



City of Beacon

Parking and Traffic Safety Committee

Minutes

April 23, 2026 at 9:00 a.m.
1 Municipal Plaza,
Beacon, NY 12508

➤ **Old Business**

1. Helen Court Stop Sign
2. Russell/East Main Street Parking
3. Tioronda Parking Congestion Concerns
4. Pedestrian and Cyclist Traffic Improvements

➤ **New Business**

1. Catherine Street School Sign
2. Verplanck Crosswalks

In attendance: Highway Superintendent Michael Manzi, Sam Schmitz, Lt. Vargas, Lt. Confield, Committee Chair Matt Dubetsky, Fire Chief Lucchesi

Old Business

1. Helen Court Stop Sign

The following email was received:

The 29 families of Helen Ct are hereby requesting installation of STOP signs at the intersection of Helen Ct & Washington Ave.

Several years ago we requested and were granted a HIDDEN DRIVE sign on the approach heading east to Helen Ct but that has not resolved the hazardous situation.

As residents leave Helen Ct. there is limited sight distance of about 100 feet for residents to see cars approaching east on Washington Ave at speeds well over the speed limit. Even cars obeying the speed limit hit the intersection quickly and leave little time to avoid possible accidents! There have been numerous occasions where accidents were narrowly avoided. Within the few months there was a very serious accident across from Helen Ct where a car crashed through two properties destroying fences finally crashing directly into a neighboring home!

We intend to come to the next Traffic Safety meeting at City Hall to formerly address this matter. As the meetings are held on the 4th Thursday of each month, Thanksgiving and Christmas fall on those days in November and December so the next possible meeting will be on Thursday January 22, 2026. In the interim we would ask that this email be distributed to the committee members for possible input.

Thank you.

Glendale Estates Homeowners Association

January 22, 2026: Members of the public attended to discuss this concern and noted that years ago they received a 'hidden drive' sign which they feel has been ineffective at improving the intersection. They have remaining concerns about visibility when pulling out of the Glendale Estates properties on to Washington. They further noted that there have been accidents in the area and that there is school pickup and children wait on the corner of the intersection for the bus.

They requested a flashing light like at Red Schoolhouse and Cherrywood. They also requested 'no parking from here to corner' signage further away from the intersection.

The Committee discussed increasing police presence and enforcement in the area and the Department will review accident history for further discussion.

February 26, 2026: Members of the public attended to discuss the concern and reiterated their concerns and requests. They added that piles of snow and tall grass make visibility obstructed during different seasons of the year. They reiterated concerns about a recent accident in the area, speeding drivers, wanting more pedestrian safety opportunities, wanting more traffic calming measures in the general area and particularly nearby to Helen Court and the cemetery on Washington Avenue, and requesting a stop sign at Liberty Street.

The Committee discussed that more speed signs will be added on Washington Avenue and that a permanent speed reader sign will be added later in the spring. This item will trail for further discussion.

The following additional emails were received for the March, 2026 Meeting:

I am writing as a resident of 326 Washington Avenue, to again raise serious safety concerns about speeding on this stretch of road. Neighbors and residents have previously requested traffic-calming measures, such as speed bumps or a stop sign, but to date, no changes have been made.

Today, I witnessed a frightening accident directly outside my home. A driver attempting to turn into our driveway was T-boned by an oncoming vehicle traveling too fast for the conditions. At least one of the vehicles appears to have been severely damaged, if not totaled, and at least one person went to the hospital. Watching this unfold was deeply upsetting, and it underscored just how dangerous this area has become.

This section of Washington Avenue is already a known problem area, with drivers routinely exceeding safe speeds, especially given weather conditions, visibility issues, hidden driveways, and the lack of safe space for pedestrians. It feels only a matter of time before someone is seriously hurt.

I am urgently requesting that the town take concrete action by installing speed bumps, a stop sign, or other effective traffic-calming measures on this stretch of road. Even temporary measures while a longer-term solution is evaluated would make a meaningful difference.

I would appreciate information on what steps can be taken, what the timeline might be, and how residents can support moving this forward. I am happy to speak further or provide additional details if helpful.

Thank you for your time and attention to this serious safety issue.

I did want to follow up specifically on the mention of an electronic speed limit sign. While I understand the appeal of dynamic speed signage as a relatively quick intervention, the research

I've reviewed suggests that these signs tend to be effective only over short distances and that their impact on driver behavior diminishes over time (see [this report](#)). In other words, they may raise awareness temporarily, but they don't reliably produce sustained speed reduction.

By contrast, studies examining the introduction of permanent all-way stop signs have shown much stronger and more lasting results. [This review](#) documented roughly a 60% reduction in approaching vehicle speeds after an all-way stop was installed. Given the traffic patterns, sightlines, and pedestrian activity on this stretch of Washington Ave, a stop sign would provide a clear, consistent control that drivers must physically respond to, rather than one they can gradually learn to ignore.

For these reasons, I strongly believe that a permanent stop sign would be a far more effective safety measure here than a flashing or dynamic speed limit sign. I hope this option can be seriously considered as part of the Traffic Safety Committee's discussion.

As a mother and beacon resident on Washington Avenue, I am writing to request a stop sign be put in on Washington Ave at Liberty st.

As you all know, it's a terrible break away speed area going in and out of town. There have been a number accidents, most recently on Jan 28 which sent a driver to the hospital.

This section of Washington Avenue is a problem, and especially with the increasing number of kids riding bikes and walking. It is a matter of time before someone is seriously hurt.

My 11 year old wants to walk to school and I will not let her. Our neighbor's son is the crossing guard and uses his scooter on Washington to get to his post. Every time I see him leave, I say a little prayer.

Would you walk on Washington Ave or would you let your kids walk on Washington? If the answer to either of those questions is no, then let's make it better.

And nothing short of speed bumps or a stop sign will be good enough. My neighbor will be representing a group of us at from Washington Ave at tomorrow's meeting. We support everything she says.

I know you all care deeply about our community. Let's make it safe.

Thank you for your time and consideration.

March 26, 2026: Members of the public attended to discuss this item further. The City Police representative reported 1 accident in the last 5 years at the intersection of Washington Avenue/Helen Court, and that such was caused by a medical emergency which would not have been prevented by alternative signage. The Police also reported that 6 traffic stops have taken

place along the area of interest since last January, particularly between Tillot and the City line. The Highway Department reported that more frequent speed signage had been installed since the last meeting, and that the solar speed signage would hopefully be added by the next meeting.

The attending resident reiterated that they didn't feel the area featured adequate speed deterrent measures, particularly in the area of the cemetery. They recommended abatement measures such as stop signs. There was discussion as to the efficacy of the forthcoming solar speed reader sign as a means of reducing driver speed.

The Committee and residents discussed sidewalks in the area, which were discussed to be a major undertaking, which would require holistic redesign of the roadway. It was determined that it would be a scope of solution that would be beyond the scope of the Committee, and would be a long-term undertaking. Lastly, the Committee recommended reviewing lane width along portions of Washington during the next time it was repaved/striped.

April 23, 2026: The Police Department reported that the solar sign is expected to be installed by the next Committee meeting.

2. Russell/East Main Street Parking

The following email was received:

Russell and parking: On the end of Russell it's very hard to drive up the street because parking is aloud almost to the corner. It should be taken away because it's a single lane street with the parking. It often makes it hard to pull in and people have to wait for each other. It would be an easy fix. Remove parking like 20ft from corner.

January 22, 2026: This item will trail to the next meeting for discussion.

February 26, 2026: The Committee discussed and confirmed that the intersection with East Main Street is narrow. They requested a check of the code to see if the no-parking area has been changed to extend to the driveway.

March update: <https://ecode360.com/7065916>

Russell Avenue

[Added 11-17-2003 by Res. No. 180-2003]

Direction: Both

Distance: To a point 30 feet west of the East Main Street intersection

Russell Avenue

[Added 5-3-2021 by L.L. No. 04-2021]

Direction: East

Distance: To a point 105 feet west of the East Main Street intersection

Russell Avenue

[Added 5-3-2021 by L.L. No. 04-2021]

Direction: West

Distance: To a point 30 feet west of the East Main Street intersection

March 26, 2026: The Highway Department will review to make sure the sign was property moved to the correct location at the area in question.

April 23, 2026: The Highway Department reported that the sign was fixed. This item will be removed from the agenda going forward.

3. Tioronda Parking Congestion Concerns

The following phone call was received:

A resident along Tioronda Avenue is concerned about the double-parking situation that comes up on busy weekends, which often makes it difficult or impossible for her to get out of her driveway. At times, the parking has not only made the roadway narrow, but also frequent illegal parking in front of driveways.

The resident reports that the congestion has gotten worse of the past few years, has involved drivers regularly arguing with one another outside of their home, and has required residents to regularly call the Police Department for being blocked into their driveway.

The resident recommends restricting the roadway to parking alongside one way only, and/or hashing out particular parking stalls as has been done elsewhere off of Main Street.

March 26, 2026: The Committee discussed the possibility of beginning to address this concern with painted parking stalls to formalize where drivers can and cannot park. The Highway Department Superintendent will speak with the City Engineer about designing such, and will bring back feedback once ready. If this solution doesn't address, no parking zones could be considered in the future.

April 23, 2026: This item will trail to the next agenda pending engineer work to design formalized parking spots along the area of concern.

4. Pedestrian and Cyclist Traffic Improvements

The following email was received:

I am writing to provide you a general idea of what several of us, including myself, will be discussing with the Traffic Safety Committee this coming Thursday morning.

1. The need for short term improvements that could bring about measurable safety benefits including the refreshing of crosswalks, improved lighting and installation of warning signs. Conversely, not making critical improvements could subject Beacon to lawsuits if accidents arise.
2. The possibility of addressing longer term improvements that could be funded by FHWA through NYSDOT Region 8 which could be co-managed by the City of Beacon including but not limited to: the creation of bike lanes and trailblazer signs; the installation of rectangular rapid flashing beacons in conjunction with pedestrian crosswalk signs; roadway humps; the installation of signs discouraging pedestrian crossings where hazardous conditions exist; and web-based mapping that could be easily accessible to pedestrians and cyclists to help navigate safe routes in the City.
3. The ways in which the Committee could continue to contribute to the well-being of the City of Beacon vis a vis the introduction of traffic calming *beyond* Main Street that would show that you are guiding the municipality forward in a sensible manner.
4. How the work of the Committee might become much easier in the future if proactive steps are taken.

By way of background, there are some high-level discussions taking place with the Office of the Governor as well as the DOT. We intend to help you move things forward as best we can.

March 26, 2026: City staff provided an update to residents in attendance as to the status of Mill Street/Route 52 improvements. Specifically, that milling and paving of the roadway would be taking place in late April/early May, and that traffic engineers are currently reviewing the lights at this intersection to see if acceptable to remove and replace with blinking pedestrian crossing signage. Once milling and paving is complete, the City will look to shift and narrow the lanes along this particular stretch of Route 52 to help calm speed concerns.

The City also described that the Beacon Rail Trail design phase was just beginning, and that later in the process would likely consider ADA sidewalks at the intersection.

April 23, 2026: The City reported that the forthcoming milling, paving, and restriping of Fishkill Avenue will feature narrower lanes to hopefully slow traffic. The City also updated that the engineering analysis of the stop light was still in progress and had been slightly delayed.

New Business

1. Catherine Street School Sign

The following email was received:

[I would like to] request to put a school zone sign on Catherine Street.

I live directly across from the New Covenant Learning Center and the amount of people that

speed through Catherine Street as a short cut is ridiculous. Our neighbors' kids almost got hit by cars twice today because drivers treat it like their own race course and fly through.

Additionally, there isn't a stop sign on either end of Catherine Street going toward south chestnut, and while you would think it common sense someone comes to a stop before they cross a road, I've been cut off several times on south chestnut by people that don't look at all

Thank you in advance for your help!

April 23, 2026: The Committee discussed the proposal and elected not to recommend adding school zone signage along that area at this time. It was first noted that there is no school zone in the code for the street, which would require a code change through the City Council.

In terms of speed and safety issues, Police representatives noted a lack of notable accident history in the area, and the Committee discussed that the street is less-traveled than surrounding ones (Henry, Rombout) and is not seen to be a natural "cut through" relative to those other streets. They also discussed that the school was not the requesting party for the signage/zone. Finally, they noted that the school is located along good sidewalks and has a good parking lot that allows for off-street drop-off for students.

They also discussed that the two ends of Catherine are t-intersections that require traffic to stop regardless (at S. Chestnut and Teller), and that additional stop signs are not needed as drivers are already in violation of the law if they do not stop. This item will be removed from the agenda going forward.

2. Verplanck Crosswalks

Three separate emails regarding crossings on Verplanck were received for the April 2026 meeting:

1. Hello, is there a way to request that a crosswalk be added at Verplanck and Eliza? Cars do not stop and many people including families cross the street there. Thank you!
2. While out on an evening stroll with my mom, I realized that there is a direct need for a cross walk at N. Walnut and Verplank Ave.
3. Hi, I would like to submit the following for the Traffic Safety Committee. I see that the next meeting is scheduled for this Thursday, April 23. Would it be possible for this to be added to the agenda? Thanks:

I am writing to request pedestrian safety improvements at the four-way stop intersection at Willow St and Verplanck Ave. This intersection is a key crossing location for students walking to and from South Avenue Elementary, Rombout Middle School and Beacon High School and is also heavily used by residents walking to and from Main

Street and by parishioners at St. John's Church. The lack of continuous crosswalks and sidewalks at this intersection creates a dangerous situation at what should otherwise be one of the safer locations for pedestrians to cross Verplanck. It is the only controlled intersection on this stretch of Verplanck between Matteawan and 9D, yet crossing here often feels less safe than attempting to cross at one of the uncontrolled intersections.

Adding a sidewalk along the triangular island and painting modern crosswalks in all four directions would go a long way toward making this crossing safer for all. For reference, a similar similar request was submitted by another resident in April 2021 (<https://beaconny.gov/wp-content/uploads/2021/04/Parking-and-Traffic-Safety-Committee-April-Minutes.pdf>).

It bears mentioning that issues with Verplanck Ave have been brought to the committee multiple times in the last few years, with the committee indicating that a "holistic review" must be carried out before any substantial changes are made. I do not believe that we need a holistic review to know that Beacon residents deserve safe pedestrian infrastructure at busy intersections. The city should identify one or two key intersections along Verplanck and prioritize them for immediate pedestrian safety improvements. The four-way stop at Willow seems like an obvious candidate for prompt attention.

April 23, 2026: The Committee reviewed the above requests and made the following findings:

1. The Committee does not recommend adding a crosswalk at Verplanck and Eliza, as it is not an intersection that they believe is suitable to encourage crossing at given the off-set configuration and proximity to an existing, lighted crosswalk at Fishkill Ave.
2. Similarly, the Committee does not recommend adding a crosswalk at North Walnut and Verplanck given that it has poor visibility due to the hill. The Committee instead recommends that pedestrians cross at Matteawan and noted that not every intersection along Verplanck is suitable for crossings, which should be located at the safest intersections.
3. The resident attended the Committee meeting to discuss the concerns in more detail. The Committee noted that the intersection of Willow and Verplanck is one of the safest intersections along the entire stretch of Verplanck given the four-way stop and existing crosswalk on one side. The Committee also noted that it would be a major expense and engineering would be required to add sidewalks to the middle section of the intersection. The Police Department will rotate a mobile speed reader sign to the area of Dutchess Terrace and 9D in the future to see if that helps to alleviate some concerns as to speeding.

Next meeting: *May 28, 2026*