



City of Beacon

Parking and Traffic Safety Committee

Minutes

May 28, 2026 at 9:00 a.m.
1 Municipal Plaza,
Beacon, NY 12508

➤ **Old Business**

1. Helen Court Stop Sign
2. Tioronda Parking Congestion Concerns
3. Pedestrian and Cyclist Traffic Improvements

➤ **New Business**

1. Dutchess Terrace Traffic Concerns
2. Pocket Road/East Main Street Intersection
3. Sargent Crosswalk on Wolcott Avenue
4. Spring Valley Street/East Main Street Crosswalk
5. Wilson Street/Liberty Street Stop Sign

In attendance: Committee Chair Matt Dubetsky; Highway Superintendent Michael; Manzi, Police Lt. Vargas; Sam Schmitz

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.

May 28, 2026: The Police Department confirmed that the sign had been installed on the north side in the area of the cemetery, and that this location was based on accident history. The Highway Department confirmed that the new Helen Court sign would be installed soon, which makes the entry road to the development more visible. This item will be removed from the agenda going forward.

2. 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.

May 28, 2026: This item will trail to the next agenda pending engineer work to design formalized parking spots along the area of concern.

3. 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.

May 28, 2026: The Highway Department Superintendent discussed that the restriping had taken place, and that there was an enhanced shoulder added on the side of the road traveling out of Beacon towards Fishkill. This was done by narrowing the lanes to approximately 11 feet, and measuring 2 feet off of curb left on the opposite side which is more consistent. The now-wider section was selected because its more inconsistent in width as the road narrows at points.

The City also noted that the engineering report for the blinking red light at Mill St. came back and recommended removing the light and replacing such with flashing pedestrian crossing signage. The study was part of the Fishkill-Teller Project, but the future replacement will be a separate project. This item will be removed from the agenda going forward.

New Business

1. Dutchess Terrace Traffic Concerns

The following emails were received:

Email No. 1:

I live on Sivers Place, off of Dutchess Terrace. I have been concerned about traffic safety on Dutchess, Verplanck, Sivers, and Rock Hill Road for a long time, and yesterday's accident is more evidence that we need solutions.

I have two young children, a 6yo and a 1.5yo. We have been outside more as the weather has been getting nicer, and we have other young friends who live on Dutchess, Barrett, and Talbot/Orchard. We regularly witness how aggressively people drive on Dutchess Terrace and the neighboring streets. There are stop signs at every intersection of Dutchess from Verplanck to Rock Hill Road, but because Dutchess runs parallel to 9D and Rock Hill is the last access point to 9D before the bridge, people come through Dutchess to avoid 9D bridge traffic. Heading north on Dutchess towards the bridge, they tend to speed through, barely stopping at each intersection. From the other direction, there is poor visibility coming down the hill of Rock Hill Road onto Dutchess, leading to faster speeds. There is also very limited visibility coming down the hill from Cross St/Deerfield Place onto Sivers. Both of these hills lead into the intersection closest to my home. There are no sidewalks on this part of Dutchess nor on the hill of Sivers. As a result, we are constantly on the defensive against cars when we are regularly traversing these blocks playing, walking, scooting, biking, and/or with the baby stroller.

Even before the accident, I had already been actively thinking about how to improve the traffic

situation and brainstorming with my neighbors. Last week I noticed police were on our block of Dutchess Terrace, and we saw them hand out so many tickets - our friend counted 7 in just one evening during rush hour - further data that this is not a safe situation. Some potential solutions:

- a speed bump on Dutchess Terrace;
- redesigning traffic flow with one-way streets;
- community art murals painted directly on the road at intersections. These are not just art for the sake of art - they work as active traffic calming measures. This has been successfully done in other towns. There is interest in my neighborhood in doing this on Dutchess.

Regarding Verplanck - When we are standing at Dutchess and Verplanck, waiting to cross, there is poor visibility for the cars driving west on Verplanck towards 9D because they are coming up over a hill. Despite having just stopped at the 4 way stop light at Verplanck and Willow, they come up over the hill with speed and that leaves little time for them to safely slow down and stop if/when there are cars or pedestrians coming out of Dutchess Terrace. They often do not choose to stop for this reason. When I am driving, I am quite aware that if the driver behind me is not paying attention as they come up over the hill, they could easily rear-end me when I am stopped at this crosswalk for pedestrians. Many families with their children including ourselves are crossing there every day, walking to and from school at South Ave, or walking to Main St, and it is quite dangerous. Some solutions to propose:

- a flashing pedestrian light
- even better, a stop sign

My family and I love Beacon deeply. Part of what we love so much about this town is the quality of life it provides - living in a neighborhood where many children are playing outside and spontaneous play can happen; walking to school; walking to Main St to run errands, go to the doctor's, go to the farmer's market; knowing and loving our neighbors. Traffic safety is not unique to Beacon. It seems to be an issue of modern life with faster cars, busier lives, more bridge traffic, and more life stress in general. Part of encouraging safe driving behavior is not just responding after the fact, but creating a built environment that fosters safe behavior every day. The additions of the speed bumps outside of Memorial Park are an excellent example of this being done successfully in our town! I implore you to make changes here before something truly tragic and preventable happens. I believe Beacon can come together to do this. Thank you so much for your time. I look forward to continuing this dialogue.

Email No. 2:

I am sitting in my backyard right now observing the WILD traffic on Sivers Place and Dutchess Terrace. There was a multicar accident on the corner just today, and right now there are dozens and dozens of cars flying down the hill on Sivers and barely stopping on Dutchess Terrace, and often not stopping at all.

The police department has been here for a few weeks pulling folks over (thank you!!!) but summer Fridays are at a fever pitch with the additional traffic on 9D. It is very, very unsafe and I

worry constantly for my children and my pets, and myself when I try to park my own car in my driveway .

In fact, last year, my then 8 year old did find the body of our neighbors cat in the road when a speeding driver killed it. We know two other families within a 2 block radius who's dogs were killed by speeding drivers too.

It feels like only a matter of time before something very serious happens. It really is so crazy out there right now.

The overarching situation is that people use our blocks to avoid the light at Verplank and 9D, and to shave a few minutes off of their commutes, at our pets expense and risking our children's safety. We have been living on the hill on Sivers and Dutchess Terrace for 15 years and we are curious if signage indicating children at play, hidden driveways, local traffic only, or even making Dutchess Terrace one way (going South, the opposite direction of the bridge and 84) could cut down the short-cut ability. A speed hump on Dutchess Terrace would be incredible and at least get folks to slow down at the stop sign if they refuse to actually stop.

We are really open to anything, and I appreciate the police presence stopping the stop sign runners.

Email no. 3:

My neighbors have advocated for better stop signage at Verplanck and Dutchess for several years, with very little improvement. I'm writing today because there was another accident this afternoon, right where kids cross to go to South Ave and where we have specifically said was unsafe. I hope the Traffic Committee will revisit this and put more visible signs or a stop sign or a speed hump there before there's another accident. The Committee is well aware of this problem so I'm optimistic some action will be taken immediately for everyone's safety.

May 28, 2026: The Police Department noted that the accident being referred to in these cases was due to driver error. The Committee agreed that adding one-way restrictions would push the problem off to other neighboring streets. The Committee also noted that the mobile speed reader sign had been added to the area, more visible/larger pedestrian crossing signage had been added, and that Dutchess Terrace already features four-way stops at most intersections other than Verplanck. The Committee also reiterated prior discussions surrounding Verplanck and that a more holistic review of which intersections should have stop signs and crossing would be more productive than periodic intersection-by-intersection reviews in isolation.

2. Pocket Road/East Main Street Intersection

I live in Beacon [on] Pocket Road. I wanted to let you know that this intersection (circled in attached pic) has gotten more dangerous in the last year or so.

Is it possible to take a look at it and put something in place to make it safer (flashing light if

someone is coming, mirrors, bump?)

We, neighbors, friends, and hikers have had some close calls right at that spot. I think it may have to do with a few more people living on Shea lane than years ago and that road being used more, more hikers looking for parking or the trailhead, or something about the angle of visibility, but these are just guesses. It's hard for people to spot cars, people, or bikes coming in and out of that intersection from any of the three roads.

Let me know if you need more info. Just in the last few weeks we've had some close calls via bike, walking and car, and two friends mentioned something similar.

Thanks for looking into it and helping!

May 28, 2026: The Committee noted that this is not a high-traffic area other than hikers. They requested further information as to what the specific safety concern is. Based on existing signage and parking restrictions, they would expect traffic up and down Pocket would be primarily residents.

3. Sargent Crosswalk on Wolcott Avenue

The following concern was received via phone:

The Sargent Crosswalk at Wolcott is often Ignored and the existing crossing sign is only on one-sided. The resident reported having witnessed 3 close calls and believes the crossing guard posted there has had issues. The resident requested signage more akin to Tioronda crosswalk with button for lights flash and that has signs in both directions for pedestrian crossing.

May 28: The Committee requested looking into the feasibility of adding signs on the other side, as well. This item will trail for further discussion.

4. Spring Valley Street/East Main Street Crosswalk

The following email was received:

I live on Spring Valley St. at the intersection that connects to East Main. We need crosswalks with yield to pedestrian signs and a third stop sign or other measures to reduce speeding on both East Main and Spring Valley St. Drivers go way too fast (like 45-50 mph in a 30 and 15 mph zone!) and it's extremely dangerous for pedestrians, especially our kids in the area. Please help!

May 28, 2026: The Committee noted that there is no obvious way to add ADA-compliant crosswalks, and a project would require lots of engineering design work to make feasible. The Committee also noted that they believed signage on Spring Valley is not codified, but a caution. This item will trail for further discussion.

5. Wilson Street/Liberty Street Stop Sign

The following concern was received via phone:

The resident felt that the intersection is in need of a stop sign to improve safety down in the area of the roundabout.

May 28, 2026: The Committee reviewed the area in question and didn't recommend any actions, given that the street is one way going towards the Water Plant and therefore nobody can come at you when driving at the intersection.

Next meeting: *June 25, 2026*