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August 3, 2017

VIA EMAIL

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

Re: Edgewater and West End Lofts
City of Beacon, New York
MC Project No. 16003078A/17000432A

Dear Chairman Sheers:

In response to comments on the Traffic Impact Studies for both the Edgewater and West End Lofts projects received from the Members of the Planning Board at the July 11, 2017 Planning Board Meeting we are providing you with the below information along with the attached Tables and Maps.

Exhibits No. 1, 2 and 3 (attached) have been prepared to respond to the Planning Board's request for a simpler summary of the traffic impacts of each project and proposed mitigation. Exhibit No. 1 provides a summary of the total intersection volume under Existing, No-Build and Build conditions for the AM and PM Peak Hour periods at each of the intersections studied in the area of the projects. The project related traffic increases for each project are identified along with the Percentage increase over No-Build conditions without the project. As can be seen from the table the majority of the studied intersections will experience an increase of 7% or less as a result of either project. As noted on the table the traffic projections shown **do not take any credit for the anticipated use of Metro North and/or pedestrian trips to the train** by residents of each development, which will likely reduce the actual peak vehicular traffic generated by each development. It should also be noted that the majority of the project generated traffic would be in the **opposite travel direction** of commuters to the train station in the morning and from the train station in the afternoon, which is the predominant direction of flow at the key intersections.

Exhibit No. 2 and 3 provide a summary of the delay increase from No-Build to Build conditions at each of the studied intersection as a result of the proposed projects. The proposed mitigation measures are also identified along with the anticipated delays after mitigation. For the intersection



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so NYS Route 9D/Verplanck Avenue and NYS Route 9D/Beekman Street, traffic signal timing modifications are proposed to address the project related delay increases. With these traffic signal timing modifications, the intersections will operate similar to No-Build conditions without the projects. The intersections of NYS Route 9D/Tompkins Avenue and Beekman Street/West Main Street are proposed to be monitored after occupancy of the projects to assess whether traffic signal warrants will be satisfied at these locations.

Relative to the traffic signal timing modifications, the New York State Department of Transportation (NYSDOT) has been contacted and has now indicated that approval for any signal timing changes will be required prior to implementation. As such, a formal Highway Work Permit Application will be made to NYSDOT for their review of the proposed signal timing modifications and coordination with the nearby traffic signals at the Interstate 84 ramps to the north. The traffic signal timing modifications will be coordinated with NYSDOT and City of Beacon.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy', written over a horizontal line.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

A handwritten signature in black ink, appearing to read 'Richard G. D'Andrea', written over a horizontal line.

Richard G. D'Andrea, P.E., PTOE
Associate/Project Manager

PJG/rgd
Enclosures
cc:

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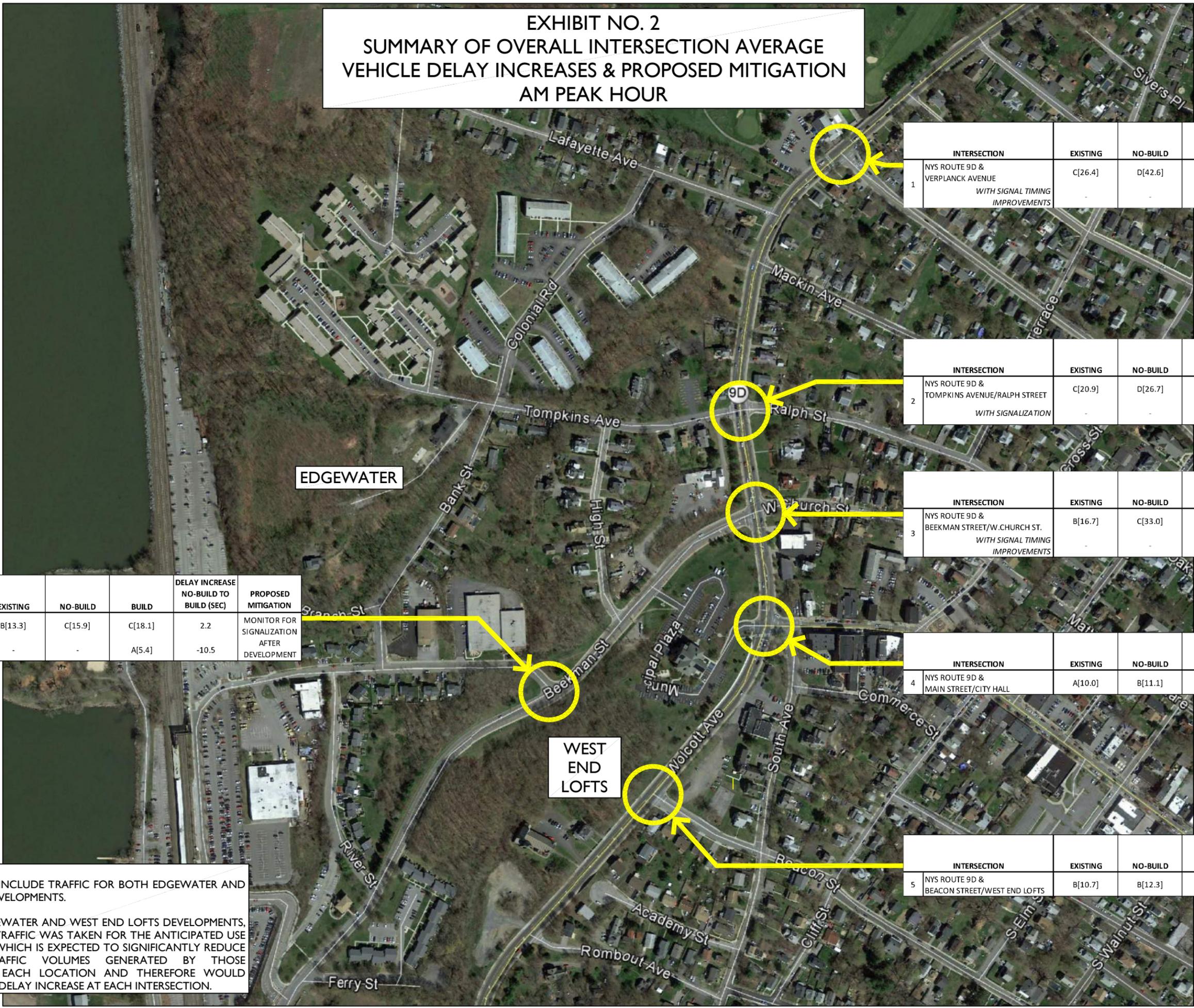
**EXHIBIT NO. 1
SUMMARY OF TOTAL INTERSECTION VOLUMES**

AM PEAK HOUR								
INTERSECTION		EXISTING	NO-BUILD	EDGEWATER GENERATED	WEST END LOFTS GENERATED	TOTAL BUILD	% INCREASE DUE TO EDGEWATER	% INCREASE DUE TO WEST END LOFTS
1	NYS ROUTE 9D & VERPLANCK AVENUE	1761	2070	70	20	2160	3.4%	1.0%
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	1411	1686	85	20	1791	5.0%	1.2%
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	1460	1752	30	28	1810	1.7%	1.6%
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	933	1160	30	34	1224	2.6%	2.9%
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	606	852	15	52	919	1.8%	6.1%
6	BEEKMAN STREET & W. MAIN STREET	631	774	26	8	808	3.4%	1.0%
PM PEAK HOUR								
INTERSECTION		EXISTING	NO-BUILD	EDGEWATER GENERATED	WEST END LOFTS GENERATED	TOTAL BUILD	% INCREASE DUE TO EDGEWATER	% INCREASE DUE TO WEST END LOFTS
1	NYS ROUTE 9D & VERPLANCK AVENUE	1725	2041	85	29	2155	4.2%	1.4%
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	1347	1626	104	29	1759	6.4%	1.8%
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	1347	1643	38	40	1721	2.3%	2.4%
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	987	1330	38	48	1416	2.9%	3.6%
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	596	852	19	72	943	2.2%	8.5%
6	BEEKMAN STREET & W. MAIN STREET	452	540	62	11	613	11.5%	2.0%

NOTES:

- 1) THE ABOVE VOLUMES REPRESENT THE TOTAL INTERSECTION VOLUMES FOR EACH LOCATION.
- 2) NOTE THAT FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, **NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH**, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND WOULD LOWER THE PERCENTAGE VOLUME INCREASE SHOWN ABOVE.

**EXHIBIT NO. 2
SUMMARY OF OVERALL INTERSECTION AVERAGE
VEHICLE DELAY INCREASES & PROPOSED MITIGATION
AM PEAK HOUR**



INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
1 NYS ROUTE 9D & VERPLANCK AVENUE WITH SIGNAL TIMING IMPROVEMENTS	C[26.4]	D[42.6]	E[55.9] D[40.8]	13.3 -1.8	SIGNAL TIMING IMPROVEMENTS

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
2 NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET WITH SIGNALIZATION	C[20.9]	D[26.7]	E[46.9] B[10.7]	20.2 -16.0	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
3 NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST. WITH SIGNAL TIMING IMPROVEMENTS	B[16.7]	C[33.0]	D[35.6] C[30.4]	2.6 -2.6	SIGNAL TIMING IMPROVEMENTS

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
6 BEEKMAN STREET & W. MAIN STREET WITH SIGNALIZATION	B[13.3]	C[15.9]	C[18.1] A[5.4]	2.2 -10.5	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT

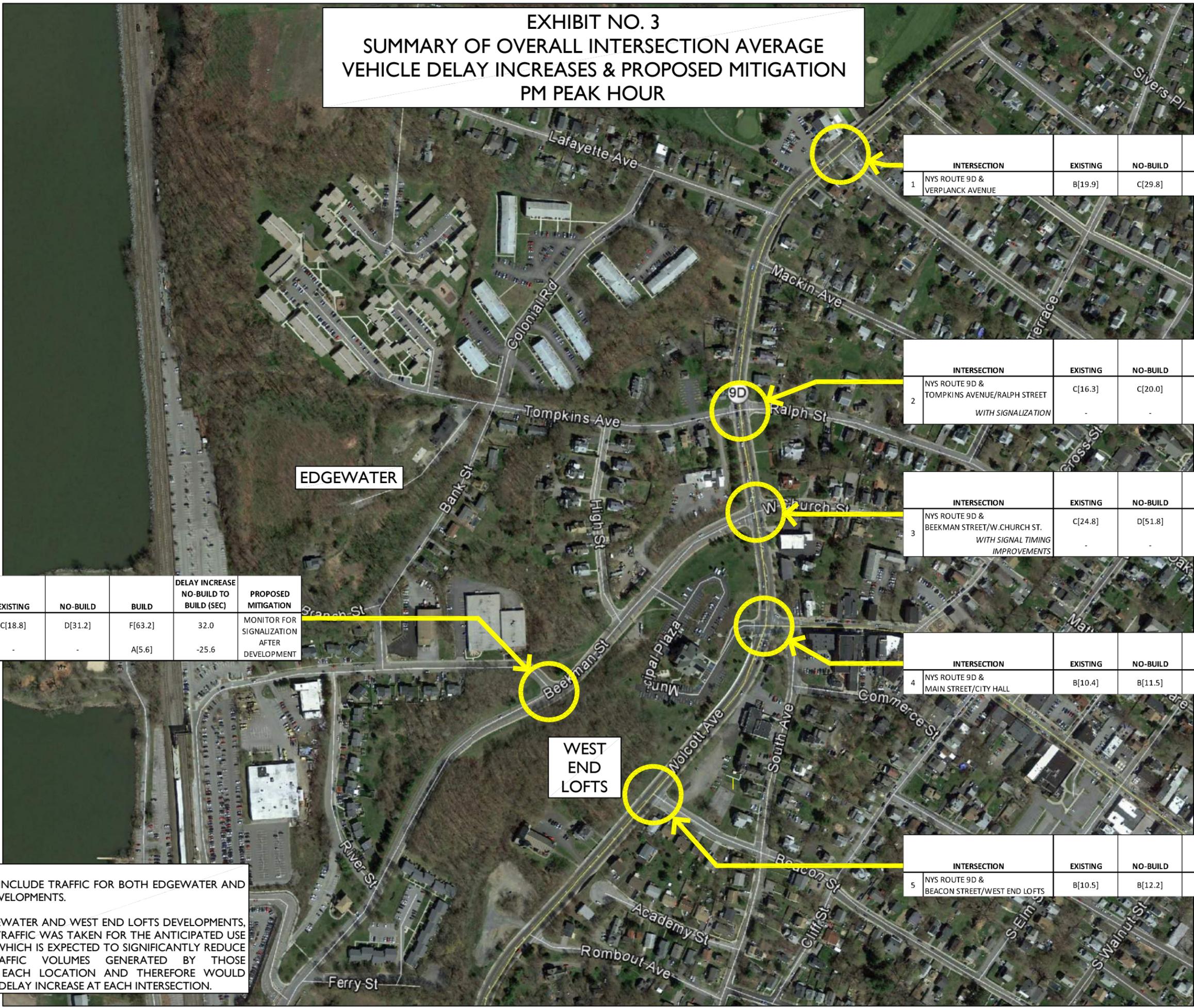
INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
4 NYS ROUTE 9D & MAIN STREET/CITY HALL	A[10.0]	B[11.1]	B[11.3]	0.2	NO MITIGATION REQUIRED

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
5 NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	B[10.7]	B[12.3]	C[24.6]	12.3	NO MITIGATION REQUIRED

NOTES:

- BUILD CONDITIONS INCLUDE TRAFFIC FOR BOTH EDGEWATER AND WEST END LOFTS DEVELOPMENTS.
- FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND THEREFORE WOULD REDUCE THE TOTAL DELAY INCREASE AT EACH INTERSECTION.

**EXHIBIT NO. 3
SUMMARY OF OVERALL INTERSECTION AVERAGE
VEHICLE DELAY INCREASES & PROPOSED MITIGATION
PM PEAK HOUR**



INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
1 NYS ROUTE 9D & VERPLANCK AVENUE	B[19.9]	C[29.8]	C[33.1]	3.3	NO MITIGATION REQUIRED

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
2 NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET WITH SIGNALIZATION	C[16.3]	C[20.0]	D[26.6]	6.6	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	-	-	A[7.2]	-12.8	

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
3 NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST. WITH SIGNAL TIMING IMPROVEMENTS	C[24.8]	D[51.8]	D[53.5]	1.7	SIGNAL TIMING IMPROVEMENTS
	-	-	D[37.3]	-14.5	

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
4 NYS ROUTE 9D & MAIN STREET/CITY HALL	B[10.4]	B[11.5]	B[11.8]	0.3	NO MITIGATION REQUIRED

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
5 NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	B[10.5]	B[12.2]	C[23.1]	10.9	NO MITIGATION REQUIRED

INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
6 BEEKMAN STREET & W. MAIN STREET WITH SIGNALIZATION	C[18.8]	D[31.2]	F[63.2]	32.0	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	-	-	A[5.6]	-25.6	

NOTES:

- BUILD CONDITIONS INCLUDE TRAFFIC FOR BOTH EDGEWATER AND WEST END LOFTS DEVELOPMENTS.
- FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND THEREFORE WOULD REDUCE THE TOTAL DELAY INCREASE AT EACH INTERSECTION.