



City of Beacon

Parking and Traffic Safety Committee

Minutes

March 27, 2025 at 9:00 a.m.
1 Municipal Plaza,
Beacon, NY 12508

➤ Old Business

1. Leonard St. Stop Sign
2. Jordan Road and Wolcott Avenue Crossing
3. Anderson Street Signage
4. 9D Crosswalk Safety Concern
5. Bank Street and Tompkins Avenue Traffic Signal
6. Verplanck Avenue and Cross Street Signage
7. North Chestnut Street Intersection
8. Tioronda Avenue Speeding Concerns

➤ New Business

1. East Main Street and Liberty Street

In attendance: Matt Dubetsky; Carolyn Bennet-Glauda; Police Lt. Confield; Fire Chief Lucchesi;
Highway Superintendent Michael Manzi

Old Business

1. Leonard St. Stop Sign

The following agenda item was submitted for discussion by the Beacon Police Department:

Visibility is extremely difficult when turning from Leonard St. onto East Main St. particularly when trying to see past Durkin's. The store, the parking lot and the grade mean that you really only see oncoming traffic at the last minute. I think that a stop sign for northbound traffic at the intersection of East Main St. and Leonard St. would probably alleviate this issue.

June 27, 2024: Due to timing, this item will trail to the July meeting.

July 25, 2024: The Committee supported a stop sign being placed in the area of concern, but noted concerns of considering where a future crosswalk may be placed. Placement must balance visibility of the sign itself with that consideration. A planner or engineer may be consulted for exact placement, and committee members will visit the area before the August meeting to evaluate further. Police Department will look into the accident history of the area, as well.

August 22, 2024: This item will trail to the September meeting.

September 26, 2024: This item will trail to the October meeting, but the Committee reiterated the concept of a stop sign to be added near the mailbox at Durkins. Highway and Police Department staff will visit the location again before progressing the conversation further.

December 12, 2024: The Police Department visited the intersection in question to review possible locations for a stop sign. In doing so, it was noted that delivery trucks obscure visibility further. The Committee reiterated the need for planning/engineer design support on this matter. This item will trail for further discussion to the January 2025 meeting.

January 23, 2025: The Committee continued discussion of a potential stop sign at the corner of Durkins nearby to the storm grate. The Committee noted that there is no good way to add a crosswalk without a more comprehensive redesign of the intersection.

Before the next meeting, the City will investigate whether parking at Durkins is legal, particularly at the ends. This item will trail for further discussion at the February 2025 meeting.

February 27, 2025: the Committee Secretary has reached out to the City's Building Department regarding possible illegal parking spots and is awaiting response.

The Committee also decided to draft a letter to the City Council regarding a potential more comprehensive redesign of the area. Core concerns included increasing traffic, nearby school

property, and new apartments. Committee Members will email the Committee Secretary with further thoughts to combine into a memo for the members' final approval.

2. Jordan Road and Wolcott Avenue Crossing

The following email was received:

When Wolcott Ave was repaved last year, a crosswalk was painted between Jordan Rd & Wolcott across from Forrestal Heights. This was fabulous because there are many families that live in my neighborhood and children regularly cross the busy road. I walk across the crosswalk daily with my 1-year-old son in a stroller and have noticed that cars rarely stop for the crosswalk because there is no signage to let them know that they are approaching a crosswalk.

I noticed that this crosswalk has actually come up before on your agenda related to children crossing here to catch the bus. The most recent update was that the City was going to reach out to the School District to see if they can start picking up children in the neighborhood, but that would not solve the problem because many students cross the street from Forrestal Heights to meet the bus and quite a few late elementary and middle school students from my neighborhood walk or ride their bikes to school and need to be able to safely cross as well. An easy and helpful solution would be crosswalk signs like the ones that are present at other areas along Wolcott (like at the crosswalks across from the Lofts near Main St and further down Wolcott across from St. Lukes & St. Andrews church). Thank you so much for considering signage in this area.

August 22, 2024: The members of the Committee who were present heard from present residents regarding concerns that prior discussions regarding buses stopping in the development won't solve problems, as students from the other side of Wolcott would still need to cross.

The Committee discussed that perhaps signage which indicated a crosswalk was present at this intersection could be installed prior to the September meeting. They suggested discussing whether 'cross walk ahead' signage may also be appropriate. The Secretary to the Committee will look into the cost of lighted crosswalk signage prior to the September meeting, as well.

Lastly, the present Committee members noted that, given the high costs of the lighted crosswalk signage, it may be the sort of item which would need be discussed during the upcoming 2025 City of Beacon Budget process. Present Committee members suggested to residents that they speak with their City Council representatives to that end.

September 2024 update: An individual who attended the August meeting regarding this issue asked the Committee to weigh in on proper budget process for gradual adding of lighted crosswalk signage. For instance, adding a standing budget line for 1-2 new a year, rather than just responsive to requests in a given year.

September 26, 2024: The Committee recommended the following strategy to signage improvements throughout the City: firstly, to develop a more holistic plan and list of areas in need of signage improvements, and to then use such to develop a budget plan for improvements over time.

December 12, 2024: The Committee determined to remove this item from the agenda going forward.

January 2025 update: a committee member noted that that they have an update to discuss further, and the item will remain on the agenda.

January 23, 2025: The Committee discussed whether the City has more crosswalk signage that are similar to those along Main Street – those being brighter and better designed. The Highway Department will swap out the older signs. The Committee also discussed whether this would be a good candidate for an additional crossing guard location – perhaps shifting over from a lesser used crossing. The Police Department will look into this matter further to ascertain whether moving would be possible or advisable.

The following additional email was received in February of 2025:

Happy 2025. I see that many additional play units have been added to the back property area of JV Forrestal School that has been installed closer to Anderson St. Unfortunately, what I do not see is any additional safety signage. We all know that once the playground project is complete the increase in children, their families and pedestrians is going to increase two-fold on Anderson St. where the property of school JV Forrestal abuts Anderson St... I hope that school safety signs will be installed. Thank you.

February 27, 2025: The Highway Superintendent updated the Committee that the signs have been changed. Lt. Confield noted that the Police Department has been low on crossing guards. The Committee suggested an email to the School District to see if they could provide a rough number of students crossing at Jordan and Sargeant.

March 27, 2025: Committee Members reported that they learned from speaking to a connection they have with the crossing guard, that 1-4 students cross at Sargeant Ave. The Committee also noted that they believe the selection of crossing guard locations is a decision made by the City, but that it hasn't been changed in a long while. The Committee requested that the Secretary email the School District to learn who determines the location of crossing guards.

3. Anderson Street Signage

The following email was received:

I am writing again today concerning the need for signage on Anderson St. that is the back property portion of school J.V. Forrestal. This is not the first time I am asking for 'safety' signage for the students

and parents that walk to the school on the Anderson St. side; next to home 44 Anderson St. The concern is that motorists are UNAWARE that this area is the backyard of the school and signage would alert them to slow it down; speeding is prevalent in that area.

This area is very heavily trafficked morning, afternoons and basically all days. When it snows that particular area is all about sleigh riding, after school children run up and down the hill to the playground that is on the bottom of the property that is closest to Anderson St. Bottom line is, some kind of school safety signage is needed. Please look into this.

December 12, 2024: The Committee reviewed the area of concern and noted that they cannot add a school zone sign, but also noted that perhaps a 'children at play' sign could be added approaching. The Committee will follow up with the resident to ask for further information regarding where students walk, other than for sledding.

January 23, 2025: This item will trail to the February 2025 agenda, pending further input from the reporting party.

The following email was received to provide further context:

Other than the 'front' of the school i only see that one portion of the back of the school property that goes up the hill to Anderson St. one side is a home and the other a wooded area that might be additional school property. I know students and parents use it for back and forth to school, sleigh riding and to access all the playgrounds that will only increase once the new project is completed. Other than there not being 'safety' signs there are no other issues, seems to move smoothly. Motorists just need a little 'heads-up' that there is school property there. Thanks.

February 27, 2025: the Committee reiterated that they can't put any school zone signage at the location of concern. After discussion, they also concluded that they didn't believe 'children at play' or similar signage would help address the issue, given how far away the playground is from the crossing itself. They recommended that the resident contact the school directly for some safety signage or measures. They also asked that the concerned be resident be invited to attend a future Committee meeting to discussion the topic in further detail.

March 27, 2024: The Committee decided to trail this discussion pending response from the concerned resident. Lt. Confield reported that the police had posted at the location at 4:15 pm, observing no crossings and few cars. The Committee noted that it would be helpful to find out days and times for when the issue is most relevant.

4. 9D Crosswalk Safety Concern

The following email was received:

I am a Beacon resident, writing to address the unsafe crosswalks along 9D/Wolcott Ave on the east side of Beacon, closer to the school and Mount Beacon.

I noticed many Fishkill crosswalks have a light-up sign, forcing cars to acknowledge pedestrians crossing. This would be appropriate for our crosswalks, considering the rate at which many drivers speed down Wolcott.

While I acknowledge there's a crossing guard during the school morning and end-of-day, this is still a dangerous area for any pedestrian, and we risk a fatal incident occurring as the crosswalks stand now. I, myself, have had close calls — and I've seen others experience the same.

With so many families in the area wanting to walk into town or just down the street to their neighbors, I consider this a worthwhile investment for our town, if not lifesaving.

December 12, 2024: The Committee will investigate whether there is existing cross-walk ahead signage approaching the location in question. The Committee also noted the presence of the permanent speed-reader sign, which has helped. This item will trail for further discussion at the January of 2025 meeting.

The Committee also sought clarification as to whether there will be budgeting for lighted crosswalk signage in 2025.

January 23, 2025: The City will follow up with the resident to gain clarity on which intersection in particular; the Committee further noted that the Police Department has been in the area, and that there are crosswalks and signage in the area of concern.

February 27, 2025: This item will trail to the March agenda. The Committee Secretary has reached out to the concerned resident for further detail as to the specific crossing of concern.

March 27, 2025: This item will trail to the April agenda pending further response from the reporting resident.

5. Bank Street and Tompkins Avenue Traffic Signal

I hope this letter finds you well! I'm reaching out to ask the city to consider installing a stop sign at the intersection of Bank Street and Tompkins Avenue. Right now, there are no traffic signals at this spot, and it's unsafe for drivers, pedestrians, and cyclists.

I recently moved to the area, and upon exploring my new neighborhood almost ended up in a T-bone style collision as a car came over the blind hill on Tompkins Ave as I was making a right turn off of Bank St also onto Tompkins Ave.

Please let me know if there is a process for submission beyond this email. Also, please feel free to reach out to me if you need any more information or want to discuss this further. Thanks so much for your consideration!

January 23, 2025: The Committee noted that Tompkins is a private roadway right up to the intersection. The City will research whether the Committee previously recommended an additional stop sign at Bank Street and Tompkins, but also noted that under the law, traffic is already supposed to stop at a T-intersection.

February 27, 2025: This item will trail to the March agenda.

March, 2025 update: The following is an excerpt from the Committee's April 28, 2022 Agenda.

I'm writing on behalf of local residents who have expressed concern about a potentially dangerous intersection at Bank Street and Tompkins Avenue in Ward One. These are residents who often, after dropping off kids at BPAC on West Main Street, will continue to head West and then use Bank Street to Tompkins Avenue to head back to 9D/North Avenue.

A couple of them have shared that as they come up to the top of Bank Street where it intersects Tompkins Avenue, they have had near misses with traffic heading towards 9D along Tompkins. There is currently no stop sign either at the top of Bank Street heading north, nor at the intersection of Bank and Tompkins Avenue heading east (or west). In addition, because Bank Street is coming up a hill, there is not full visibility onto Tompkins until you edge out into Tompkins, which is when the near-misses with cars traveling along Tompkins Avenue have happened.

These residents would like the traffic safety committee meeting to review this intersection, and determine if any stop signs or other improvements or adjustments to traffic flow are warranted. Please let me know if you would benefit from any additional information.

April 28: The Police Department will add additional detail to the location. The Committee recommends adding a Stop sign Tompkins Ave. and Bank St., if not in the City Code.

March 27, 2025: the Committee reviewed the prior meeting minutes excerpt, as well as the City Code. They determined that the intersection in question does have a stop sign in the code, and the Highway Department will install in the coming weeks.

6. Verplanck Avenue and Cross Street Signage

I'm a mom who walks her kids to school at South Avenue Elementary every morning and I've been astounded daily at the ineffectiveness at the current signage that exists at the crosswalk at the intersection of Verplanck and Cross Street. I would estimate less than 10% of cars stop at this crosswalk to let us pass. Even school buses do not stop. I am happy to supply video evidence of this. There needs to be something better than this put into place. Our neighborhood is full of children that walk to school and this is a huge safety hazard.

December 12, 2024: The Committee reiterated its view that Verplanck requires a more holistic review of crosswalk needs and prioritization. The Committee will check if there are cross-walk ahead signs for further discussion at the January 2025 meeting.

January 23, 2025: The Committee confirmed that that there is no cross-walk ahead signage at this location, but determined that the area is adequate without such given the visibility approaching the crossing is good.

February 27, 2025: This item will trail to the March agenda.

March 2025 update: see appended petition.

March 27, 2025: Members of the community attended to raise concerns about visibility at the intersection due to the hills approaching from Route 9D and up Cross St. Further, they noted that drivers do not stop at the crosswalk. The time of day of most concerns was 8-8:30 a.m., when children need to cross for school. They requested blinking signs, and several other options were discussed with the Committee.

The Committee recommended installation of larger crosswalk signs at the intersection, and the Highway Department agreed to swap them in for the existing. They also requested that the Police Department rotate the moveable speed-reader sign be rotated over to the area of concern, as available. The Committee asked members of the community to report back if these measures provided any improvement.

Lastly, the Committee reiterated interest in a holistic review of Verplanck crosswalks, and wondered if grants are available for installation of blinking crosswalk signage.

7. North Chestnut Street Intersection

The following email was received:

Hello, I would like to request the Parking and Traffic Safety Committee take a look at the intersection of Verplanck Ave and North Chestnut Street. It is a tough intersection to use both when exiting N Chestnut onto Verplanck and turning onto North Chestnut from Verplanck. There's a 200ft section of N Chestnut from Verplanck that is significantly narrower than the rest of N. Chestnut. Considering this is not a one-way street, and the fact that cars are often parked on both sides of the street on this section, it makes turning onto and from this intersection very challenging. There's often not enough room for 4 cars to be using the road, due to cars parking on both sides of the road and cars entering or leaving N Chestnut from this intersection.



While there is a 'No Parking From Here to Corner' sign on N Chestnut facing Verplanck, that only prevents one car from parking near the intersection. If there's 2 cars waiting to turn left or right onto Verplanck, and a car from Verplanck trying to turn onto N Chestnut, there's not enough room if there's a car parked on either side of the street.

In addition, with the autobody shop on the left corner of N Chestnut Street, there are often cars parked on or very close to the sidewalk, which blocks the view from Verplanck to the west.

I ask that the Committee take a look at this intersection, and consider eliminating parking on one side of the street for this section where the road is narrower than the rest of the road.

This is a major street used to traverse Verplanck to Main Street, especially coming from the middle and high school, and one of only 3 streets along Main Street between Fishkill Ave and North Ave that allows for direct access from Verplanck to Main Street.

Secondly, I'd like to alert the Committee that the street sign at Knevels Ave and Tioronda Ave has been knocked over for more than 3 months. It looks like a construction truck from the Arno development backed into it. Can that please be fixed?

February 27, 2025: The Committee noted that this is a busy road and that the mechanic parking can block visibility approaching Verplanck Ave, where the road narrows. The Fire Department Chief noted that this is similar to many streets throughout the City that perhaps should not be 2-way. The Committee reiterated its desire for a more holistic review of Verplanck and adjacent roadways should be done. In the meantime, the Committee recommended extending the existing 'no parking' on the eastern side of N. Chestnut further south to the edge of the

driveway for 72 N. Chestnut.

The Committee also requested that the Secretary contact the Building Department to see if there are issues with the parking at the mechanic obstructing intersection visibility. The Committee also requested clarification as to whether the driveway on the west side of North Chestnut abutting the mechanic is for the home or business.

Lastly, the Committee confirmed that the street sign at Knevels/Tioronda has been knocked over and referred both this and a bent stop sign at Main/E. Main to the Highway Department for remedy.

March 27, 2025: The Committee confirmed that the knocked over/bent signs have been fixed. The item will trail to the April meeting otherwise, pending Building Department feedback.

8. Tioronda Avenue Speed Concerns

The following email was received:

I have heard from several people about the speed of traffic on Tioronda Ave between 9D and Main St, particularly at the northern end where there is parking on both sides of the streets. The road is a little tight when the parking is full and the speeding cars often move to the center of the lane. I have seen this personally and even went down to observe traffic (admittedly on a second Saturday) and, for northbound vehicles, it seemed the dangerous speeding was the norm, not the exception.

In addition to the worries of neighbors and my own observations, the Dutchess County Transportation Council named Tioronda Ave among the road segments with the worst speeding in Dutchess County. The study says that drivers traveling north on Tioronda go an average of 10.9 mph over the 25-mph speed limit.

I do not have a specific solution to propose. I have been asked to call for a one-way street or to ask for speed bumps. But, because I think the road design is contributing to the speeding, I think the Traffic Safety Committee is best suited to consider the solutions to the problems. I also want to be clear that I do not think the parking on Tioronda is the problem.

February 27, 2025: The Committee noted that there is confusing roadway signage at the area of concern – specifically that one of the ‘no parking between’ signs. The Committee recommended that it be replaced, if in the code. The Police will increase enforcement in the area.

February 27, 2025: The Committee noted that the existing signage in the area of concern is confusing – specifically in that one of the ‘no parking between’ signs is missing. They recommended that such be replaced, if consistent with the code. The Police will also increase enforcement in the area.

March 27, 2025: The Committee confirmed that the ‘no parking between’ signs have been added to the area. This item will be removed from the agenda going forward.

New Business

1. East Main Street and Liberty Street

The following email was received:

I am writing to request that a crosswalk be put in on East Main St at the corner of Liberty St. in front of Cooper's. It is a blind hilltop, cars move through there quickly and it is heavily used by families walking their kids to school at Forestal Elementary. Please advise how to move this process forward.

Also: It sounds like there's some debate about where to put the crosswalk, considering that crossing at Durkin's lands pedestrians in the path of cars backing out of the store parking lot. I think up the hill on Liberty solves problems of visibility, and provides a good crossing area that makes more sense to families with young kids going to Forrester Elementary.

March 27, 2025: Members of the community attended to address concerns of crossing at Liberty Street, suggesting a formal crosswalk and signage be added at that intersection with East Main St., rather than over nearby to Durkin's. Specifically, they requested street striping and regular signage to address concerns of safety for students and families crossing at the location for school, etc. Primary to these concerns was the speed of traffic approaching the area from Washington. Further, there are bus stops nearby, a school crossing, and a parking lot for Cooper's all close to the intersection. Lastly, Community members noted that stop signs at the intersection could help to alleviate these concerns, as an alternative.

The Committee noted that the City doesn't typically use stop signs for slowing traffic. The Highway Department Superintendent noted that the addition of a crosswalk at the location would require making it ADA compliant, and would necessitate new curb cuts. While this wouldn't need to go to City Council for approval, it would likely need be part of the City's annual curb ramp bid. The Highway Superintendent will check with the City Engineer as to viability and prioritization of this on the annual curb ramp list. He also noted that adding new curb ramps at the intersection would likely require fixing the existing, too.

The Committee also discussed whether or not a crosswalk without curb cuts used to exist at the intersection.

Next meeting: April 24, 2025