than is offered by the present exit driveway. An alternative: install a raised island in the exit driveway to separate exiting traffic coming from the Post Office area from exiting traffic coming from Mangias or Different Drummer. This would break up the crossing of the exit driveway for pedestrians from one long stretch involving cars coming from two directions to two short stretches involving cars from only one direction each.
- Consider a "yield to pedestrians" sign near the service road for southbound traffic coming from the Post Office area.