

June 26, 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 comment response letter dated May 18, 2017 from Maser Consulting and the Site Plan prepared by Hudson Land Design, last revised on May 30, 2017. After reviewing these materials, we offer the following comments:

1. The Maser comment response notes that a sidewalk from the Tompkins Avenue entry to Bank Street, stop sign, and crosswalk will be provided (CM comment #1 – May 5, 2017). These items should be shown on the revised site plans.
2. Beekman St/W. Main St: The level of service analysis does not indicate any significant impacts from the project on the AM peak hour. During the PM peak hour, the delay for the eastbound approach of W. Main Street is projected to double (31 seconds to 63 seconds of delay). This is due in part to the conservatively high estimate of car trips destined to/from the train station. If this distribution were realized as pedestrian trips, lower delay impacts would be the result on this approach. As it is projected, it does not appear that the volumes approaching the intersection from W. Main Street are high enough to warrant a signal, but the applicant offers traffic monitoring.
3. The applicant proposes to monitor the intersection of Route 9D/Tompkins Avenue/Ralph Street for future signalization. If a signal is warrant, the Edgewater project will contribute a fair-share towards installation. This is a reasonable approach but we suggest that a specific after-study approach be prepared and included in the resolution of approval to outline the responsibilities of performing and following through on the traffic monitoring. This approach would also be applicable to the Beekman Street/W. Main Street intersection.
4. At the Route 9D/Verplanck Avenue intersection, the signal timing changes will reduce the SB left turn delay by about 35 seconds (LOS F to LOS E) in the AM peak hour, but the northbound Route 9D delay will increase by 14 seconds (no change in LOS D). These changes will balance the delay amongst the approaches and reduce the overall delay by about 2 seconds per vehicle.
5. At the Route 9D/Beekman Street/W. Church Street intersection, the eastbound Beekman Street approach will experience an increase in delay during the PM peak hour from LOS C (33 sec, No-Build) to LOS D (52 sec Build with timing adjustments), with the shifting of 5 seconds of the EB/WB phase to NB/SB phase. This will also reduce the southbound Route 9D delay from LOS F (82 sec) to LOS D (44 sec). Overall, the delay at this intersection will be reduced from 52 seconds to 37 seconds.

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In summary, the proposed signal timing changes will likely have some noticeable effects, but overall, delays are being mitigated to, or better than the No-Build conditions.

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

Respectfully,
Creighton Manning Engineering, LLP

A handwritten signature in blue ink, appearing to read 'Ken Wersted', is positioned above the printed name.

Kenneth Wersted, PE, PTOE
Associate

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