



City of Beacon

Parking and Traffic Safety Committee

City Hall

1 Municipal Plaza, Beacon, NY 12508

Minutes

April 22, 2021 at 9 am

Attendees: Chair Matt Dubetsky, Police Department Rep. Lieutenant Jason Walden, Fire Chief Gary VanVoorhis, Superintendent of Streets Mickey Manzi, Carolyn Glauda, Secretary Collin Milone

➤ **Old Business**

1. Fishkill Ave. Convex Mirror
2. Washington Ave. and Helen Ct.
3. Matteawan Rd.
4. Washington Ave., and Helen Ct.
5. Rombout Ave. and West Center St.

➤ **New Business**

1. Willow St. and Verplank Ave.
2. Wayfinding Recommendations
3. Stop Signs on Main St. Corridor Recommendations
4. E. Willow St. and Wilkes St.

1. 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."

January continued: The Committee referred this to the lead Building Inspector, Dave Buckley, and will review again in February.

February: The Committee will follow up with Dave Buckley for his comments.

March and April: Statement from Dave Buckley, Building Inspector "The only time hedges and plantings are regulated for site distance is on a corner lot so in this case there is no enforcement action to be taken." This item will be removed from the next agenda.

2. Washington Avenue & Helen Ct.

See the message from a resident below:

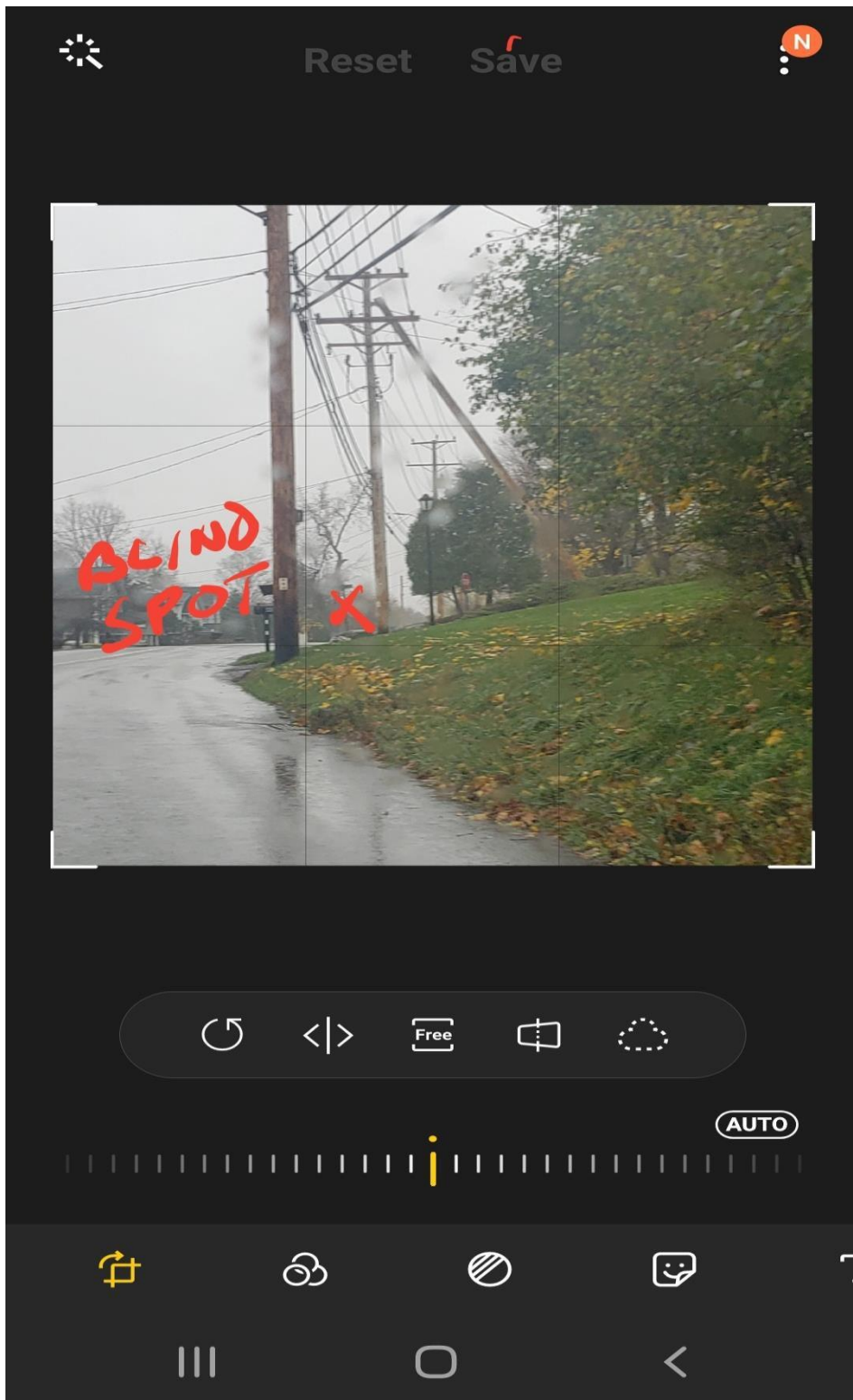
“The situation at Washington Ave & Helen Ct which is the entrance/exit for Glendale Estates. It is a hazardous blind spot as drivers coming east on Washington Ave round a bend in the road approaching Helen Ct. where residents exit Glendale Estates onto Washington Ave. (see picture below).

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.”





January: The Committee recommended installing a sign warning motorists of the upcoming turn and blind spot. Matt will propose which sign is appropriate at the February meeting.

February: Collin will write the recommendation for a flashing sign on Washington Ave in front of 470 approaching the intersection with Helen Ct. Matt Dubetsky will provide the location and sign language. Council will take this up March 29th.

March: The Committee will reconsider this recommendation.

April: Mickey Manzi and Lt. Walden will determine cost and feasibility of flashing sign.

3. Matteawan Rd.

See the message below from a resident.

Painting a crosswalk across Matteawan Road from the foot of the Meadow Ridge Apartment complex driveway across the road to the walkway on BHS property should be pretty simple. As I stated during our meeting, students are constantly walking across the road there with no indication at all for drivers. If another stop sign there seems like it would irritate car drivers too much, surely a painted crosswalk with "stop for pedestrian in crosswalk" signs would be only sensible.

February: Collin will reach out to the owner/operator of Meadow Ridge Apartment to ask for a safe walkway to be built across the street from the path on the High School Property in order to put a crosswalk at the location.

March: Meadow Ridge management is open to building a sidewalk and will discuss it further with the Building Department.

April: The Committee is recommending two stop signs on Matteawan Rd. on both sides of the High School's Athletic Wing entrance. The Committee is also recommending a crosswalk on Matteawan Rd. at the entrance to Meadow Ridge One, once the sidewalk is built at Meadow Ridge One.

4. Washington Ave. and Helen Ct.

See the message below from a resident.

Washington Ave & Helen Ct 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.

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 installed to warn drivers of the blind exit round the bend?

February: See # 2 of Old Business.

March: See # 2 of Old Business.

April: See #2 of Old Business.

5. Rombout Ave. and W. Center St.

The City received a request from a resident for stop signs on South Ave. at the corners of Rombout Ave. and W. Center St.

March: The Police Department will assign a patrol detail at South Ave. and Academy St. and will research previous complaints. Will report back in April.

April: The Committee discussed an All-Way Stop intersection. The intersection is essentially two T stops rather than a four-way. Alternate solutions and/or exact stop-sign placement will be discussed during the May meeting.

➤ **New Business**

1. Willow St. and Verplank Ave.

I am a resident of Ward 1 with sidewalk requests. I have submitted these requests in years prior, hoping that they make it into grant planning and Traffic planning. If it is already in the works, yay.

There is a 4 way stop with a light at Willow and a Verplank, with a triangle of grass/park that has no sidewalk or crosswalk. There is no connection of sidewalks on this block. There is no sidewalk at all at one of the end points of a cross walk from Willow to the other Willows. I have attached photos of these corners.

This intersection is quite busy, as both streets are pass throughs to avoid Main Street, or get to Main Street.

This is a walking route for school children walking to South Avenue in one direction, and to Rombout Middle School, and the High School in the other direction.

People rolling in electric wheels chairs regularly ride in the street. The sidewalks here either don't exist, or are slate and not rollable, or are like mine, concrete, which haven't afforded to be fixed by the homeowner yet. Sidewalks in Beacon are notoriously bumpy or non-existent. Snow mounds or not.

During Halloween night, this intersection is very busy with kids, as East and West Willow are famous destinations for trick or treating as houses go all out. Crossing Verplank this night with little kids is very dangerous.

Additionally, more crosswalks on Verplank between Willow and Mattaewan would be quite useful, as crossing there on foot or wheel chair is very dangerous with the hills and fast traffic. Many families live across the street of Verplank who would like safer access to visit on foot.

Thank you for your consideration in creating sidewalks and crosswalks that increase safety for pedestrians.

April: Mickey Manzi will examine widening the apron on the NW corner of Verplank Ave. and Willow St. and will get a quote for a sidewalk and two aprons on the island across the street from St. John' - essentially extending the Willow St. sidewalk.

2. Wayfinding

See memo attached.

April: The Traffic Committee has agreed to the Main Street Committee's wayfinding signage recommendations.

3. Main St. Corridor Stop Signs

See memo attached.

April: The Committee did not have time to discuss this memo; they will take it up during their May meeting.

4. E. Willow St. and Wilkes St.

Please see below a message from Councilmember Nelson

I'm forwarding an email I received last week from a constituent. He is requesting a stop sign and a crosswalk at the corner of East Willow and Wilkes. He is hoping to get this request to the traffic committee.

I live a block away from this corner and it is indeed hazardous. There are lots of kids who play on East Willow and I've seen many cars speed through, almost hitting the children. It does merit looking into. Thanks.

April: The Police Department will set up a traffic detail at E. Willow St. and Wilkes St. to monitor traffic and report back in May.

Main Street Access Committee Phase 1 Recommendations



**Main Street Access Committee
Phase 1 Recommendations**



**Wayfinding Signs
at Intersections
Along Main Street**



**Informational Signs
Located at Entrances
to Public Parking Lots**



**Sample Text
Lot Specific TBD by
City/Hwy. Dept.**



Name All Public Lots, Generally by Intersecting Street with Main Street

lot names*

Main Street Access Committee
Phase 1 Recommendations

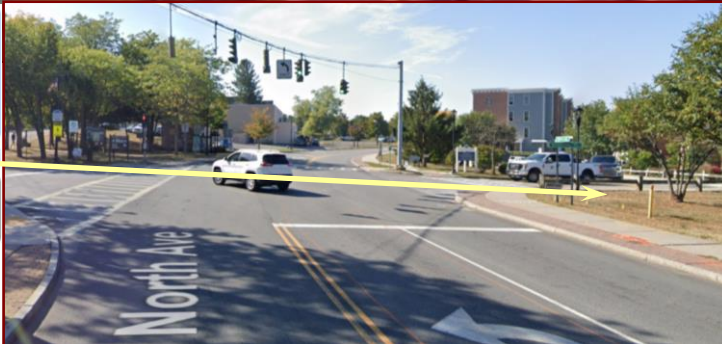
1

P Public Parking
Municipal Lot
24 Hour Parking Limit
All City Owned Parking Lots
Unless Otherwise Marked
Sanborn 2019 © City of Chicago, Department of Public Works, Planning and Engineering, and the City of Chicago



P Public Parking
Municipal Lot
24 Hour Parking Limit
All City Owned Parking Lots
Unless Otherwise Marked
Sanborn 2019 © City of Chicago, Department of Public Works, Planning and Engineering, and the City of Chicago

2



P Public Parking
Cross Lot
24 Hour Parking Limit
All City Owned Parking Lots
Unless Otherwise Marked
Sanborn 2019 © City of Chicago, Department of Public Works, Planning and Engineering, and the City of Chicago

3





5
24 Hour Parking Limit
All City Owned Parking Lots
Unless Otherwise Marked



7

7

6

5

7



4



11

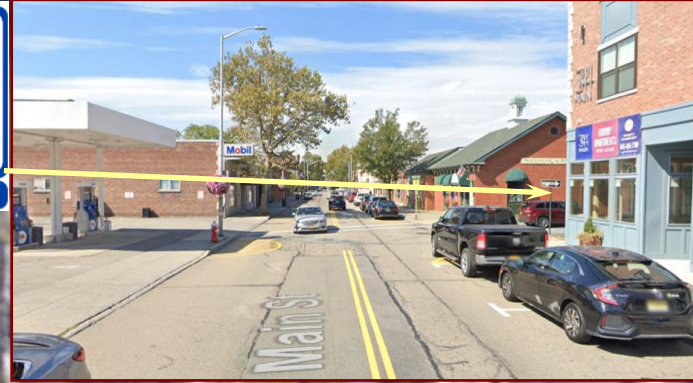


Eliza Lot

11

Chestnut Street

8



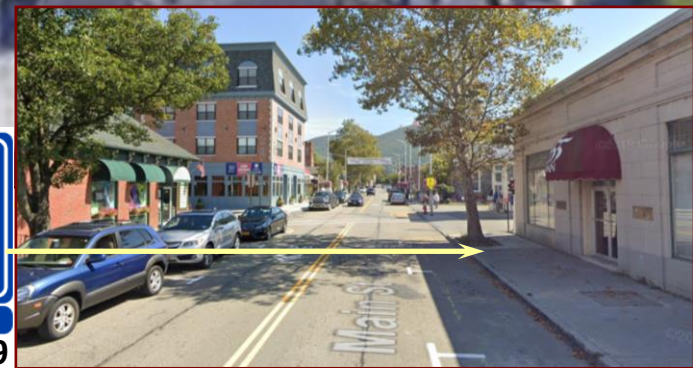
10

Eliza Street

10

Main Street

9



8

9









23



24



25



26



Memo | Main Street Access Area Stop Signs

From: Stowe Boyd

Date: 2021-02-24

Background

The Main Street Access Committee (MSAC) proposes that the city adopt more comprehensive use of stop signs across the Main Street Access Area, the corridor on either side of Main Street extending two blocks on either side (note this includes East Main to Fountain Square, and the Herbert/Blackburn corridor to Rte. 52).

It is our belief that pedestrian and bicycle safety would be significantly increased by slowing vehicular traffic, and that one of the most direct ways to accomplish that would be to add more stop signs.

Phased Introduction of More Stop Signs

We propose a phased approach to adding more stop signs:

First Phase -- All streets intersecting Main Street to have stop signs on their point of entry to Main. This would add a total of 7 stop signs on streets that enter Main Street, or East Main to Fountain Square, that don't now have a sign or other traffic device (traffic light). Those streets are Willow, Veterans, Schenck, South, North, Ackerman, and Herbert.

Second Phase -- All street corners within one block of Main Street to have stop signs in all directions. Note that would include streets parallel to Main Street, such as Church, Henry, Blackburn, and DeWindt.

Third Phase -- All street corners within two blocks of Main Street to have stop signs in all directions. Note that would include streets parallel to Main Street, such as Oak, Catherine, and most of Beacon Street.

There may be parts of Beacon where more aggressive approaches to slowing traffic may need to be taken, but adding stop signs is less intrusive than alternatives, and many of the corners have stop signs already.