



City of Beacon

Parking and Traffic Safety Committee

City Hall

1 Municipal Plaza, Beacon, NY 12508

Agenda

January 28, 2021 at 9 am

Due to the COVID-19 pandemic, the Parking and Traffic Safety Committee (PTSC) will meet via video call. The Zoom invitation can be found on the City Calendar.

➤ **Old Business**

1. Churchill St. and Main St.
2. Fishkill Ave. Parking
3. Fishkill Ave. Convex Mirror
4. Conklin St. Parking

➤ **New Business**

5. Washington Ave. and Helen Court
6. Howland Ave.
7. East Main St. and Spring Valley St.
8. 119 East Main St. Parking Signage
9. Robinson St. and Howland Ave.
10. Goodrich St. and Howland Ave.

➤ **Old Business**

1. Churchill St. and Main St.

See the message from a resident, via Councilmember Dan Aymar-Blair, regarding Churchill St. and Main St.

“Need to look at ‘dangerous’ intersection To the Editor: I had the opportunity to sit and observe the intersection of Main Street/Tioronda Avenue/Churchill Street for over 10 hours on Sunday, September 21 and Sunday, September 27. During that time, I witnessed a number near-accidents involving both cars and pedestrians. This intersection has been a known problem for years, and multiple traffic studies have been done, with recommendations made for various traffic calming measures, including a stop sign on the corner of Tioronda and Main Street in front of the Howland Cultural Center. Both residents and visitors to our city do not slow down at “the bend” and it truly is only a matter of time before a tragedy occurs. [The Council] should make this a priority before there is a serious injury or death. Additionally, on Sunday, September 27 (also the Spirit of Beacon Day) there was a profusion of trash and other detritus overflowing the two trashcans on the north side of the street. Alcoholic beverage containers, coffee cups, pizza boxes, etc, piled up in the trash can and on the street below. It might be worth looking at how to mitigate that as well. It was like nothing I’ve ever seen before, and unfortunately right in front of the “Jewel of Beacon,” The Howland Cultural Center. It looked like to me as if there is very little attention paid, care taken, or pride in our city. We need to do better.”

October: The Committee requested an update from the Main Street Access Committee for the next meeting. This item will be discussed at the November Traffic Safety Committee meeting.

January: See attached a memorandum from the Main Street Access Advisory Committee. Particularly, look at the memo from September 21, 2020 which discusses Churchill St. and Main St.

2. Fishkill Ave. Parking

Main Street Access Advisory Committee Co-Chair Sara Pasti joined the Traffic Safety Committee to discuss parking on Fishkill Avenue. See the attached map.

October: Main Street Access Advisory Committee Co-Chair Sara Pasti briefed the Committee on a parking proposal at the Main Street and Fishkill Avenue intersection. The Committee requested a additional information from the Main Street Access Committee for the next meeting. This item will be discussed at the November Traffic Safety Committee meeting.

January: See attached a memorandum from the Main Street Access Advisory Committee. Particularly, look at the memo from July 14, 2020 which discusses Fishkill Ave. parking.

3. Fishkill Avenue Convex Mirror

See the message below from a resident.

I am writing to request a convex mirror be placed on a telephone pole opposite our driveway. We are located on Fishkill Avenue and we are not able to see oncoming traffic until we are halfway into the street which is very unsettling. If you could tell me how to go about sending this request to the most appropriate place, I would greatly appreciate it. I have contacted the Vehicles and Traffic department and Dutchess County but I am not having any luck.

October: The Committee directed Collin Milone to write a letter to the resident. The letter recommends the resident reach out to Central Hudson as the pole itself belongs to Central Hudson. Secondly, the letter recommends reaching out to New York State Department of Transportation to determine the legality of putting a convex mirror up on New York State Route 52.

January: The resident took the advice from the Committee and reached out to both Central Hudson and NYS DOT. See NYS DOT's response regarding the convex mirror request"

"Mirrors for use on driveways or side streets are not permitted on state highways. Drivers can become over-reliant upon them and the headlights at night can cause glare distractions or misconceptions to traveling motorists.

The address cited is on the arterial portion of Route 52 at the city maintains so I would need to research further who's decision this would be, but we do not recommend that be allowed at this location. With the curve in the roadway and the adjacent side street intersections, reflections of headlights at night to other traffic would be a safety concern. I drive this neighborhood regularly at night and glare is already an issue for turning motorists. The best solutions for this drive would be to lower the hedges below driver eye height and for the owner to build a small "T" hammerhead turn around in the front yard so that the owner can turn the car around in the driveway."

4. Conklin Street Parking

October: Matthew Dubetsky recommended moving the no parking zone from the north side of Conklin St. to the south side from Fishkill Avenue to Meade Avenue and moving the two-hour parking from the south side of Conklin to the north side from Fishkill Avenue to Meade Avenue.

➤ **New Business**

5. Washington Ave & Helen Ct.

See the message from a resident below:

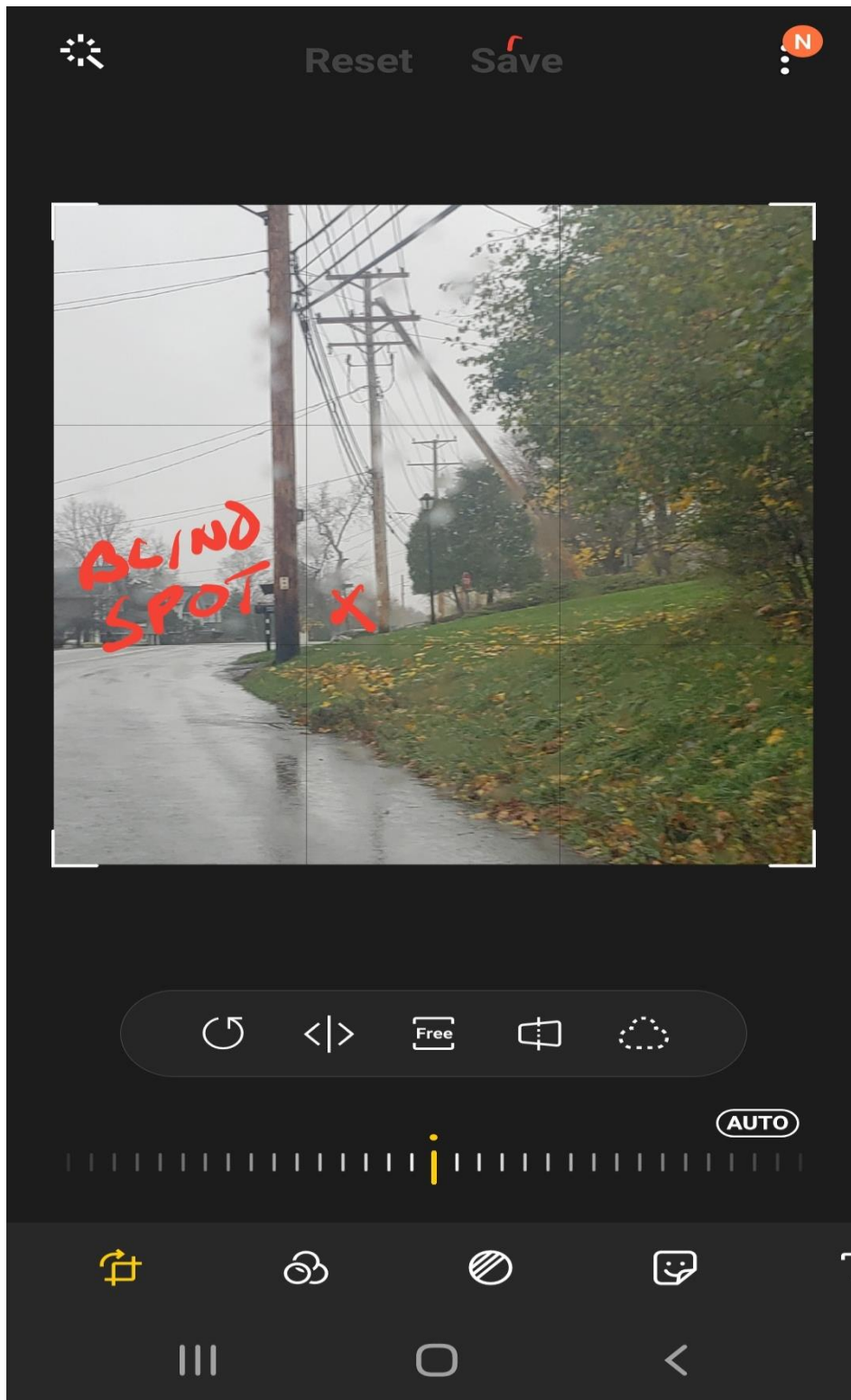
"The situation at Washington Ave & Helen Ct which is the entrance/exit for Glendale Estates. It is a hazardous blind spot as drivers coming east on Washington Ave round a bend in the road approaching Helen Ct. where residents exit Glendale Estates onto Washington Ave. (see picture below) .

There have been several close calls recently and I am hoping to avoid accidents/ injuries.....including school busses picking up students!

Is it possible to have a sign/flashing light (see picture below) installed to warn drivers of the blind exit round the bend?

I look forward to hearing from you on this important matter. Thank you.”





6. Howland Avenue

Please see the message from a resident below:

"Still nothing has been done about the speeding and racing on Howland or how there is a school bus stop dangerously placed right on the curve of Howland & Goodrich. I honestly don't think having a police officer sitting there catching speeders is the answer. It does not solve the long-term issue. Perhaps a stop sign might do the trick.

Anyways, today as I attempted to leave my street I was almost hit not once but 2x! A SUV was parked on the corner of Gooddrich & Howland. Yes, I called the police but again they are not a solution. Since the car was speeding on Howland towards union, I had to drive on someone's lawn to get out of the way. Again, a great spot for a stop sign.

On my second trip out, I left going on Robinson & Howland. Between the ton of political signs blocking the view there were cars parked to the corner. Again, I inched out only to have a car speeding on Howland narrowly miss me.

Thing needs to change on Howland and Robinson, signs that say no parking from here to corner need to be installed in many places.

I'm tired of risking my life to leave my street and I shouldn't have to. The school bus stop needs to be clearly marked. My daughter catches the bus there and her life is not disposable."

7. East Main St. and Spring Valley St.

See below a message from Councilmember Dan Aymar-Blair

"I would like to request that the Traffic & Safety Committee take up a review of the junction of **East Main and Spring Valley**. Several constituents have complained about the dangers posed by this intersection.

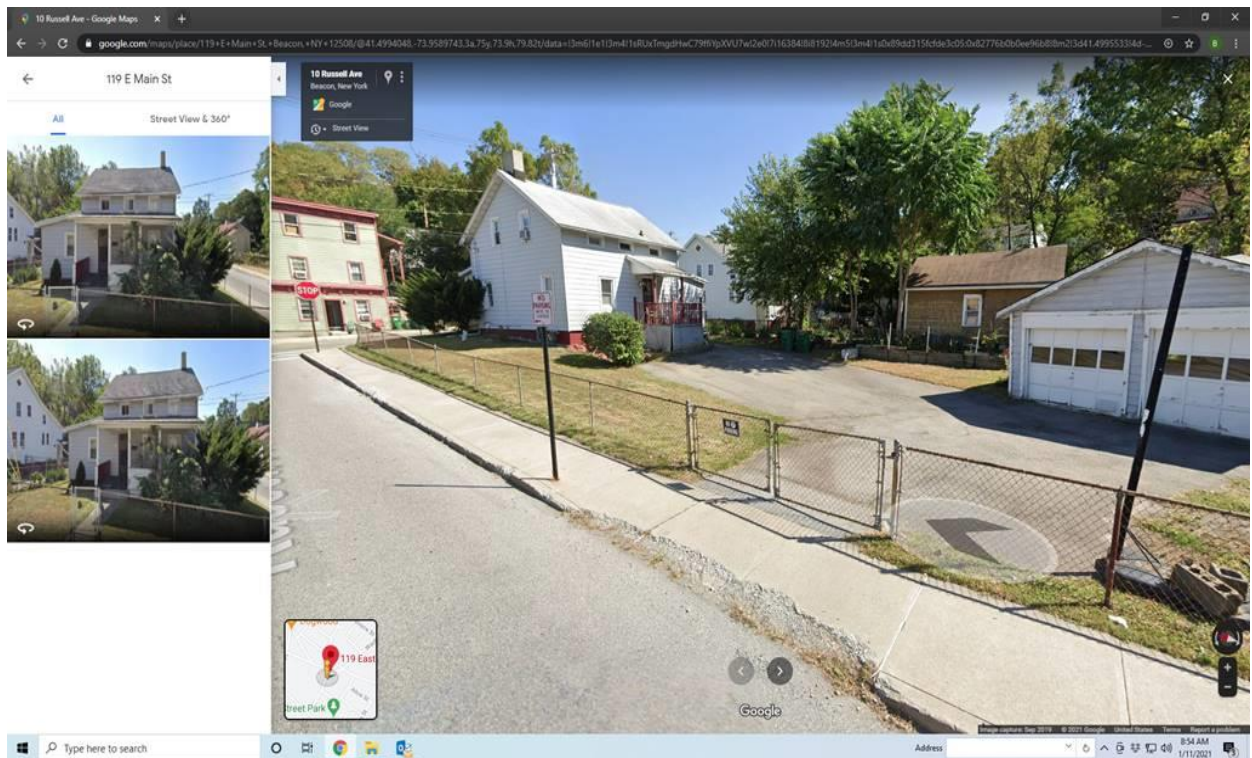
Folks going west on East Main don't always signal and speed up regardless of whether they are going down Spring Valley or continuing up East Main. This can cause uncertainty for drivers heading east from either end. Neighbors claim to witness near accidents all the time which is not implausible as I've had some confusing, dangerous situations going through this intersection myself.

I'm not sure what the remedy would be but I believe the intersection should be reviewed for safety improvements."

This intersection is planned for a professional Traffic Safety Study when traffic patterns return closer to their pre-COVID status quo.

8. 119 East Main St. Parking Signage

A resident reached out about installing clearer no parking signage surrounding the driveway at 119 East Main St. due to issues with parked cars blocking ingress and egress. See a picture of the driveway below.



Memorandum from the Main Street Access Advisory Committee:

9. Robinson St. and Howland Ave.

See below a message from the Councilmember Aymar-Blair

“At the intersection of Robinson at Howland Avenue, sight lines for cars pulling out of Robinson continue to be obstructed even with the fence having been removed on the south corner. While it's also a matter of elevations, sometimes cars park on Robinson right up to the intersection, particularly on busy mountain-tourist weekends. I would like to forbid parking at the end of Robinson on both sides where it meets Howland. Distance markers are at the discretion of the committee but 20-feet would probably mark a safety improvement.”

10. Goodrich St. and Howland Ave.

See below a message from the Councilmember Aymar-Blair

Similar to Robinson St, cars are parking on the east side of Goodrich Street sometimes even with rears hanging out past the stop sign. Folks who live on Goodrich Street have to pull out past this blocked view or Robinson to get to Howland, leaving them with a dangerous situation on most weekends. It's already a gamble to see whether a car is coming around Howland with the sharp turn disguised by the tall fence.

The Howland/Goodrich/Union intersection is a particularly dangerous one. Cars driving south on Howland do not always signal when turning right on to Union. Cars driving north on Howland or east on Union who want to turn left on to Goodrich cannot see oncoming traffic around the bend. This is all much worst given the blocked sight line I described above and that this intersection is also a bus stop where busses stop at Union letting out children to cross Howland. While I don't have any simple solutions to offer, I am of the opinion that

this intersection needs an overhaul with a four-way stop sign or traffic light accompanied by a warning sign around the corner.

**CITY OF BEACON – MAIN STREET ACCESS COMMITTEE
MEMORANDUM TO THE CITY**

Date: January 15, 2021

To: The City of Beacon:
Lee Kyriacou, Mayor

cc: John Clarke, Planner, City of Beacon
Collin Milone, Assistant to the Mayor, City of Beacon
Chris White, City Administrator, City of Beacon

From: Main Street Access Committee:
Stowe Boyd and Sara Pasti, Co-Chairs

Attached please find five memoranda that contain recommendations from the Main Street Access Committee between July 2020 and January 2021. In addition, we have attached an Addendum to the December 14th memorandum regarding parking that specifically addresses parking on Tioranda Avenue. The Addendum is submitted here for the first time, as is the memorandum related to municipal parking lot signage.

The memoranda address the following topics:

- July 14, 2020: Quick Fixes to improve traffic and parking along and adjacent to Main Street
- September 21, 2020: Recommendations to improve intersections at the East End of Main Street at Churchill and East Main Streets
- November 13, 2020: Recommendation regarding “bicycle boulevards” in Beacon
- December 14, 2020: Recommendation regarding parking in the Main Street Access Area
- January 15, 2021: Addendum to the December 14th memo regarding parking
- January 15, 2021: Recommendations related to municipal parking lot signage

We look forward to meeting with you to review these memoranda and discuss additional issues to be addressed in the future regarding Main Street transportation and parking improvements.

CITY OF BEACON – MAIN STREET ACCESS COMMITTEE MEMORANDUM TO THE CITY

Date: July 14, 2020

To: The City of Beacon:
Lee Kyriacou, Mayor
Anthony Ruggiero, City Administrator
Members of the Beacon City Council

cc: John Clarke, Planner, City of Beacon
Collin Milone, Assistant to the Mayor, City of Beacon

From: Main Street Access Committee:
Stowe Boyd and Sara Pasti, Co-Chairs

On February 24, 2020, Mayor Lee Kyriacou sent a memorandum to the Main Street Access Committee (MSAC) charging the Committee with helping the City tackle and plan for issues involved in getting to and from Main Street. Among the tasks the MSAC was given was to create an action plan for sustainable Main Street parking, traffic, public transit, pedestrian, and non-vehicular use.

The Committee has been meeting bi-weekly, as has its three Subcommittees: Parking & Traffic, Pedestrian & Bicycle/Alternate Transportation, and Main Street Improvement. At its last meeting held on Monday, June 24th, the MSAC approved the following “quick fixes” that we believe will address some of the more serious parking and safety issues that currently exist in Beacon’s Main Street area.

Quick Fixes

The MSAC recommends to the City Council the following improvements that can be made quickly and without huge expense. These improvements are:

- Repainting of all faded and missing crosswalk lines at all intersections, and without waiting for the future construction of new “bump-outs”, especially in light of current higher-than-usual pedestrian traffic during the COVID crisis.
- Placement of stop signs at all intersections within two blocks of Main Street, and where side streets feed into Main Street, to slow traffic for purposes of pedestrian and other safety.
- Installation of fluorescent yellow double-sided crosswalk signs on both sides of the street at the Main and Tioronda crosswalk near the Howland Center and other locations where there is significant pedestrian activity, including Main and East Main and Main and Willow Streets.

- Repainting of parking space lines that outline parking spaces in the Van Nydeck parking lot and in the lot located on Main, between Digger Phelps across from the DMV lot (Pleasant Ridge lot).
- Creation of informational signage for all municipal parking lots.
- Striping of new, angled parking spaces on Henry Street (between South Chestnut and Veterans Place) and DeWindt Street (near Cliff) where it is possible to accommodate two through lanes, diagonal parking on one side, and parallel parking on the other. Re-center and repaint yellow center line on Henry Street when new angled parking spaces have been created.
- Striping of parking spaces on the first two blocks of side streets that feed into Main Street (first determining whether streets are wide enough to accommodate parking on one or both sides and whether handicapped and/or loading zones should be created in the first spaces on side streets that intersect Main Street).
- Where there is sufficient room, move center line on Fishkill Avenue where it approaches Main Street to create new parking spaces on the east side of the street, per John Clarke's proposed design.
- During the short-term when people are biking and walking more than usual on Main Street, install electronic signs near "Welcome to Beacon" signs on Routes 52 and 9D to remind people to drive carefully in this bicycle and pedestrian friendly city. (In the long term, consider installing standard signage at these locations.)

In addition, while not among the "quick fixes," the MSAC would like to advocate for the City's consideration of two improvements to the East End intersections of Churchill and Main and East Main and Main that were proposed to the Committee by John Clarke. The entire MSAC believes that these two intersections have become increasingly dangerous to pedestrians and warrant the City's prompt attention.

The MSAC would also like to recommend to the City that it schedule crosswalk repainting of pavement markings, including center lines, stop lines, crosswalks, and parking spaces, in the spring rather than the fall each year so that striping is in good condition in the summer, when Beacon has the most visitors.

Last, these are that first recommendations coming from the MSAC, but we expect there will be more to come. Our Subcommittees are now hard at work on both short- and longer-term tasks related to signage, bicycle access to Main Street, loading zones, pocket parks and green spaces, as well as other improvements. We will forward additional recommendations from time to time once they have been approved by the MSAC.

**CITY OF BEACON – MAIN STREET ACCESS COMMITTEE
MEMORANDUM TO THE CITY**

Date: September 21, 2020

To: The City of Beacon:
Lee Kyriacou, Mayor
Anthony Ruggiero, City Administrator
Members of the Beacon City Council

cc: John Clarke, Planner, City of Beacon
Collin Milone, Assistant to the Mayor, City of Beacon

From: Main Street Access Committee:
Stowe Boyd and Sara Pasti, Co-Chairs

As a follow-up to our recommendations for “quick fixes” that were submitted to the City Council on July 14, 2020, the Main Street Access Committee submits the attached drawings of proposed intersection improvements to address some of the serious parking and safety issues that exist along Beacon’s Main Street.

As indicated in our first memorandum, the MSAC strongly advocates for the City’s consideration of improvements to the East End intersections of Churchill and Main and East Main and Main. The MSAC believes these two intersections have become increasingly dangerous to pedestrians and warrant the City’s prompt attention.

After considerable discussion about the location of crosswalks and landscaping and changes made by John Clarke to his original drawings based on this discussion, we are pleased to submit the attached two drawings for the City Council's consideration, with the following Addendum pertaining to the City Council Workshop's viewsheds discussion on September 14, 2020:

The attached drawings for the intersection of Main and Churchill show the absence of the street trees in front of the church that John Clarke discussed in the viewshed presentation at the City Council Workshop of September 14, 2020. However, this viewshed and tree removal has also been much discussed within the committee. After a site visit meeting on August 24, 2020 to this and other locations along the east end of Main Street, the committee had conflicting opinions on whether the removal of the trees may be in the best interest of the streetscape, so we do not recommend that action at this time.

As this viewshed discussion is just getting underway at the City Council, it should be more fully stated that several committee members are in favor of keeping the trees for the pedestrian experience, and as a streetscape that is often photographed and presented on social media as a

beauty spot in Beacon. Therefore, we believe tree removal at this location merits fuller discussion by the City Council, the Tree Advisory Committee, and possibly a public hearing. All other changes at this intersection are fully supported by this committee.

Thank you in advance for your consideration of this proposal regarding the intersections at the East End of Main Street. Please let us know if you have any questions.

**CITY OF BEACON – MAIN STREET ACCESS COMMITTEE
MEMORANDUM TO THE CITY**

Date: November 13, 2020

To: The City of Beacon:
Lee Kyriacou, Mayor
Anthony Ruggiero, City Administrator
Members of the Beacon City Council

cc: John Clarke, Planner, City of Beacon
Collin Milone, Assistant to the Mayor, City of Beacon

From: Main Street Access Committee:
Stowe Boyd and Sara Pasti, Co-Chairs

Re: Bicycle Access To and Around Main Street Beacon

This memo is the third in a series of recommendations submitted to the City Council. It follows an initial recommendation for “quick fixes” submitted in July and a second recommendation for improvements to be made to the East End intersections of Main and Churchill and Main and East Main that were submitted to the City Council in September.

The attached drawing developed for our Committee by John Clarke represents the result of our discussions relative to “bicycle boulevards” that provide what we believe to be the safest possible routes for bicycle access to and around Main Street. We have focused our discussions on bicycle access to Main Street to and from the train station, across Main Street going north and south, and access to the East End of Main Street.

We make this recommendation with the understanding that this is not a depiction of what the bicycle boulevards in Beacon ‘should be,’ but with the hope that this drawing will serve as a useful starting point for future discussions involving the City’s Traffic & Safety Committee, the City Council, and other citizen committees that are exploring green initiatives for Beacon. We also hope that the attached drawing can also be a useful beginning for a professional consultant or consultant team hired by the City to develop a final plan for safe bicycle travel in and around Beacon.

Thank you in advance for your consideration of this recommendation. Please let us know if you have any questions.

Memo | Main Street Access Area Parking

Date: December 14, 2020
To: Mayor Lee Kyriacou and Members of the City Council
Cc: John Clarke
From: Sara Pasti and Stowe Boyd, co-chairs, Main Street Access Committee

In recent months, the Main Street Access Committee has approached a number of major issues. Parking in the Main Street Access Area (the two blocks on either side of Main Street) has been perhaps the most central of our concerns, one that is almost inextricable from related topics, like pedestrian and bicycle access and safety, green spaces, transit options, and the general improvement of Main Street.

This memo is an attempt to distill the emerging thinking from the group regarding parking in the Main Street Access Area (MSAA).

Our starting point is the understanding that increased parking in the MSAA is a public good, but one that has to be balanced with other public interests. As a result, we start out with the recommendation that Beacon should not add additional parking lots of the sort behind the Rite Aid on Church St, along Henry, or at the County Building. If anything, we believe that these parcels should be repurposed, replacing lifeless asphalt lots with active commercial and other revenue-producing uses, while still providing more overall parking spaces than they now do.

For several reasons, it may be best to approach the various suggestions in a step-by-step timeline. The operating premise is that the city would move from one phase to the other only when parking becomes problematic under the current approach.

Phase 1

We have already recommended a number of ways to create additional parking at low cost in discussions with the City's traffic working group. Ideas include:

- Moving to diagonal parking on Henry Street behind the Health Center. Also, as part of that suggestion, closing one of the Henry lot entrances on Henry Street, and moving the second. This will lead to 12 more spaces, and better access for large vehicles like fire trucks (see attached sketch).
- Providing new on-street spaces along the east side of Fishkill Ave. between Main and Verplanck, to add approximately 22 spaces.
- Reconfiguring the County Center lot to increase the parking count by about 35 spaces.
- Restriping the Church Street lot with all 9-foot stalls to gain 7 spaces.
- Striping parallel parking spaces on a number of streets in the MSAA on the first block from Main: north side of Herbert (would also slow dangerous traffic), Ackerman, North and South Cedar, Willow, Schenck, and Tioronda¹.

¹Each of these has particular issues based on the lay of the land and how the streets are used. Tioronda is a heavily trafficked street, for example, and so when the width of the street drops below a critical width, parking is only suitable on one side, which should be the side with sidewalks (the western side). Aside from the first block from Main, the other side should become no parking. This may actually decrease parking, but the situation on Tioronda is problematic, if not dangerous.

We originally recommended a larger expanse of striping on side streets but pared back the recommendations in the interests of getting the most critical striping done. (Note also that these recommendations also were accompanied by suggestions for additional stop signs, and an assessment of existing loading zones and where additional loading zones might be located. That is out of scope in this memo.)

Regarding parking on Main Street itself, we have looked over the plans for the bump outs along Main and determined that it might be best to see what the situation is after that construction has happened, and where crosswalks and fire hydrants are located post construction. We have recommended better parking lot signage and are in discussions with the City's DPW on that topic.

Phase 2

Main Street is one of Beacon's greatest assets. As a result, the parking on Main Street is of great value and in high demand. And it is a resource that can't be increased.

If the near-term actions to create additional parking become inadequate, the next phase may be to institute paid parking on and near Main Street. Paid parking is a proven method to manage parking demand and make parking more efficient, without adding any heat-inducing asphalt lots to the Main Street corridor at a time when global warming is an increasing environmental crisis, especially in cities.

We have noted that visitors to Beacon do not underwrite the costs of maintaining Beacon's roads, traffic lights, street lights, traffic markings, or related costs, except through the highly indirect mechanism of sales taxes paid to Main Street businesses. The costs are borne by Beacon residents and businesses.

In the case of moving to paid parking, we suggest considering a hybrid model of paid parking. In such a model, visitors would pay an hourly fee for parking, and this could be variable, so that weekend parking could be more expensive. Residents would pay a reduced fee, such as a free first hour, and a lower fee than visitors thereafter.

We are aware that modern solutions exist so that we would not have to have meters at every parking space, and that payments can be made by credit and debit cards, or through smartphones. We defer the details to some dedicated group to research. However, we believe that the fees could underwrite not only the expenses of the parking system but could generate considerable revenue for the city. There would be additional costs, too, such as policing to catch those not paying the fees, but that could be accounted for when the fees are set.

Parking fees on Main Street, if instituted, would lead to more people parking farther from Main St, and opting to walk a block or two. Many people do that already, since Main St parking is often completely swamped. The difference will be that the City will make revenue from that demand, and that parking on Main St will turn over at a higher rate, which makes for a more productive pattern of use.

Another potential source of parking revenue would be the establishment of in lieu parking fees for new development. Instead of giving away parking variances and waivers, a per-space in lieu fee billed on a quarterly or annual basis would generate funds for future parking improvements.

We understand that these proposals would have to be discussed with the community, and the perspectives of residents and business owners would have to be balanced. But managing the access to this resource is a critical issue and will only become more problematic as Beacon's population and popularity continue to rise.

Phase 3

Prior to the pandemic, Beacon had started to experience a parking crunch. More developments have gone up -- or are in process -- on Main Street that for lot size reasons cannot provide on-site parking. Independent of new development, additional residents and visitors want to park near Main St.

If the Phase 2 paid parking model becomes ineffective for the Main St area, the city could undertake the development of new parking structures (see attached renderings). This would certainly have to involve community discussion and would have to be underwritten by new sources of revenue, such as parking fees, municipal bonds, and grants.

Church St Parking Structure

A multistory garage could be constructed at the parking lot; on Church between Eliza and Chestnut. This would provide up to 350 parking spaces in a three-story structure, which is an increase of 258 spaces from the existing lot.

That number of spaces could make it possible to reduce or eliminate other parking lots in the area. It is part of a multistep plan to subsequently be able to convert the parking lots on Henry into commercial or mixed-use buildings (with under-building parking) that the city could lease for additional revenue. Note that this would be subsequent to the building of a new parking structure.

County Building Parking Structure

The second possible parking structure would be a one- or two-story deck built behind the County Building on Main St. This would support an additional 100-200 parking spaces, and still allow room for a commercial or mixed-use building on the corner of South Elm and Main with a central pocket park, as recommended in the 2017 Comprehensive Plan Update.

This would be a considerable undertaking and involve a great deal of coordination of resources. But in the long run, considering the likelihood of continued population growth and the trend toward additional tourism in the City, some actions of this sort may become necessary.

Conclusions

Main Street Access Area parking is a major issue in Beacon. We have penciled out a step-by-step approach the City can take to balance the needs of residents, business owners, and visitors and to keep pace with growing demand for parking. We hope to discuss these proposals with you as soon as it is convenient.

Addendum to Memo | Main Street Access Area Parking – Tioronda Avenue Parking and Parking Space Fees Paid by Developers

Date: January 15, 2020
To: Mayor Lee Kyriacou and Members of the City Council
Cc: John Clarke
From: Stowe Boyd, Chair, Main Street Access Committee

Tioronda Avenue Parking

As a follow-up to discussions regarding parking on Tioronda Avenue, the Main Street Access Committee we offer the following observations:

1. Need 'No Parking to Corner' before the cutouts near Main, where it gets too tight to have parking on either side.
2. Tioronda is 31.5 feet wide at Vine and at the Laurel Mountain Florist shop.
3. Tioronda narrows to 27.5 feet at 29 Tioronda
4. Tioronda widens to 33 feet at Vine.
5. Heading west past Vine Tioronda drops to 22 feet at 67 Tioronda (not shown on the map). We should have 'No Parking' signs west of Vine.
6. We should have a Public Parking sign at the Van Nydeck intersection directing motorists to the Van Nydeck lot.

We believe Tioronda is too narrow to have two-way traffic and parking on both sides west of Van Nydeck, even though that will eliminate some parking spots. The road is not used as a typical residential street. It is more of a thoroughfare. Currently, of course, we have people parking on both sides.

Developer Parking Lot Fees

At the MSAC meeting held on December 2, the Committee discussed the payments made by developers to offset the number of required off-street parking spaces that are not available on site. Currently developers are required to pay an up-front, per space fee to the City, which can pose a deterrent to development. The Committee recommends that this up-front fee be changed to a regular, ongoing monthly fee paid on a per space basis, and that this money be placed in a parking benefit fund to be used for parking improvements and/or the future construction of a parking structure.

Memo | Main Street Parking Lots Signage

From: Sara Pasti and Stowe Boyd, co-chairs Main Street Access Committee

Date: 2021-01-20

Background

The Main Street Access Committee (MSAC) proposed that the city adopt a standard set of signs related to public parking.

Two Kinds of Signs

There are two sorts of signs associated with parking lots.

1. There are informational signs in the parking lots, explaining the regulations for use of the parking lots.
2. There are wayfinding signs, intended to direct drivers to public parking lots at their entrance, and for those lots that are situated away from Main Street an additional sign to indicate where to turn to get to the parking lot.

We recommend the city consider Highway Gothic, a font especially designed for visibility and currently used across the country. As shown here, we recommend wayfinding signs use mixed-case lettering, with a dark blue background and white lettering.



We will have to get signs with arrows in both directions, so that, for example, a wayfinding sign on the corner of Churchill and Main St pointing to the lot near the Hudson Valley Brewery would have arrows pointing down the hill from both sides. The dimensions of the signs we leave to the discretion of the Highway Department to bring into alignment with existing city and state regulations that may exist.

In addition, we suggest that the city add an Antigraffiti Overlamine coating over any new signage for easy removal of graffiti from paint, markers and stickers, etc.

The informational signs should be standardized as well, including days and hours of use and any restrictions. Suggestions for such language is included with this memo.

The Lots and Signs

Beacon has twelve downtown parking lots. There are photos of many of the existing signs in the appendix.

Our basic recommendations are to (1) place wayfinding signs to indicate lots off of Main Street, (2) update entrance signs, and (3) update informational signs. The informational signs may be adequate as is.

- Beacon Center Lot -- Actually managed by the County, and most of the parking is limited to after 6pm or before 9am. We assume the City needs to coordinate with the County to make any changes, but we recommend better wayfinding signs for the lot, at the least. A possible back entry/exit on Dewindt might be helpful, as would widening the entry/exit on South Elm.
- Beacon Falls Lot -- This lot needs wayfinding and informational signs. If the lot is to remain unpaved, we could add curb stops to indicate parking spaces.
- Mase Firehouse -- This lot requires wayfinding and information signs.
- Churchill Lot -- a wayfinding sign on the corner of Churchill and Main St pointing to the lot at the bottom of the hill. Would benefit from a wayfinding public parking sign on East Main entrance.
- Cliff Lot -- Currently a wayfinding sign on the opposite side of Main, and an entrance sign on the Cliff side of Main. Need to be updated to new format.
- Cross St -- We propose a wayfinding sign on the corner of Cross and Main, and entry and information signs.
- Chestnut and Teller Lots -- Needs wayfinding signs on Chestnut and Main intersection, and Henry and Teller intersection. Information signs should match other lots.
- Municipal Plaza -- This lot is currently not in use for public parking. But we believe there should be weekend and evening parking here, with corresponding wayfinding and informational signs. There also seems to be space for more parking along Beekman.
- Elm (Sunoco) Lot -- Update entrance sign.
- Van Nydeck Lot -- Place a wayfinding sign at the intersection of Tioronda and Van Nydeck, pointing up the hill to the lot. Replace existing 'municipal parking' signs with entrance signs.
- Verplanck Lot -- Needs an entrance sign on Main. Existing informational sign could include mention of the Residents Only parking area behind the building next to the lot.

Other Considerations

It might be sensible to adopt the same style of signage as other signs are placed, like the loading zones recommendations we've made, parking signs, and even the replacement of intersection signs.