



City of Beacon

Parking and Traffic Safety Committee

City Hall

1 Municipal Plaza, Beacon, NY 12508

Agenda

August 26, 2021 at 9 am

City Hall Classroom

1 Municipal Plaza, Beacon NY 12508

Enter through the Building Department

➤ **Old Business**

1. Washington Ave., and Helen Ct.
2. Willow St. and Verplank Ave.
3. Rt. 52 and Blackburn Ave. / Robert Cahill Dr.
4. Speed limits
5. Main Street Side Streets Parking

➤ **New Business**

1. Main St. and Herbert St.
2. Wilkes St. Speed Hump Request
3. Leonard St. Wrong-Way Drivers
4. North Walnut St. and Church St. Stop Signs Request

➤ **Recommendations**

1. Rombout Ave. and West Center St.
2. Stop Signs on Main St. Corridor Recommendations
3. E. Willow St. and Wilkes St.

➤ **Old Business**

1. Washington Avenue & Helen Ct.

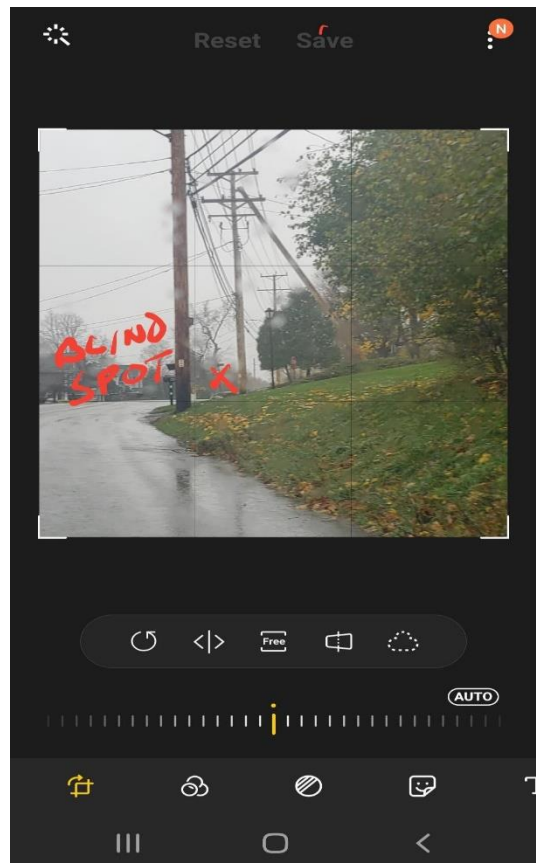
See the message from a resident below:

“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.

May: The Committee did not have time to discuss this. It will appear on the June 24th agenda.

June: Mickey Manzi was not able to attend this meeting. He will update the Committee on the cost and feasibility of a flashing sign during the July meeting. He will also work with Matt Dubetsky to determine who owns the bushes near the cemetery.

2. Willow St. and Verplank Ave.

The City received the following correspondence about 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.

May: The Committee did not have time to discuss this. It will appear on the June 24th agenda.

June: Mickey Manzi was not able to attend the June meeting. He will work to get a quote for the installation of a sidewalk on the island in Verplank Avenue in front of St. John's Church.

3. Rt. 52 and Blackburn Ave. / Robert Cahill Dr.

See below a message from a resident.

I believe the safety of both pedestrians and turning cars would increase immensely with the addition of a 4-way stop at the intersection of Route 52 and Robert Cahill/Blackburn Avenue (the intersection between Memorial Park and Ron's Ice Cream).

Note from Committee Secretary: The Traffic Committee reviewed this area in May 2020 and decided to place the following pedestrian crossing signs on Rt. 52.



Pedestrian Crossing Ahead sign about 700 feet east of the crosswalk.



May: The Committee recommended the following:

- A. Place an In-Street-Yield Sign (MUTCD R1-6) in the crosswalk on Route 52 at Blackburn Avenue. The Superintendent of Streets installed the sign immediately following the meeting. See photo below.



- B. Lieutenant Walden to bring historic crash data at this intersection to the June 14th meeting

4. Speed Limits

May: A resident called into the Traffic Safety Committee Meeting requesting that the Committee recommend 20 MPH speed limits on Main Street and a reduced city-wide speed limit. The Committee will review this request at the June 24th meeting. Collin will provide information on the process of lowering speed limits.

Please see the message below from Councilmember Dan Aymar-Blair.

I would like to submit the following for consideration by the Traffic Safety Committee:

"Reducing the city speed limit to 25mph (it's currently 30mph). This is a move that many cities are making, supported by research. Quote: "a person is about 70 percent more likely to be killed if they're struck by a vehicle traveling at 30 mph versus 25 mph."

"Extending the 15mph speed limit IN parks to all streets adjacent to parks.

"More speed limit signage where there are gaps, particularly on Main St

"Radars showing speed at the city borders and/or signs asking folks to slow down

Vision Zero would be a good resource for the Traffic Safety Committee if they need it.

See attached a memorandum from the Main Street Access advisory Committee regarding speed limits.

June: The Committee did not have time to review this request and will review it in July.

5. Main Street Side Streets Parking

See memo attached from the Main Street Access Advisory Committee.

➤ **New Business**

➤ 1. Main St. and Herbert St.

A resident stopped into City Hall to request that a No U Turn sign on Main Street at the entrance to Herbert Street. See sample MUTCD r3-4 sign below:



2. Wilkes St. from Matteawan Rd. to Fishkill Ave. speed hump request letter

See attached the speed hump request letter and the City of Beacon Speed Hump Selection Criteria.

3. Leonard St. Wrong-Way Drivers

See below an email from a resident regarding wrong way drivers on Leonard St.

I don't know if this is the correct department to reach out to, but I am going to email anyway. I live at the Lofts at Beacon Falls on Leonard St. My apartment basically sits at the intersection of Leonard St and Grove St and I have a window that faces Leonard St. Given that I'm in my office (the window that faces Leonard St) much of the day, I have a view of

cars driving down the road. I don't have exact numbers, but I see many drivers that are going the wrong way down Leonard St, driving north (towards my building) and then making the (illegal) right turn onto Grove, or seeing the "DO NOT ENTER" signs and then turning around.

I know a second DNE sign was added to Grove St. perhaps last year, so I believe many drivers are seeing this and then turning around. (However, many simply ignore this and continue to the intersection of Grove & Liberty St.) But the signage on Leonard St itself could be better to indicate that it is indeed a one way street. I don't know where the drivers are coming from; my guess it's from the Roundhouse lot (the only other access points to the street are from this complex and across the street are separate churches). When Leonard St. (which is 2 way initially) turns into a 1 way street (at the intersection of Amity St), there only exists 1 DNE sign and I believe it's the only sign until the intersection of Leonard & Grove. There's at least one One Way sign, but that's across from St. John's Church.

Is it possible to have more signs? Perhaps a second sign at the Amity/Leonard St intersection and maybe one mid-way down the road? Thankfully I haven't witnessed any accidents (I'm sure due in part to the 30 mph limit and sharp turn of Leonard/Grove), but I'd imagine it's only a matter of time before something occurs. Thank you for your time!

4. North Walnut St. and Church St. Stop Signs Request

I would like to put in a request for a 4-way stop sign at the corner of North Walnut and Church Street.

➤ **Recommendations**

1. 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.

May: The Committee did not have time to discuss this. It will appear on the June 24th agenda.

June: The Committee recommended installing two stop signs on South Avenue at the intersection of Rombout Avenue and South Avenue.

2. 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.

May: The Main Street Access Advisory Committee Chair Stowe Boyd along with Committee Member Theresa Kraft presented a recommendation for stop signs along the Main Street corridor. Their memorandum on the subject can be found attached to the end of these minutes. The Traffic Committee decided to recommend the first phase of the stop sign plan to the City Council.

June: The Committee recommended installing stop signs in the following locations:

- A. On Church Street on the east and west side of the intersection with North Walnut Street
- B. On Church Street on the east and west side of the intersection with North Cedar Street
- C. On Dewindt Street on the east and west side of the intersection with South Cedar Street

3. 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.

May: The Committee did not have time to discuss this. It will appear on the June 24th meeting agenda.

June: The Committee recommended installing the following stop signs:

- A. On East Willow Street on the north and south side of the intersection with Wilkes Street

B. On Wilkes Street at the intersection with East Willow Street

Memo | Main Street Access Area Speed Limit

From: Stowe Boyd, chair MSAC

Date: 2021-05-26

Background

The Main Street Access Committee (MSAC) believes that the City should take a number of actions that would slow traffic in the Main Street Access Area (MSAA).

Lower speed limit -- We propose that the city adopt a maximum speed limit of 20 miles per hour wherever possible in the Main Street Access Area (MSAA). The City currently has a list of streets that have a lower than 30 miles per hour speed limit in the City's regulations. We propose that whatever steps were taken for those streets be undertaken again for the MSAA.

The Main Street Corridor has been defined as starting Main Street from 9D (Wolcott Ave) and continuing to two endpoints: Fountain Square (East Main Street) and the intersection of Blackburn Ave and Rte 52 (Fishkill Ave)¹.

The MSAA includes The Main Street Corridor and side streets within two blocks on either side.

Completion of the Main Street project -- This project includes several curb extensions ('bump-outs') that will shorten cross walks. We proposed that all new and existing Main Street crosswalks should be bold and zebra striped for maximum visibility.

Restripe Parking on Main Street -- We propose that traffic lanes on the Main Street Corridor should be a consistent width of 10 feet 2 inches. This would be accomplished by varying the striping for parking spaces. By doing this we avoid areas where the lanes get wider, making drivers feel it is safer to speed.

Speed Tables -- There are several intersections where shallow speed tables could slow traffic, and increase safety greatly, these intersections include Willow (on the West End), Cedar (in the central area where school kids cross), and Veterans Place (at the Post Office and proposed pocket park).

Traffic Cameras -- Traffic cameras have been shown to be effective in enforcing speed limits, running red lights, and not stopping at stop signs. Their use should be investigated.

¹ The Blackburn Ave intersection is for all intents and purposes the end of the Main Street Corridor, since motorists use the Blackburn Ave/Herbert Street route to exit and enter Beacon's MSAA. It is a well-known speeding area.

Traffic Analysis -- The City could benefit from a consultation with a traffic engineer to review plans to reduce speeds in the Main Street area.

Parklettes -- We propose that the Main Street parklets in front of restaurants should be better lined up with parking stripes, since drivers are more likely to drive over the centerline if the barriers extend into the traffic lane.

Memo | Parking Spaces on Main Street Side Streets

Date: 2021-06-07

To: Mayor Lee Kyriacou and Members of the City Council

Cc: John Clarke

From: Sara Pasti and Stowe Boyd, Main Street Access Committee (MSAC)

This memo follows up on a memo sent to the City in December 2020 containing recommendations for parking improvements in the Main Street Access area.

The December memo addressed the lining of side streets with parallel parking spaces within a two-block area around Main Street. Initially, we had recommended lining all side streets within two blocks of Main Street, but we have pared back the recommendations in the interests of getting the most critical striping completed.

Below is a list of side streets that we see as “hot spots,” namely, streets that are heavily used and, in some cases, dangerous. In the interest of time, we suggest that the City prioritize the lining of the first block of side streets before moving to the second blocks of these streets, and lining one section of the City at a time before moving on to another section of the city.

Because Beacon’s West End has access to more parking due to the presence of several municipal lots, we recommend starting the street lining with the following East End and Central Main Street area “hot spots:”

- Herbert (north side)
- Blackburn (north side)
- Ackerman
- Schenck
- Eliza
- Henry Street (behind the health center)
- Tioronda (limited to one side of the street only except in the first block out from Main Street)

“Hot spots” on the West End include:

- Brett (North and South)
- Cedar (North and South)
- Willow

We recommend starting with the following streets--Herbert, Blackburn, Brett, Eliza, and Tioronda—because these streets are especially heavily traveled. Following the lining of these streets, we suggest lining one section of the City at a time, starting one block away from Main on either side in this order: East End of Main, Middle of Main Street, then West End of Main Street.

This creation of parking spaces on side streets, plus signage that directs visitors to municipal parking lots, should help move people off Main Street.

In addition to the above street list, we attach a “street by street” map prepared by planner John Clarke that includes parking standards for street lining as well as examples of what this street-by-street mapping might look like for several streets in Beacon. In these examples, John has tested the recommended rules and found that when spaces on side streets are striped, and illegal spaces marked out, we gain spaces. Without striping, people park incorrectly and often take up two spaces rather than a single space.

The attached drawing can be used as a model to create a formal blueprint for street lining across the City that can be developed by John Clarke or by someone else.

The parking standards recommended by John Clarke are as follows:

On-Street Parallel Parking Standards:

- 7-8’ wide by 20’ long for in-between spaces;
- 7-8’ wide by 18’ long for pull-in spaces next to driveways or intersections;
- 3-5’ setback from driveways. May be less for 1-way streets, away from traffic flow;
- 10’ from crosswalk. May be less on 1-way street, heading away from crosswalk.
- If the available area is within two (2) feet from another space, it could be labeled for compact cars only.

[Parking standards recommended in *Walkable City Rules* by Jeff Speck, Pages 150-153.]

Speed Hump Selection Criteria

The following multi-step speed hump policy is used to approve future speed hump locations in the City of Beacon:

1. Letter of request
2. In-house evaluation of street functional classification and geometric features;
3. Traffic study (collection and evaluation of traffic volume and speed data);
4. Consideration of other factors; and,
5. Receipt and verification of a 75% petition.

Letter of Request

The first step in the speed hump process is to submit a letter requesting speed humps on your street. Please send a letter of request, co-signed by a neighbor, to:

City of Beacon Traffic Safety Committee
One Municipal Plaza – Suite One
Beacon, New York 12508

In-House Evaluation

The first evaluation involves the screening of requested speed hump locations based on street geometric features and functional classification. Should the candidate street not meet these initial criteria, the Committee will deny the request for speed humps. The criteria for this evaluation are:

1. The candidate street must be classified as a Local Street in the New York State Department of Transportation Local Roads Listing. The purpose of the speed hump program is to discourage traffic and speeding on local streets. Accordingly speed humps will not be permitted on any Collector, Minor Arterial, or Principal Arterial streets.
2. The street must be “primarily residential” with at least two-thirds (66%) of the affected street frontage being in Residential zoning districts as defined on the City’s Zoning map.
3. The street must NOT be on a “primary” or routine emergency vehicle or public transit bus route. LOOP bus routes, hospital, fire station, and police station locations will be used in this criteria.
4. The street width must be less than 40' wide to indicate the street is not a wide arterial street.

5. The street must have a grade of 6% or less approaching the hump location to avoid drainage problems and insure safe vehicle operations.
6. The street must have no parallel local residential streets. If there are parallel local residential streets, the placement of speed humps could merely shift traffic to the adjacent street(s). If parallel local residential streets exist, a multi-street request may be considered if accompanied by evidence of support from all streets involved.
7. The candidate street should have a minimum distance of 800 feet between existing stop signs or traffic signals. Streets with many stop controls would already cause the slowing of traffic, although not necessarily slow traffic between the controls.

Traffic Study

If the street meets the initial screening, a traffic study to obtain vehicular speed and volume data will be undertaken and its results compared to the following criteria:

1. The street must have a minimum average daily traffic (ADT) volume of 500; volumes of less than 500 indicate the street is serving as a true local residential street with minimal disruption to the neighborhood.
2. On streets with ADT volumes between 500 and 3,500, at least 40% of the traffic in at least one direction must be traveling at or above the posted speed limit; on streets with ADT volumes greater than 3,500, at least 50% of the traffic in at least one direction must be traveling at or above the posted speed limit.
3. On streets with ADT volumes between 500 and 3,500, the 85th Percentile Speed must be at least 35 MPH (i.e. 85% of the traffic must be traveling at or below 35 MPH) in at least one direction; on streets with ADT volumes greater than 3,500, the 85th Percentile Speed must be at least 40 MPH in at least one direction.
4. If the street is immediately adjacent to property of an elementary school, City recreation center, or public park, at least 30% of the traffic must be traveling at or above the posted speed limit and the 85th Percentile Speed must be at least 31 MPH.
5. There must be a minimum stopping sight distance of 300' at the humps to insure safe visibility of slowing vehicles.

Should the candidate street(s) not meet the above traffic speed and volume requirements, the Traffic Safety Committee will deny the request for speed humps. Once a speed count is conducted on a given street, it will not be revisited for a minimum of five years unless known changes have taken place that may have significantly altered traffic conditions on the street (e.g., land use/development, street rehabilitation/reconstruction, etc.).

Consideration of Other Factors

If the street meets the above requirements, the last evaluation is the consideration of “other” factors which could further support or detract from the candidate site. These criteria include:

1. History of accidents clearly related to speeding
2. Adequate street lighting and drainage, and
3. Other factors deemed appropriate by the Traffic Safety Committee or City Engineer

Petition

If the above technical factors are met, then citizen support for the project must be demonstrated through a petition showing 75% support of occupied properties on the affected street(s). Once a 75% petition has been received and verified, the request will be ranked against others according to the severity of speeding (i.e., % over the posted speed limit). Those streets ranked highest would be first to receive speed humps as budgeted funds and staff resources permit.

92 Wilkes Street
Beacon NY 12508

June 16, 2021

City of Beacon Traffic Safety Committee
One Municipal Plaza - Suite One
Beacon, New York 12508

To Whom It May Concern:

We are writing to request a safety study for Wilkes Street, from Matteawan Road to Fishkill Avenue (Route 52).

We have been residents along Wilkes Street for six years. This section of Wilkes is primarily residential with a posted speed limit of 15 miles per hour. However, it receives a fair amount of general traffic as a "thoroughfare" to Route 52. Unfortunately, drivers tend to drive well over the speed limit, sometimes at alarmingly fast speeds. Additionally, in the past couple of years since the construction of The Ramps at Memorial Park, this section of Wilkes has received increased traffic, including reckless driving at high speeds. We have watched countless numbers of these cars drive by, with no intention of slowing down nor being aware of their surroundings.

These driving behaviors are very concerning given the level of foot and bike traffic - particularly from young children - in this area. The foot and bike traffic comes from the young children who live on Wilkes and those enjoying Memorial Park, which this section of Wilkes borders. Although drivers should be responsible to obey speed limits and look for foot/bike traffic, often the responsibility falls on the foot/bike traffic to be alert for and yield to car traffic. Fortunately, so far we are not aware of any incidents along Wilkes, however it is only a matter of time before something could happen unless we first take precautionary measures.

Furthermore, at the last Wilkes Street block party held before the pandemic, the subject was broached about speeders on Wilkes Street. The subject was a major concern to all parties present and the general outcome desired was the installation of speed humps to mitigate speeding on our street.

We appreciate your consideration of our request to conduct a safety study in response to this urgent matter. If you have questions, please contact me at [REDACTED] or [REDACTED] Thank you.

Sincerely,



Ming-Wen Wissmann, Resident [REDACTED]



Matthew Persico, Resident [REDACTED]