

May 5, 2017

Mr. James Sheers
Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

RE: Site Plan and Traffic Review for "Edgewater," City of Beacon, NY;
CM Project #117-083.1

Dear Mr. Sheers:

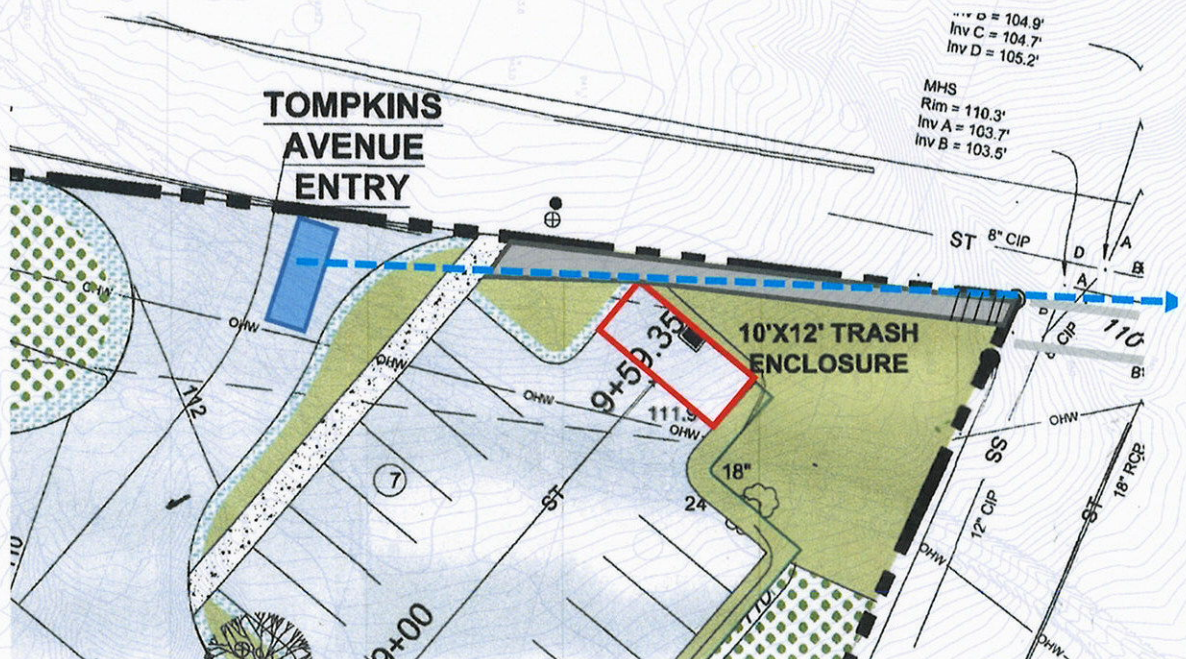
We are in receipt of the following for the subject project:

- Traffic Impact Study dated February 27, 2017 – Maser Consulting
- Comment response dated February 27, 2017 – Maser Consulting
- Comment letter dated March 10, 2017 - Lanc & Tully
- Comment Response dated April 25, 2017 – Hudson Land Design
- Site Plan prepared by Hudson Land Design, last revised on April 25, 2017

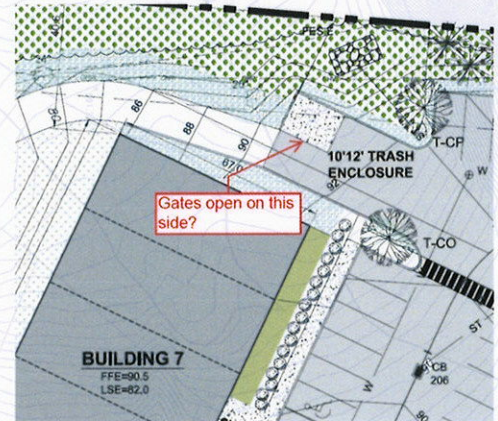
After reviewing these materials and conducting a site visit, we offer the following comments:

Site Plan

1. The sidewalk to Tompkins Avenue should continue east to Bank Street, crossing Bank Street with a crosswalk and accessible ramps. A stop sign should be added to Bank Street. Care should be taken in the design of the dumpster enclosure at the end of the parking lot. The dumpster and/or the enclosure should not block a driver's view exiting to Tompkins Avenue.

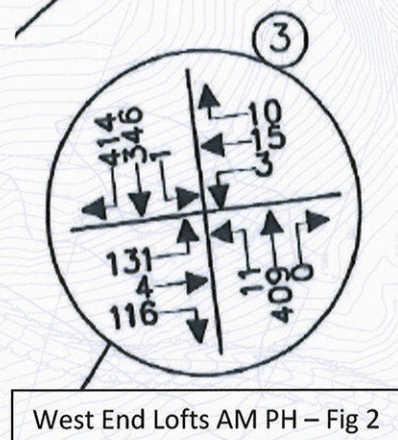
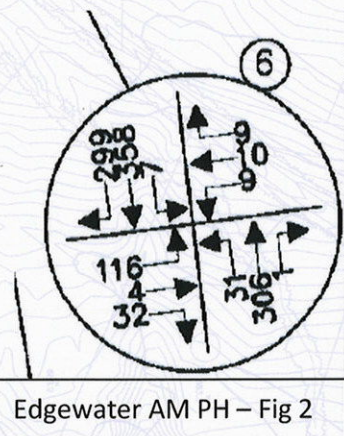


2. The sight distance exiting to Tompkins Avenue is limited to 290 feet looking right, which is 45 feet short (at 30 mph) for a driver to turn left out of the site. The only destination to the left is the Tompkins Terrace Apartments; therefore, it is unlikely that drivers will be making left turns from the site driveway.
3. Dumpster enclosures should allow for easy access to front fork garbage trucks. The dumpster at the north end of Building 7 may need to be rotated 90 degrees, or will otherwise require the operator to manually pull the dumpster out of the enclosure to gain access with the truck.
4. The sidewalk along Branch Street to Bank Street should connect to the sidewalk on the west side of Bank Street with a crosswalk and accessible ramps. A stop sign should be provided on the Branch Street approach. The sight distance looking right is less than recommended, but drivers have a clear view to West Main Street where vehicles turn onto Bank Street and therefore are traveling slower than the speed limit.



Traffic Study

5. The traffic counts included in Appendix E are cut off; they appear scanned as portrait rather than landscape leaving about 25% cut off. Turning movement counts for Route 9D at Verplanck Avenue, Beekman/West Church, and Main St/Municipal Place are missing from Appendix E.
6. We note some differences in the existing traffic volumes between the Edgewater study and the West End Loft study. For example, the Beekman Avenue/West Church Street/Route 9D intersection has a few movements that are 80 to 115 vehicles different (below). Were different volumes used at the common intersections between the two studies?



7. A background growth factor of 2% was used; however, our review of historical traffic volumes on Route 9D (2005 to 2012) revealed traffic growth of 3.46% per year.

8. The study included background traffic from other development projects including The Views, West End Lofts, and the 555 South Avenue project. We defer to the Planning Board as to whether this adequately includes nearby projects.
9. We concur with the trip generation estimate based on ITE sources, noting that no credit was taken for pedestrian trips destined for the train station. We expect that Edgewater residents will find it more convenient to walk (+/-1,500 ft) to the station rather than drive and park. Are the Tompkins Terrace Apartments a comparable trip generator to which the traffic/pedestrian trip generation could be applied to Edgewater?
10. We generally concur with the trip distribution but note that 35% of vehicle traffic is estimated to travel/to from the train station. Meter parking is available for \$3.50 per day (about \$70 per month or \$910 a year). Permit parking for residents is about \$325 per year but there is a waiting list. All things considered, the estimation of traffic to/from the train station may be conservatively estimated.
11. In Table 2 (Level of Service Summary), some of the delay estimates in the table do not reflect the expected operations and/or the reports included in Appendix E.
 - a. LOS for NYS Route 9D/Tompkins Ave – Signalized calcs are provided for AM peak hour (existing, no-build) and unsignalized for PM peak hour (intersection is unsignalized)
 - b. LOS Beekman St/W. Main St: how does EB approach for No-Build being D (31.2) jump to Build F (63.2)? Is this due to 35% of site traffic (from train station) turning left from Beekman St onto W. Main St?
 - c. Section III-F-5, says that NYS Route 9D/Verplanck Ave will continue to operate at LOS C during each peak hours with and without the proposed project. However, in Table 2 the overall LOS for this intersection is D for both No-Build and Build conditions. The calcs show LOS E operations for the westbound right turn movement in the PM peak hours but the timing calcs don't appear to allow for a right turn overlap phase.
12. Most of the intersections will operate adequately with completion of the proposed project, and by inclusion, with The Views and West End Lofts.
13. Signalizing the intersection of Route 9D/Tompkins Avenue/Ralph Street is suggested as possible mitigation to reduce a drop in level of service. If the signal is unwarranted, installation could result in a net increase in delays by unnecessarily stopping through traffic for relatively low side street volumes. The pros and cons should be discussed with the City.
14. The intersection of Beekman Street/W. Main St will have a fourth leg created by The Views. As an unsignalized intersection, the Views driveway is estimated to operate adequately through completion of the Edgewater project. The eastbound approach of Beekman Street is expected to experience an increase in delays during the PM peak hour, LOS D (31.2 seconds) → LOS F (63 seconds). Therefore, the traffic study recommends monitoring the intersection for future signalization.

The Edgewater project adds only 7 trips on the eastbound stop sign approach of W. Main Street, but adds 43 trips (35% trip distribution) to the left turn from Beekman Street onto W. Main Street heading to the site in the PM peak hour (see comment 10). Field observations indicated periods of concentrated traffic flows going north on Beekman Street shortly after the arrival of an afternoon train, followed by lulls

between arrivals. Therefore, the Board should discuss whether this degradation in operation is considered an acceptable temporary condition. However, if signalization becomes necessary, we suggest identifying the fair share amount of responsibility that the Edgewater project has at this intersection.

15. At the Route 9D/Verplanck Avenue intersection, the Edgewater project will add traffic to the northbound and southbound Route 9D approaches. The northbound approach is expected to increase by approximately 5 seconds, the southbound approach by about 6 seconds during the PM peak hour. However, the southbound left turn movement from Route 9D to Verplanck Avenue is expected to increase by 27 seconds (E (69.9) → F (97.0)). The applicant should discuss means of mitigation for this impact.
16. At the Route 9D/Beekman Street/W. Church Street intersection, the northbound left turn movement is expected to drop from LOS D (52.1 sec) → LOS E (59.4) in the PM peak hour as the result of an additional 12 project trips to the movement. This equates to one vehicle every 3 to 4 cycles of the signal. Minor signal timing adjustments may be able to correct this reduction. Any changes in timings as part of the West End project/study should be coordinated in this study.

In summary, we offer the above comments for the Boards consideration, and if appropriate, request responses from the applicants representatives.

If you have any questions about the above comments, please don't hesitate to contact our office.

Respectfully,
Creighton Manning Engineering, LLP



Kenneth Wersted, PE, PTOE
Associate