



City of Beacon

Parking and Traffic Safety Committee

Minutes

April 25, 2024 at 9:00 a.m.
1 Municipal Plaza,
Beacon, NY 12508

➤ **Old Business**

1. Intersections of Verplanck Ave. and Mattewan Rd & Main St and Route 52
2. Light at 9D and Main St.
3. Henry St. Double Yellow Lines

➤ **New Business**

1. Verplanck Intersection Concerns
2. Intersection of Tioranda and Main Street & Wolcott Avenue Crossing Signage
3. Beekman Street Signage
4. Grove Street Stop Signs
5. Intersection of Main Street and Willow Street
6. Intersection of Mead Avenue and Townsend Street
7. Sycamore Drive Speed Bumps
8. FYI Regarding Route 9 and 9D Optimization Study

In attendance: Claudia Bennett Glauda, Matt Dubetsky, Chief Tom Lucchesi, and Lt. Jason Walden

Old Business

1. Intersections of Verplanck Ave. and Mattewan Rd & Main St. and Route 52

To the City Council: My wife and I frequently take walks throughout Beacon, often pushing a stroller. We've noticed several dangerous intersections, particularly Verplanck Ave and Mattewan Rd, Main St and Route 52, and the crossing on Route 52 between Ron's Ice Cream and Memorial Park. I strongly urge the Traffic Safety Committee to assess or reassess these intersections, especially with Beacon's population boom the last few years.

However, of all these intersections, I believe 9D and Route 52 (also known as Wolcott and Teller which is on the border of Wards 2 and 4) pose the greatest risk! The presence of a crosswalk here is astonishing given the evident danger. The owners of the brick house on the corner of Teller have informed me that their property was damaged on two occasions due to cars speeding around the corner. This emphasizes the potential harm to pedestrians. Furthermore, the eastbound traffic on 9D, obscured by a bend and slope, is a serious concern. While the plans to take the bend away and replace it with a T turn is a good idea, I believe developing a sidewalk in front of 925 Wolcott Ave to move the crossing over to provide greater visibility and time for both drivers and pedestrians.



I initiated a petition the other day addressing this public safety issue and later discovered plans to overhaul Route 52 and this intersection. Even if the bid for the entire project is high, I strongly recommend proceeding with the construction, prioritizing 9D and Route 52. Alternatively, consider making it a standalone project to expedite its completion. People's safety should not be compromised because of the larger project's complexities. While a traffic light might be the ideal solution for safety, even an amber flashing light and a reflective pedestrian sign would significantly enhance caution for speeding vehicles.

To the Traffic Safety Committee (forwarding the above): I wanted to share with you the email I sent to the City Council several weeks ago to make sure you see it and that it gets put onto the public record and perhaps discussed in the upcoming meeting which I will try to attend! The bottom line is the intersection of route 52 and 9D needs an amber flashing light ideally with an electronic radar mph display as well.

September 28, 2023: The Committee discussed that the City is awaiting traffic study data for Verplanck Ave. and expecting to receive such in the near future. The Committee also discussed that the City is awaiting a re-scoped Fishkill/Teller Avenues rehabilitation project design in the coming weeks and expects to put said project out to bid in early 2024. Said project is expected to involve the intersection of 9D and Teller, as well as sidewalks along portions of the stretch of Fishkill/Teller Avenues.

At the next Committee meeting, members will discuss whether the traffic light at the intersection of Main St. and Teller Ave. can be reprogrammed to include lead-pedestrian intervals, or not.

October 26, 2023: The Committee noted that there seems to be a box at the stoplight in question, which may indicate that the light is programmable. The Committee will continue discussion on the topic at the next meeting with the Highway Superintendent present to verify if such is the case, and whether or not it could be used for Lead-Pedestrian Interval timing.

November 16, 2023: The Highway Department Superintendent will speak with the City's engineering vendor to see if any measures can be taken in the meantime (including pricing of a new computer board), but noted that new traffic lights will be installed as part of the upcoming Fishkill/Teller Rehabilitation Project. The Committee suggested noticing updates for this and other projects on the City website.

January 25, 2024: The Committee agreed to trail this item pending further information on final Fishkill/Teller Rehabilitation Project Plans and Bid posting.

February 22, 2024: This item will trail to a future meeting once final plans for the Fishkill-Teller Rehabilitation Project have been posted.

April 25, 2024: The Committee did receive final plans from the City and were notified that a firm had been awarded the project. A start date had not been announced yet, and discussion as to details of the plans will be continued to a future meeting with the Highway Superintendent present for some clarifications.

2. Light at 9D and Main Street (added at meeting)

During the meeting, a concern was raised that the light at 9D and Main Street is signaling right turns while also showing a crossing signal simultaneously.

November 16, 2023: The Committee noted that this is a NYS DOT light, but the Highway Superintendent agreed to reach out with the concern.

January 25, 2024: The City's Highway Superintendent did speak with DOT, who said that they would look into the concern. The Committee will check if it is still an issue prior to the next meeting.

April 25, 2024: Members of the Committee present confirmed that the issue with the signal is continuing. Administration will notify the City's Highway Superintendent.

3. Henry Street Double Yellow Lines (added at meeting)

During the meeting, a concern was raised regarding whether or not the double-yellow lines on Henry St. could be shifted to better balance lane widths?

November 16, 2023: The Highway Department will look into the issue further for the next meeting and measure how much space there is for the driving lane on the side with diagonal parking.

January 25, 2024: The Committee debated whether it was necessary to shift the double yellow line along Henry St. between Veterans and S. Chestnut, but the issue was not concluded. The Committee will keep an eye on the parking along the same stretch for the next meeting to see if it warrants any further action.

February 22, 2024: Committee members reported having seen a sedan jutting out and a vehicle having to cross the double-yellow lines to go around such. The Committee also noted that the double yellow lines don't line up on either side of Veterans Place. The Highway Superintendent noted that the lanes had been measured to be proper widths as-is and that the snow likely exacerbates any issues that people have been seeing.

The Committee ultimately recommended moving the double-yellow lines between Veterans Place and S. Chestnut to line up properly with those between Veterans Place and Fishkill/Teller Avenue at a later date, and will monitor in the meantime.

April 25, 2024: this item will trail to the next meeting with the Highway Superintendent present.

New Business

1. Verplanck Intersection Concerns

The following concerns were received by email:

- a) Intersection of Walnut & Verplanck - this one was flagged b/c it's a bit wonky. The intersection isn't at right angles, making the crossing over Verplanck longer and there is a hill immediately before this crossing. Request was to evaluate ways to make the crossing safer for pedestrians.
- b) Intersection of Dutchess terrace & Verplanck - also pedestrian safety, potential signage to make the crosswalk stand out more.

April 25, 2024: The Committee reviewed the above requests/concerns, and issued the following findings:

- a) There is no good location to place a crosswalk at the intersection given the offset nature of the crossing. There is an existing, lighted crosswalk one block away at Matteawan and Verplanck that is more suited to such.

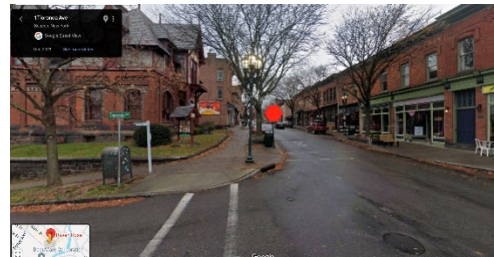
- b) The Committee recommends making Dutchess Terrace one way between Verplanck Ave. and Orchard Place/Talbot Ave. The Committee also noted that visibility of crosswalks is an issue all along Verplanck Ave., and that a more holistic solution may be needed, rather than an intersection-by-intersection one.

2. Intersection of Tioranda and Main Street & Wolcott Avenue Crossing Signage

The following concerns were received by email:

If stop signs cannot be used for traffic slowing, please consider other slowing measures.

I'm writing to ask you to please consider installing a stop sign on the southwest corner of Tioranda and Main Street, at the Howland Cultural Center. When I am at Tioranda, trying to make a left or a right onto Main Street, it is extremely difficult to see cars coming from the left, as the parked cars in front of the Center block the view.



Not only would this help improve the speed of traffic along that stretch, it would make East-bound cars actually stop at the crosswalk for pedestrians.

Considering that there are only 2 intersections along the whole stretch of Main Street where there is a traffic light, adding a stop sign here would be very helpful in regulating the speed of cars going down Main Street.

If you have considered this before and have decided against it, please share with me the reasons why that decision was made. Has there been traffic studies done on this intersection that you can share with me?

I am also writing to request that Crosswalk signs be installed facing BOTH directions of Wolcott Ave near the corners of Sargent and Teller where there currently is white hash marks indicating a crosswalk, but when you are driving along the stretch, you cannot see where the crosswalk is. There is a sign at the corner of Coffey Ave with the school speed zone and 'State Law Yield to Pedestrians in Crosswalks' but after that, there is no indication signage-wise WHERE the crosswalk is. When you are coming up the hill on the curve heading south on Wolcott it is nearly impossible to see the white hash marks. Installing the large crosswalk sign on both sides of the street in both directions would greatly improve that crosswalk's visibility.



As a reminder, this is an intersection in which a crossing guard is stationed. She currently puts out her OWN CONES to mark the crosswalk to drivers. I request that signs with flashing lights around the edge be installed.



Here are a few photos of the view heading South on Wolcott. You STILL cannot see where the crosswalk is, even 20 feet from it. Because this is an uphill curve, it is extremely challenging to get a clear view. I do not feel comfortable crossing here on foot.

Thank you in advance for your responses.

April 25, 2024: The Committee reviewed the above requests/concerns, and issued the following findings:

- a) Regarding the intersection of Tioronda Ave. and Main St: the Committee does not find that a stop sign is the proper solution to the concern, as such would cause major disruptions to flow of traffic during busy times. However, the Committee did acknowledge that the visibility of that intersection is difficult, especially when there is a lot of traffic on Main St.
- b) Regarding the concerns at Teller and Wolcott: the Committee reiterated its preference for students crossing at the lighted crosswalk at the crossing to the driveway of Sargent school, near the Elk's Club. The Committee noted again that the City and School District both want to encourage students and families to cross where it is safest to do so, and therefore the recommends against adding flashing signs that would suggest crossing at this more dangerous intersection.

The Committee also discussed whether it would be better to remove the crossing guard from the intersection of Sargent Ave. and Wolcott more generally to further promote the safer crossing intersection a short distance away. However, the Committee noted that they would need data on how many students cross at each currently.

Lastly, the Committee noted that the Fishkill/Teller Rehabilitation Project plans will include a rescoping of the intersection of Teller and Wolcott. Discussion of the exact details of such will trail to the next meeting.

3. Beekman Street Signage

The following concern was received by email:

Crossing Beekman Street walking up from the train is very dangerous. There needs to be lights that signal a pedestrian crossing. I almost get hit nightly.

April 25, 2024: Due to timing, this item will trail to the May meeting.

4. Grove Street Stop Signs

The following concern was received by email:

Committee members:

Thanks very much for installing the Stop signs at the Washington Avenue four way of East Main at Barb's Butchery.

I would like to advocate for one at Grove Street as well. Cars have been speeding at unmerciful speeds en route to the stop signs. It is only a matter of time before something bad happens.

Happy to host a cop car in our 59 Washington driveway to check for speeds too.

Thank you for all you do to keep us safe.

April 25, 2024: Due to timing, this item will trail to the May meeting.

5. Intersection of Main Street and Willow Street

The following concern was received by email:

The intersection at Main St. and Willow, right across from Little King is very dangerous. I live on E. Willow and use this intersection often, but it's very difficult to see the cars on Main St when there are cars parked.

It seems like if there were some mirrors on Main St. so drivers could see better, or a stronger marking for the crosswalk it would be useful.

April 25, 2024: The Committee reiterated its position against installation of traffic mirrors, which they believe cause other issues of visibility for drivers, particularly at night.

The Committee also noted, however that the parking in front of the Beacon Barkery is missing a sign indicating that the spots are for compact vehicles only. The discussion will trail until the Highway Superintendent can comment on such.

6. Intersection of Mead Avenue and Townsend Street

The following concern was received by email:

I am planning to attend the meeting to see if the sign on the corner of Mead Avenue and Townsend Street can be lowered. For some reason the door dash and uber people do not see the one-way sign and make U-turns all the time. If you are walking a child or dog you are aware of the vehicles but do not expect them to make a u turn.

Also, it would be nice to add a be careful of children walking (or something of that nature). We have a lot of people speeding down Mead Avenue all day and night.

Could a posted sign of under 30 mph be posted? I know the posted limit on Fishkill Ave is 30 mph, but people are not going that slow. It seems that as soon as they pass Lank's automotive, they seem to think it is a race way. They also do that after they pass the sign saying 30 mph coming into Beacon.

April 25, 2024: Members of the community who shared the above concerns attended and discussed issues with the above. Particularly, they requested lowering the existing 'one-way' sign for perhaps greater visibility. They also requested lowering the speed limit in the area from 30 mph, and adding additional 'children at play' signage at the intersection of Mead and Townsend.

The Committee discussed each of the above with community members in attendance and issued the following findings:

- a) Regarding the existing 'one-way' signage: the Committee found that visibility of the sign is good as-is, and noted that under code, the sign could not be lowered further. The Committee noted that disregarding of the sign is a different issue altogether and additional signage is unlikely to solve the issue. The Committee also noted that police enforcement of traffic issues is rotated throughout the City, as staffing is available. Officers currently regularly rotate over to Fishkill Ave. The Committee was not able to offer other suggestions as to what may solve drivers consciously ignoring visible and existing signage.

- b) The Committee noted that the City Council is responsible for speed limit changes, and declined to make further recommendations on the topic.
- c) The Committee did recommend adding an additional 'Children at Play' sign at Mead and Townend.

7. Sycamore Drive Speed Bumps

The following concern was received by email:

I am on Sycamore Drive, which is a circle road with no other outlet, off of Sargent Avenue across from the path to the education building and Sargent Elementary. We have a very small HOA as we are townhouses and have common ground but our street is a city street.

A number of us have been having discussions about whether to push for speed humps on our road. It was tried once 20 years ago according to our current HOA president but denied due to not meeting the volume requirements stated in Beacon's speed hump criteria document. I think most people who live here take it fairly slow, but because it's a city street and off of Sargent it technically has a speed limit of 30mph and doesn't even qualify for the 15mph reduction during school days/hours. This is way too fast for this circle drive. Some drivers take it fast and we sometimes have delivery trucks whipping around corners. In addition, one neighbor lets his sons ride ATVs and a dirt bike in the street, and they zoom back and forth, even when other kids are playing riding non-motorized bikes and scooters, etc. (The police have been called a number of times, sometimes they come, sometimes they don't, it tends to stop for a while and then start back up again.)

We're currently working on making an HOA rule about not allowing the ATVs and dirt bikes on the common ground either, but what sort of solutions might we have for the city street? We have ideas but would like to put our energy into the most viable that would solve the most problems, and it would be great to be able to present something more concrete at our annual meeting of homeowners on April 13th. Would you be able to help us with this to keep our neighborhood safe?

April 25, 2024: The Committee discussed the above issue with a member of the community who used to live in the area in question, and made the following findings:

- a) Regarding the speed limit issue, the Committee again noted that the City Council is responsible for speed limit changes, and declined to make further recommendations on the topic.
- b) The Committee decided to delay discussion of potential speed bumps/humps until a future meeting when the Highway Superintendent can attend.

- c) The Committee confirmed that the Police have been called to the area in question regarding use of ATV's and similar small, motorized vehicles. The Committee also noted that often those that call with concerns about the use of such do not want to make statements or reports regarding the behavior, which limits the Police's ability to address the issue.

8. FYI Regarding Route 9 and 9D Optimization Study

Through consultation with the City Administration, the Dutchess County Transportation Council is conducting an optimization study of the following locations: The study will focus on optimizing individual signal timings, and where possible, coordinating adjacent signals.

Route 9:

1. Route 9/Vassar Rd (CR 77) in Poughkeepsie
2. Route 9/9 Mall Shopping Center entrance in Poughkeepsie
3. Route 9/Kohl's Shopping Center entrance in Poughkeepsie
4. Route 9/N Mesier Ave/Scenic Dr in Wappinger
5. Route 9/New Hackensack Rd (CR 104) in Wappingers Falls
6. Route 9/E Main St in Wappingers Falls
7. Route 9/Home Depot Shopping Center entrance in Wappingers Falls
8. Route 9/Hannaford Shopping Center entrance in Wappinger
9. Route 9/Myers Corners Rd (CR 93) in Wappinger

Route 9D:

1. East Main St/South Ave in Wappingers Falls
2. Route 9D/Middlebush Rd (CR 93) in Wappinger
3. Route 9D/Old Hopewell Rd (CR 28) in Wappinger
4. Route 9D/Chelsea Rd (CR 34) in Wappinger
5. Route 9D/I-84 Interchange ramps (two intersections) in Fishkill
6. Route 9D/Verplanck Ave in Beacon
7. Route 9D/Beekman St in Beacon
8. Route 9D/Main St in Beacon

April 25, 2024: The Committee was provided the above as a FYI. The item will be removed from the agenda going forward.

Next meeting: May 23, 2024