

← West Orange PSAB: West Orange Plaza comments and questions

West Orange Pedestrian Safety Advisory Board – collaborative comments and questions

Memo to: West Orange Planning Board
From: West Orange Pedestrian Safety Advisory Board
Subject: West Orange Plaza, site plan review for pedestrian safety plans submitted to the WO Planning Board for application: PB-21-01/West Orange Plaza
Based on 2023.05.05_West Orange Plaza Phase 2 Site Plan Submission_MKW
Date: Monday, July 17, 2023

1. The pedestrian circulation immediately around the proposed site buildings appears excellent, as long as a smooth walking surface can be guaranteed along the pedestrian access routes. Brick paved style walkways can prove to be a maintenance issue over time. Can a performance bond be required to assure that the sidewalk areas continue to be in compliance with American Disability Act tolerances for heaving and cracking?
2. Is there a continuous sidewalk proposed along the Prospect Avenue frontage? There are clearly sidewalks shown to the north of the driveway between buildings B and C. There appears to be a gap in the sidewalk south of Building C. Can that sidewalk be extended to the existing sidewalk along Eagle Rock Avenue.
3. Is there a pedestrian connection with striped high visibility crosswalks and sidewalks at the following locations:
 - a. Building A and the main Building 1 M-D: The driveway appears to be unmarked. Can a striped high visibility crosswalk be added?
 - b. Building C and both Prospect Avenue and the main Building 1 M-D: The island adjacent to the driveway appears to be proposed to be landscaped with mulch, and not be accessible for pedestrians - is that correct? Can a sidewalk and a striped high visibility crosswalk be added?
 - c. Building 1M-A/ 1M-B and the adjacent bus stop on Eagle Rock Avenue: It appears that pedestrians connecting to/ from the bus stop are currently required to cross the drive isle and the driveway, rather than have a direct connection with a marked high visibility crosswalk. Can a crosswalk be added?
 - d. Building D and the adjacent intersection of Eagle Rock Avenue and Prospect Avenue: Can sidewalk and a striped high visibility crosswalk be added?
 - e. Building D and the Eagle Rock Avenue driveway: Can sidewalk and a striped high visibility crosswalk be added?
 - f. Is there sidewalk proposed along the Eagle Rock Avenue frontage, connecting the bus stop with the site, and adjacent property? Can sidewalks be added?
4. Currently there are speed bumps along the main driveway between Whole Foods/future Target and parking areas. Is anything being proposed for traffic calming here?
5. The Traffic Study prepared by Dolan&Dean, dated 5/17/23 states on page 10: “At the intersection of Eagle Rock Avenue and Prospect Avenue, all movements will operate unchanged from “no-build” conditions with the exception of the southbound thru/right-turn movement, which is projected to **operate at Level of Service “F”, with an associated delay increase of only 9.6 seconds.** While timing changes to the signal could mitigate the change, such would do **at the expense of other movements that would also operate with long delays. The complex intersection design and multi-phase signal operations will continue to have inherent design limitations that will operate with long delays, irrespective of any refinements to the signal operations.**”
If the existing intersection is operating at LOS “F” and this project will add an average of 2 trucks each minute (one entering and one exiting), resulting in an additional ~9 seconds of delay in the peak hour demand period, what is the acceptable mitigation? Our highest crash frequency intersection in West Orange is proposed to expect additional delays, and have a more complex dual left turn lane exit adjacent to this high crash location. How is this better for West Orange?
6. Can a Leading Pedestrian Interval signal phase be added to delay left turning drivers while pedestrians start to cross? Or will there be a dedicated left turn lane and signal?