MEMORANDUM

Date: July 1, 2026

To: Mark Debald, DCTC Transportation Program Administrator
From: Amanda LaRosa, PE

Project: R251515.00
Re: City of Beacon Pedestrian Facility Inventory

To assist the City of Beacon with capital planning, and as part of an on-call consultant contract, the Dutchess County Transportation Council (DCTC) tasked Creighton Manning Engineering & Surveying, PLLC (CM) to provide an inventory of pedestrian infrastructure in the public right-of-way within the Beacon city limits. The inventory captured data on sidewalks, curb ramps, pedestrian signals, and crosswalks. Infrastructure was evaluated and rated, and the information was incorporated into a geographic information system (GIS) application for use by the City, to help it monitor conditions, program maintenance efforts, and plan future construction. This inventory was based on fieldwork conducted from fall 2025 to spring 2026.

1.0 Evaluation Criteria

Sidewalks and curb ramps within the Beacon city limits were evaluated and graded with respect to key criteria, including:

- Sidewalk width
- Running slope and cross-slope
- Surface material and condition
- Flooding, drainage, or maintenance issues
- Physical obstructions
- Accessibility features (detectable warning surfaces, landing areas)

The criteria listed above were recorded and used to assign a condition rating at all study locations. The criteria and corresponding rating for sidewalks and curb ramps are summarized in Table 1 and detailed further in Appendix A.

Table 1: Evaluation Criteria and Ratings

Condition Rating	Description	Recommendation
1 – Poor	Access for persons with disabilities is impossible or very difficult. Not constructed to current standards.	Improvements are strongly advised.
2 – Fair	Access is possible with some difficulty. Not constructed to current standards.	Improvements are advised but less critical.
3 – Good	Generally accessible but lacking one or more features to satisfy current standards.	Improvements are not critical but beneficial.
4 – Very Good	Fully accessible to persons with disabilities and compliant with current standards.	Improvements are not required.

2.0 Data Collection

Field data was collected from fall 2025 through spring 2026, weather permitting, using a mobile device equipped with the ESRI *Field Maps* application. A baseline sidewalk inventory was provided by the City of Beacon via its geographic information system (GIS). To supplement this inventory, CM performed field assessments to evaluate the condition of these sidewalks and expand the inventory to include other pedestrian infrastructure. Based on good engineering judgement and current accessibility standards, ratings were assigned in accordance with the criteria described above.

It should be noted that the sidewalk inventory initially provided by the City of Beacon included both public and privately owned sidewalks. Since the intent was to document the conditions of pedestrian infrastructure within the public right-of-way, sidewalks on private property were omitted, with the exception of public school properties.

The data from the assessment and the resulting ratings are shown through maps (Appendix B) and tables (Tables 2 through 4).

2.1 Overall Sidewalk Accessibility and Condition

The City of Beacon has about 280,000 linear feet (53 miles) of sidewalk. Most sidewalks (approximately 64%) received rating 3 (“Good”) or 4 (“Very Good”). In some instances, a sidewalk was given rating 3 instead of 4 because it was built prior to the adoption of current accessibility standards. Approximately 19% of the sidewalks received rating 1 (“Poor”). See Table 2 for a summary of the sidewalk condition assessment.

Table 2: Sidewalk Condition Assessment

	1 – Poor	2 – Fair	3 – Good	4 – Very Good
Length of Sidewalk (feet)	54,347	46,903	113,912	66,005
Percentage of Total	19%	17%	41%	23%

2.2 Sidewalk Material

Sidewalk material was also recorded and mapped. Approximately 88% of the existing sidewalks throughout the City are made of concrete, while the other 12% are made of asphalt, bluestone, or other material.

2.3 Sidewalk Gaps

Locations with sidewalk gaps were also recorded and mapped. Approximately 18,900 linear feet of sidewalk gaps along reasonably contiguous pedestrian routes were inventoried.

2.4 Curb Ramp Accessibility and Condition

Intersections between sidewalks and roadways were checked for the presence of a detectable warning surface, adequate ramp widths, and ADA-compliant slopes. A total of 856 curb ramps were observed. The majority of the curb ramps were rated 3 (“Good”) or 4 (“Very Good”). The most common issues were the absence of detectable warning surfaces or non-compliant slopes. See Table 3 for a summary of the existing curb ramp condition assessment. It should be noted that 85 locations throughout the City were recorded to have missing curb ramps and were inventoried accordingly.

Table 3: Curb Ramp Condition Assessment

	1 – Poor	2 – Fair	3 – Good	4 – Very Good
Number of Curb Ramps	53	103	298	402
Percentage of Total	6%	12%	35%	47%

2.5 Pedestrian Signal Accessibility

Pedestrian signals at marked crossings were also evaluated. Pedestrian signals alert motorists and pedestrians that pedestrians have the right of way to cross the road or intersection. A total of 45 pedestrian signals were inventoried, including equipment at nine signalized intersections and three midblock crossings. In general, all the pedestrian signal equipment inventoried were fully functional.

2.6 Crosswalk Accessibility and Condition

Signalized intersections, unsignalized intersections, and mid-block crossings were observed for the presence and condition of marked crosswalks. Locations of crosswalks and their striping condition were rated on a similar scale tailored for pavement marking quality, from 1 ("Extremely deteriorated/not visible") to 4 ("Like new"), were inventoried. A total of 274 crosswalks were recorded. Most of the existing crosswalks (approximately 87%) are rated 3 ("Adequate") or 4 ("Like new"). See Table 4 for a summary of the crosswalk condition assessment.

Table 4: Crosswalk Condition Assessment

Condition Rating	1 – Extremely deteriorated / not visible	2 – Visible with some paint chipping / damage	3 – Adequate	4 – Like new
Number of Crosswalks	5	30	121	118
Percentage of Total	2%	11%	44%	43%

It should be noted that two locations were observed to have missing crosswalks:

1. Main S at North Elm St (North Leg)
2. Main St at Cliff St (South Leg)

Through email correspondence the City of Beacon confirmed these missing crosswalks will be installed during forthcoming annual city-wide painting efforts. It should also be noted that the City has refurbished select crosswalks along Fishkill Avenue in the time between the field inventory efforts and the date of this report.

3.0 Sidewalk Improvement Projects

Information about municipal sidewalk improvement projects completed over the last five years was provided by the City of Beacon and the corresponding locations were cross-referenced in the evaluation process. The following sidewalk projects were identified during consultations with the City:

- **Teller Ave:** Both sides from Wolcott Ave to Main St. Included a small section on Wolcott Ave and a 60-foot section on Fowler Ave (north side).

- **Fishkill Ave:** Both sides from Main St to Delavan Ave.
- **Fishkill Ave:** North (or west) side from Delavan Ave to Mill St.
- **South Ave:** West side from Davies Terr to Wolcott Ave.
- **South Ave:** East side from West Center St to Wolcott Ave.
- **South Ave:** West side from Main St to approximately 22 South Ave (past renovated fire station).
- **South Ave:** East side from Main St to approximately 85 feet south (to utility pole).
- **West Center St:** South side from South Ave to Beacon Recreation Center driveway.
- **West Center St:** Sidewalk on north side from South Ave to Recreation Center removed and replaced with new curbing.
- **Wolcott Ave (Route 9D):** East side along Beacon Fire Department (approx. 150 feet).

The locations comprising the improvement projects were generally rated 3 ("Good") and 4 ("Very Good"), which is to be expected. Sidewalk segments assigned condition rating 3 within these extents were degraded from 4 primarily due to cross-slopes exceeding 2%, which does not satisfy current accessibility standards. Additionally, some cracks and gaps were observed, particularly along the west side of South Avenue, contributing to a rating of 3 at select locations.

4.0 Priority Zones for Recommended Public Right-of-Way Improvements

The findings from the inventory of pedestrian infrastructure in the public rights-of-way were utilized to develop priority zones which weigh the condition of the existing facilities, with focus on infrastructure rated 1 ("poor") and 2 ("fair"), and proximity to critical destinations for pedestrian traffic – schools, parks, and the Main Street corridor. The respective priority zones for recommended sidewalk and curb ramp improvements established for the critical school, park, and Main Street corridor locations are shown through maps (Appendix C).

These priority zones were then overlayed and scored to develop Aggregate Priority Zones for recommended sidewalk and curb ramp improvement projects (Appendix C). Aggregate Priority Zones are ranked in priority from "High," "Medium," and "Low," with areas encompassed by overlapping priority zones receiving higher ranking, hence prioritizing infrastructure improvements for the most critical locations within the community. The quantity of sidewalks (length in linear feet) and curb ramps (number of ramps) which received condition Ratings 1 and 2 and fall within each respective and Aggregate Priority Zone are summarized in Table 5. At the request of the Beacon City Council, a map of the Aggregate Priority Zones with the Community Development Block Grant (CDBG) eligibility areas overlaid has been included in Appendix C so the City may consider funding opportunities.

Table 5: Inventory of Priority Zones for Recommended Public Right-of-Way Improvements

Priority Zone	Radius/Priority	Rate 1 Infrastructure	Rate 2 Infrastructure
Proximity to Main Street	0.10 mi	13,331 (5)	4,767 (22)
	0.25 mi	13,203 (18)	8,705 (32)
	0.50 mi	17,614 (20)	17,928 (31)
Proximity to Schools	0.10 mi	1,687 (1)	841 (2)
	0.25 mi	5,300 (3)	3,008 (6)
	0.50 mi	24,714 (17)	15,100 (26)
Proximity to Parks	0.10 mi	1,786 (5)	2,947 (7)
	0.25 mi	6,183 (10)	6,336 (29)
	0.50 mi	37,659 (29)	28,862 (53)
Aggregate Priority Score	**High Priority**	**8,656 (10)**	**5,926 (18)**
	Medium Priority	**24,936 (22)**	**13,218 (60)**
	Low Priority	**17,849 (16)**	**23,558 (18)**

X,XXX (YY) = LF of sidewalk (count of curb ramps)

5.0 Summary and Recommendations

This report identifies the condition of the pedestrian infrastructure in the City of Beacon as of spring 2026. Sidewalks, curb ramps, pedestrian signals, and crosswalks were evaluated and rated, and the information was incorporated into a GIS application. Locations with sidewalk gaps, missing curb ramps, and missing crosswalks were also identified. The GIS maps are intended as a resource for the City of Beacon to identify priority areas for construction and maintenance projects and to monitor and record the condition of pedestrian infrastructure within public rights-of-way.

Please feel free to call our office if you have any questions or comments regarding this evaluation.

Respectfully submitted,
Creighton Manning Engineering & Surveying, PLLC



Amanda LaRosa, PE
Project Manager

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Appendix A

Appendix A – Evaluation Criteria

Sidewalk Condition Evaluation

Rating	Condition	Description	
1	Poor	Access for persons with disabilities is impossible or very difficult. Not constructed to current standards. Examples include: • Less than 4-feet wide • Major cross-slope problems • Severe cracking, heaving (more than ½-inch) • Flooding or drainage issues • Obstructions	
2	Fair	Access is possible with some difficulty. Not constructed to current standards. Examples include: • 4-feet wide • Minor cross-slope problems • Surface is not smooth/slip-resistant (brick, slate) • No cracks/gaps/heaves more than ½-inch • Minor obstructions (but at least 3-feet of space)	
3	Good	Facilities are generally accessible but lack one or more features to satisfy current standards. Examples include: • Issues identified under Rating 2, but to a much lesser extent rendering the facility ineligible to be rated as fully accessible	
4	Very Good	Fully accessible to persons with disabilities and compliant with current standards. Examples include: • 5-feet wide • Max. cross slope of 2% • Firm, stable, and slip resistant surface (concrete, asphalt) • No cracks/gaps/heaves more than ¼-inch • No obstructions (utility poles, vegetation, grates)	

Appendix A – Evaluation Criteria

Curb Ramp Condition Evaluation

Rating	Condition	Description	
1	Poor	Access for persons with disabilities is impossible or very difficult. Not constructed to current standards. Examples include: • No detectable warning AND other issues • Major excessive slope/cross-slope • Cracks/gaps/heaves in excess of ½- inch • Less than 4-feet clear space at top & bottom	
2	Fair	Access is possible with some difficulty. Not constructed to current standards. Examples include: • No detectable warning • Minor excessive slope/cross-slope • No cracks/gaps/heaves more than ½-inch • 4-feet clear space at top & bottom • Maintenance/drainage issues (dirt/leaves/gravel)	
3	Good	Facilities are generally accessible but lack one or more features to satisfy current standards. Examples include: • Curb ramp otherwise compliant, but missing detectable warning	
4	Very Good	Fully accessible to persons with disabilities and compliant with current standards. Examples include: • Smooth/stable/slip-resistant surface (concrete, asphalt) • No cracks/gaps/heaves more than ¼-inch • Detectable warning surface • 5-feet clear space at top & bottom • Max. running slope of 8.33%	

Appendix B

N

Sidewalk Condition

- 1 — Poor
- 2 — Fair
- 3 — Good
- 4 — Very Good

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

SIDEWALK CONDITION

Creighton Manning

PROJECT: R251515.00 | DATE: 4/16/2026 | SCALE: 1:9,000

N

Sidewalk Material

- Concrete
- Asphalt
- Bluestone
- Other

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

SIDEWALK MATERIAL

Creighton Manning

PROJECT: R251515.00 | DATE: 4/16/2026 | SCALE: 1:9,000

N

Gap Analysis

- Existing Sidewalk
- Network Gap

DISCLAIMER: This map does not consider right-of-way constraints. The purpose of this map is to broadly identify gaps within the City's existing sidewalk network.

Miles
0 0.13 0.25 0.5

BEACON SIDEWALK INVENTORY

GAP ANALYSIS

Creighton Manning

PROJECT: R251515.00	DATE: 6/25/2026	SCALE: 1:9,000

N

Curb Ramp Condition

- 1 — Poor
- 2 — Fair
- 3 — Good
- 4 — Very Good

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

CURB RAMP CONDITION

Creighton Manning

PROJECT: R251515.00 | DATE: 4/16/2026 | SCALE: 1:9,000

N

Pedestrian Signal Condition

◆ Functioning Ped Signal

0 0.05 0.1 0.2 Miles

BEACON SIDEWALK INVENTORY

PEDESTRIAN SIGNAL FUNCTIONALITY

Creighton Manning

PROJECT: R251515.00 | DATE: 4/23/2026 | SCALE: 1:4,000

N

Crosswalk Condition

- 1 — Extremely deteriorated / not visible
- 2 — Visible with some paint chipping / damage
- 3 — Adequate
- 4 — Like new

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

CROSSWALK CONDITION

Creighton Manning

PROJECT: R251515.00 | DATE: 6/25/2026 | SCALE: 1:9,000

Appendix C

N

BEACON HIGH SCHOOL

ROMBOUT MIDDLE SCHOOL

SOUTH AVENUE ELEMENTARY SCHOOL

SARGENT ELEMENTARY SCHOOL

JV FORRESTAL ELEMENTARY SCHOOL

Priority Curb Ramp Condition

- 1 — Poor
- 2 — Fair

Priority Sidewalk Condition

- 1 — Poor
- 2 — Fair

School Priority Zones

- 0.1 mi
- 0.25 mi
- 0.5 mi

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

RECOMMENDED SIDEWALK & CURB RAMP IMPROVEMENT PRIORITIES

PROXIMITY TO SCHOOLS

Creighton Manning

PROJECT: R251515.00 | DATE: 5/26/2026 | SCALE: 1:9,000

N

Priority Curb Ramp Condition
- 1 — Poor
- 2 — Fair

Priority Sidewalk Condition
- 1 — Poor
- 2 — Fair

Park Priority Zones
- 0.1 mi
- 0.25 mi
- 0.5 mi

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

RECOMMENDED SIDEWALK & CURB RAMP IMPROVEMENT PRIORITIES

PROXIMITY TO PARKS

Creighton Manning

PROJECT: R251515.00 | DATE: 6/23/2026 | SCALE: 1:9,000

N

Priority Curb Ramp Condition

- 1 — Poor
- 2 — Fair

Priority Sidewalk Condition

- 1 — Poor
- 2 — Fair

- Main Street

Main Street Priority Zones

- 0.1 mi
- 0.25 mi
- 0.5 mi

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

RECOMMENDED SIDEWALK & CURB RAMP IMPROVEMENT PRIORITIES

PROXIMITY TO MAIN STREET

Creighton Manning

PROJECT: R251515.00 | DATE: 5/26/2026 | SCALE: 1:9,000

N

Tract 640002

Tract 210101

BEACON HIGH SCHOOL

ROMBOUT MIDDLE SCHOOL

JV FORRESTAL ELEMENTARY SCHOOL

SOUTH AVENUE ELEMENTARY SCHOOL

SARGENT ELEMENTARY SCHOOL

ATHLETIC FIELD

BEACON MEMORIAL PARK

HIDDENBROOKE PARK

GREEN STREET PARK

SOUTH AVENUE PARK

LONG DOCK PARK

DENNINGS POINT STATE PARK

MADAM BRETT PARK

Beacon

Priority Curb Ramp Condition

- 1 — Poor
- 2 — Fair

Priority Sidewalk Condition

- 1 — Poor
- 2 — Fair

Aggregate Priority Zones

- Low Priority
- Medium Priority
- High Priority

CDBG-Eligible Tracts

0 0.13 0.25 0.5 Miles

BEACON SIDEWALK INVENTORY

RECOMMENDED SIDEWALK & CURB RAMP IMPROVEMENT PRIORITIES

AGGREGATE PRIORITY ZONE ANALYSIS

Creighton Manning

PROJECT: R251515.00 | DATE: 6/23/2026 | SCALE: 1:9,000