

# TOWN OF AMHERST

## TRAFFIC-SAFETY BOARD

ENGINEERING DEPARTMENT – 1100 NORTH FOREST ROAD, WILLIAMSVILLE, NEW YORK 14221  
TRAFFIC SAFETY COORDINATOR - TELEPHONE 631-7154 - FAX 631-7222

### **AMHERST TRAFFIC SAFETY BOARD**

**April 7, 2021**

The April meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on April 7, 2021. Chairman Eric Fraas called the meeting to order starting with the approval of the February and March ATSB minutes. Chairman Fraas starts with the February 2021 minutes asking if there are any additions or changes to the minutes. Greg Dionne would like page 3, second paragraph, 11 lines down corrected from 'Ken Rider' to 'Ken Smith'. Motion by Eric Fraas, second by Jennifer Michniewicz to approve the February minutes with the single correction. Approved 9-0. Chairman Fraas asks if there are any corrections or additions needed on the March 2021 meeting minutes. Greg Dionne would like the first paragraph on the first page corrected by deleting an additional 'Tom Voight' that was unnecessarily added. Motion by Kevin Cantwell second by Chairman Fraas to approve the minutes as corrected. Approved 9-0. Chairman Fraas chaired the meeting. Other members present were Vice Chairman Dan Rider, Ken Smith, Kristin Goss, Jennifer Michniewicz, Kevin Cantwell, Mark Storch, Gregory Dionne and Maxwell Kahn. Departmental Liaisons included Joe Frese of the Building Department, Captain Kevin Brown of the Police Department, Thomas Voight of the Planning Department and Christopher Schregel, Traffic Safety Coordinator/Engineering Liaison. Also in attendance is Michael Szukala Councilmember Liaison. Meeting held via zoom.

### **NEW BUSINESS**

1. Heim Road – Speeding concerns. Chris Schregel begins with an explanation of this item. He explains that a resident complained of high speeds occurring on Heim Road. Counts conducted pre-covid indicated an 85<sup>th</sup> percentile speed of 42 mph with close to 2000 vehicles counted in each direction per day. Two schools are located along Heim both the elementary and the middle school. There is a flashing beacon on Heim Road in both directions and a school zone speed limit sign of 25 mph. The speed limit when school is not in session is 35 mph and a crossing guard is at this location during the arrival and dismissal times. The resident is asking for a recommendation on how to make this a safer section of roadway. Chris Schregel suggests improving the existing flashing beacon by adding a radar speed display. He also informs the members that a funding source has already been designated. Captain Brown comments that there have been 23 accidents since 2017. Greg Dionne points out that there are passing zones established when approaching the school zone, and this should seriously be reconsidered. Greg feels this is not appropriate for a school zone area and a double yellow line needs to be put in place along that entire section of Heim Road. Chairman Fraas agrees with Greg Dionne. Maxwell Kahn would like counts done to see if a signal during school hours would meet the warrants but these counts will need to be conducted in September or October. Greg Dionne thinks the addition of a more visible crosswalk may slow vehicles. Motion by Greg Dionne second by Kevin Cantwell for the installation of the double yellow centerline for the full distance of Heim Road in this section. Approved 9-0.
2. Ace Dental/Montage Salon – Sight distance issue. Chris Schregel begins the discussion by explaining that this issue is in a private shopping plaza. It was brought to the Traffic Safety Board's attention by a resident that had contacted the Supervisors office with concerns. This problem is a sight distance problem internally in the plaza. The building columns obstruct sight lines. Chris Schregel shows a video of the problem. Chris explains that the Traffic Safety Board is limited in what they are able to do when its private property as in the case of this plaza. He suggests a letter to the property owner explaining the safety issues and asking for a solution. Chairman Fraas feels because this is private property this issue should be referred to code enforcement to look at the original site plan regarding the sidewalk.

Joe Frese informs the members that there is little code enforcement can do as this section of the plaza has been set up like this for many years. He suggests contacting the developer to make a one-way in the parking lot. Thomas Voight comments that he has reviewed the most recent site plan that is available for this plaza and the crosswalk that is visible on the video is not on the site plan. He feels that the plaza is trying to improve the safety. Dan Rider suggests a railing going from the brick wall to the crosswalk this would improve the site distance for the driver. ATSB requests the Traffic Safety Coordinator send a letter to the property owner requesting a railing.

3. Chateau Terrace – Traffic volume issues and signal adjustment. Chairman Fraas turns the meeting over to Chris Schregel for background information related to this item. Chateau Terrace was brought to the attention of the Traffic Safety Board after a rezoning effort. As part of that, traffic safety issues were brought up as part of the public comment. This section of Chateau Terrace has been discussed by the Traffic Safety Board before related to parking restrictions resulting in the removal of some parking restrictions. Chris Schregel also states that a curb cut to the Park School is located on Chateau Terrace causing some concerns from residents related to cut-through traffic. The principal has been contacted about this issue but could not be in attendance. The School has installed signage, speed bumps and barricades to help control the problem. Chairman Fraas opens the public comment period for this item:
  - a) Mike Merrill, 97 Chateau Terrace. Ever since he has been living on the street a number of neighbors are concerned about the traffic and the speeds of the vehicles. He feels it's generated from the Park School parents picking up and dropping off children as it seems to be in the beginning of the school day and at the end of the school day that he has noticed the largest number of vehicles. He has also noticed this type of traffic in the summer due to camps that Park School runs. He and his neighbors are questioning if the driveway at the end of Chateau Terrace entering the Park School can be closed to traffic to lower the amount of traffic and the speeds that he and his neighbors are observing. He realizes that closing off that curb cut would be difficult so he is asking for some type of traffic calming. He would like a speed and volume count conducted. He is requesting that speeds be reduced for the safety of the children in the area.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chairman Fraas asks that speed and volume counts be conducted on Chateau Terrace East and Chateau Terrace [west] mid-Block before any traffic calming measures are considered. Chris Schregel states that the Highway Department will be contacted to conduct the counts. Item held waiting for counts.

4. McKinley and Harding – Traffic issues. Chairman Fraas turns the meeting over to Chris Schregel for background information on this item. He begins by explaining that McKinley and Harding originally continue on to Wehrle but as part of an access-management project, NYSDOT looped them together in order to avoid conflicts near the intersection of Transit Road. The resident for this item is asking for some type of sign or some way to notify drivers that McKinley has no connection to Wehrle. He states in his letter that frustrated drivers are traveling at a fast rate to get out of the neighborhood once they realize they cannot cut through to Wehrle Drive. Jennifer Michniewicz inquires if a "No Outlet" sign can be used in this case. C. Schregel explains that this sign is not appropriate for this section of road as indicated by the MUTCD as the road technically has an outlet. Chairman Fraas opens the public comment period for this item:
  - a) Ed Dominiak, 257 McKinley. Explains that drivers use McKinley as a cut through to Wehrle even though it does not connect. He explains that visually it appears that it does connect because of a walkway to Wehrle Drive, causing more confusion. Mr. Dominiak is asking for some type of signage informing drivers that McKinley does not go through to Wehrle Drive. He also informs the members that a number of young families live on the street and there are no sidewalks.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Greg Dionne also would like the members to consider a "No Outlet" sign even though McKinley doesn't fit the description for that sign. Dan Rider agrees feeling that this is a special circumstance for the use of this sign or another specially worded sign for this problem.

Chairman Fraas also agrees with the other members that Town should install a No Outlet sign. Chris Schregel will put in a request to the Highway Department to install a "NO Outlet" sign as requested by the Traffic Safety Board Members. Motion by Chairman Fraas Second by Kevin Cantwell for the installation of "No Outlet" signs on McKinley Avenue at Garfield for traffic going in the south direction and also at Harding and Garfield going in the south direction. Approved 9-0.

5. Park Club Lane – Request for Traffic Calming. Chairman Fraas turns the meeting over to Chris Schregel for background information on this item. Chris Schregel begins by saying this was an agenda item in March 2020 and held due to Covid. It's currently being looked at and work has been done to research the issues. He explains that Park Club Lane connects between North Forest Road and Main Street and a number of commercial buildings occupy one section of Park Club Lane on the south. Residents are concerned with cut through traffic in their neighborhoods going to and from the commercial properties and now a new medical building is in the works in this same location. Two traffic counters had been placed on Park Club Lane and the results of the counter placed in the more residential area indicated that the 85<sup>th</sup> percentile speed is 35 mph with a posted speed limit of 30 mph. The speed counts taken in the less residential area of Park Club Lane increased to 44 mph with a posted speed limit of 30 mph. A speeding problem is confirmed on Park Club Lane and the residents have asked for traffic calming measures to be implemented. Chris Schregel reviews the long term concepts assembled as a result of the March 2020 review – concepts displayed on the screen.

The Morningside Home Owners Association have met with Supervisor Kulpa to discuss traffic calming alternatives. As a result the Supervisor has asked for the Traffic Safety Board to do a pedestrian, traffic calming initiative by hiring a private engineering company to look at all options. The Supervisor also asked that the Traffic Safety Board consider temporary traffic calming to see what the outcome would be for that corridor. Greg Dionne has prepared a presentation with various options of Tactical Urbanism for the members to consider:

- Greg Dionne begins the presentation by explaining that temporary traffic calming is also known as Tactical Urbanism. Its includes temporarily reconfiguring a street using traffic cones, barriers and signs in an attempt to slow down speeding drivers and gather real-world data and feedback about the effectiveness of various traffic calming options. He displays various photos of cost effective options that would recreate what it would look like if installed and implemented on the screen. Greg Dionne points out the many benefits of using the temporary traffic calming measures including being inexpensive, quick to install and remove, actionable, and real time data and feedback. Greg Dionne would like to see 4 traffic calming demonstrations during this Summer and Fall all on Town owned streets that have speeding issues. The recommended streets to be part of this pilot are Brompton Road, Park Club Lane, Shoreline Parkway and Westfield Road.

Chairman Fraas opens the public comment period for this item:

- a) Nathan Hartrich, President of the Morningside Home Owners Association. He has received a lot of feedback from residents regarding the traffic on Park Club Lane. Mr. Hartrich explains Park Club Lane is a well travel road by the surrounding homeowners. The homeowners have been active with Town Board trying to come up with a solution to improve the safety and traffic issues. Mr. Hartrich has met with Councilmember Szukala and Supervisor Kulpa to discuss the homeowners concerns on numerous occasions. He would like a resolution to the problems and would like to see Tactical Urbanism used to find the solution. He states that the data collected both in 2016 and more recently in 2020 show a substantial increase in both volume and speeds proving the problem has gotten worse over time. He likes the direction that the Town is heading in and looks forward to any possible improvements that can be implemented.
- b) Josh Ennis. He supports everything that has been said by Mr. Hartrich and would like to add that the lack of sidewalks causes pedestrians to use the road sides for walking or biking. He would also like additional stop signs at Briar Row and Park Club Lane.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chairman Fraas would like the Tactical Urbanism ideas mentioned in the presentation implemented to see what would be the best option. Kevin Cantwell questions whether sidewalks would be an option on Park Club Lane. Chairman Fraas states that an engineering study would need to be done to consider that option, but it could be considered in the long term plan. Motion by Kevin Cantwell second by Dan Rider to go before the Town Board to ask for the funding of a potential traffic study on Park Club Lane by an outside engineering firm to make safety improvements. Approved 9-0.

Chris Schregel adds that the Town's Highway Superintendent had questions related to implement the Tactical Urbanism. Pat Lucey is concerned with the maintenance efforts during the duration of the study as well as Town liability. Currently the Town Attorney is reviewing those concerns but this is not expected to be a problem as long as standards are implemented. The Federal Highway Administration has standards set on how to install permanent traffic calming measures and these standards can also be used for the temporary traffic calming methods. Captain Brown would like to also recommend that during any study that is conducted proper warning and lighting should be considered in order to avoid any hazards.

Chairman Fraas ends by saying that this board is in favor of implementing Tactical Urbanism to find solutions to traffic issues. Motion by Chairman Fraas second by Greg Dionne to move forward with the Tactical Urbanism within the Town as a traffic calming measure. Approve 9-0.

6. Briar Row – Request for a stop sign. A map of the residents request for an all-way stop signs is displayed on the screen. Chairman Fraas opened the public comment period for this item:
  - a) Nate Hartrich President of the Homeowners Association. He states that this is an obvious location that a stop sign could help with safety and driver confusion. He also feels that it will slow traffic speeds at this location.
  - b) Josh Ennis agrees with everything that Mr. Hartrich has said and would also like to add that the changes that have been discussed would be a beginning in making this a safer neighborhood for both pedestrians and vehicle traffic.

Chairman Fraas closes the public comment period and opens the discussion to the members. Chairman Fraas begins by saying that data has not been collected to warrant an all way stop at this location. He goes on to say that driver compliance could still be an issue if an all-way stop was installed. Chairman Fraas comments that this intersection should be reconfigured to become a true T intersection rather than being changed to an all-way stop. A mini Roundabout is discussed by the members as a possible solution along with reconfiguration into a T intersection. Tactical Urbanism is thought to be more effective with this issue than the addition of stop signs. Should the Town move forward with the Tactical Urbanism at this intersection. Approved 9-0. Item held and will be tracked under the Tactical Urbanism item.

7. Morningstar Ct. & Dawnbrook Lane – Request for an all-way stop. Chairman Fraas turns the meeting over to Chris Schregel for an explanation of this item. He begins by explaining it's a conventional T-intersection with two existing stop signs at this intersection rather than the common way of installing stop signs by installing one stop sign at the bottom of the T. The resident has informed the Traffic Safety Board that this is very confusing. She is asking for a recommendation from the Traffic Safety Board on how to proceed with this intersection. Chairman Fraas opens the public comment period for this item:
  - a) Elizabeth Harvey: She is part of the Morningstar Homeowners Association. She explains that speeding and stop sign compliance is a problem at this location along with cut-through traffic. She comments that a number of young children live in this area and its concerning to have children playing in the front yards. She has witness driver confusion at this intersection. She would like another stop sign to help make this intersection safer.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chairman Fraas talks about stop sign compliance at unwarranted stop signs and he feels the solution is to remove the unwarranted stop sign. Chairman Fraas goes on to say that removing existing stop signs is never popular with area residents and in most cases is not approved by the Town Board. As such, Chairman Fraas asks for other solutions from the members of the Traffic Safety Board. Jennifer Michniewicz is recommending that the stop sign circled on the displayed map be removed but acknowledges that this action will likely never happen. Kevin Cantwell is recommending speed and volume counts be conducted and a decision be made based on data. The members agree. Item held until counts have been done.

8. Meadow Spring Court / Meadow Spring Lane Intersection – Request for an all-way stop. Chris Schregel begins the discussion with some background on this item. He states that this resident has concerns with the speeds and would like an all way stop at this intersection. Currently it is signed correctly with a single stop sign at the bottom of the T as shown to the members on the screen. No counts are available but volume in this area is fairly low. Chairman Fraas would like this item received and filed based on the intersection not meeting all-way stop warrants per the MUTCD.

Chairman Fraas asks if there is any other new business to report. Chairman Fraas would like the construction project that was done on Audubon Parkway regarding the road diet discussed. He is requesting more lighting. Chris Schregel comments that since the project, drivers are missing a private driveway and creating ruts in the new soil. The driveway was built to NYSDOT standards, as such, the owners of the apartment building have been asked to come up with a solution to reduce drivers from running off the road/driveway.

No other new Business being heard, Chairman Fraas closes the New Business portion of the meeting and opens up the Old Business portion of the meeting.

### **OLD BUSINESS**

- A. Dockside – Count Results, next steps. Chris Schregel reports that curve warning signs have been installed at both curves along with a playground sign in advance of the playground. Counts indicate that the long stretch on Dockside coming off Millersport has high speeds coming with an 85<sup>th</sup> percentile of 45 mph in a 30 mph zone. When vehicle enter the residential section, they do slow down to 33-35 mph. Chairman Fraas opens the public comment period for this item:
  - a) Allen Stock, He has several photos to present to the members. The first one shows how close the playground is to the road. His biggest concern is coming into the development from the back entrance. The speeds tend to be high when drivers enter the residential section. He is asking for an all way stop at shoreline intersection to slow the vehicles when they enter the residential area from the strait-away section.

Chairman Fraas closes the public comment period and open the discussion to the members. Eric Fraas begins by saying that several improvements have been implemented in this area and it appears that this is not a cut through. Most likely the speeding vehicle are the residents of the area. Tactical Urbanism will be looked at in this area but a stop sign is not possible in this section of road as it would be a mid-block stop which is not recommended. Chairman Fraas ends by saying that the landlords and residents need to be informed of the speeding issues and act accordingly. Item held and will be tracked under the Tactical Urbanism item.

- B. Williamsville USPS – Configuration. Chris Schregel begins the conversation stating that ATSB looked at the USPS suggestions and configurations related to on egress and ingress of the parking lot last month. Chris Schregel displays the letter and diagram sent to USPS from the Traffic Safety Board. He states that 5 suggestions had been sent to USPS and displays the diagram with the suggestions. In response, USPS agreed with three of the five recommendations in a response dated March 16, 2021, but takes exception to previously made recommendations 1 & 2 by the ATSB. This includes installing a right-in/right-out and opening the connection to the adjacent plaza to allow for 2-way travel, respectively. ATSB does not recommend the USPS concept of a one-way signing and narrowing between the two plazas. The Board is of the opinion that if this connection is constructed as a one-way east, motorists will enter the one-way in the wrong direction causing additional and potentially worse problems and conflicts. ATSB is suggesting a compromise by providing two different options. They are:

Option 1: Two-way parking lot inter-connection / Install right-out only: USPS customers travelling eastbound on Sheridan Drive who miss the Essjay turn and are denied entry at the Sheridan Drive right-out curb cut need another point of entry. As such, ATSB is in agreement with the right-out Sheridan configuration only if the inter-parking lot connection allows for two-way travel. This will allow for trips using the Williamsville Plaza curb cut to access the USPS lot, while eliminating some conflict points internally in the USPS parking lot.

Option 2: Closed parking lot inter-connection / Install right-in/right-out: ATSB recognizes that the best way to avoid both internal USPS conflict points and unwanted cut-through traffic is to completely close off the inter-parking lot connection with Williamsville Plaza. ATSB only likes this option IF the Sheridan Drive curb cut is converted into a right-in/right-out to allow for Sheridan eastbound trips that have missed the Essjay turn. The outcome of this option yields the greatest elimination of internal conflict points.

A letter response to USPS to be sent out by the Traffic Safety Coordinator with the above options.

- C. Youngs Road – Sidewalk Safety. Chris Schregel begins by updating the members on the progress of this item. ATSB requested underground utilities be reviewed to determine if this section of roadway could easily be reconstructed to include a shoulder. Engineering Department found numerous utilities making it very difficult to do a simple reconfiguration. A question came up at the last meeting regarding when Youngs Road would be next paved. The Highway Department is reporting that this section of Youngs Road will be paved in late summer 2021. Chairman Fraas adds that the Town Highway Department is already scoping a project to improve the path, and connecting it to the ADA ramps at Verdi. ATSB recommends that when Youngs is paved that the path be widened and a fog line be added on the west side. The Highway Department will maintain the path if instructed by the Town Board to do so. Motion by Maxwell Kahn second by Chairman Fraas for what is displayed on the screen as drawn to go to the Highway Department and the Town Board for approval by resolution. Approved 9-0.

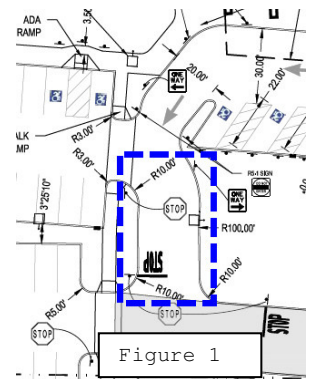
Chairperson Fraas asks if anyone has any old business to add. None being heard the New and Old business portion of the meeting is closed.

## **SITE PLANS / REZONING**

SUBJECT: Major Site Plan Review SP-2020-09A  
ADDRESS: 500 Maple Road  
PETITIONER: 111 North North Maplemere

**X MAJOR SITE PLAN IS**  
**X APPROVED WITH CONDITIONS**

1. The UB MD Blvd / Amherst Manor intersection must have NYSDOT and pipeline approvals in place prior to Site Plan approval.
2. UB MD Blvd transition between north/south to east/west cannot be designed as an intersection. The curb-cut on is not considered an intersection leg. This is 90-degree bend as proposed that cannot be stop-controlled. As such, redesign as a curve according to a design speed of 30 mph or less.
3. Relocate the crosswalk eliminated in comment #3 to a mid-block location on UBMD North/South section at approximately STA UBMD 22+25 in order to accommodate trail users parking in the northeast parking lot of the Northtown Facility. Consider a raised crosswalk on top of a speed table or a RRFB to complement the crosswalk, with the appropriate signage.
4. The eastern terminus of UB MD Blvd is not clear as to how that roadway terminates into the "future" roadway. The end must be terminated according to Town Highway specifications for a turn-around and maintenance activities.
5. A portion of parking is permitted along the east side of the N/S UB MD Blvd. according to the sign plan. On-street parking should be completely restricted
6. Install a cross-traffic does not stop sub plaque below the proposed stop sign on the west leg of the newly reconfigured Amherst Manor Drive / UB MD Blvd intersection.
7. Install 12" LED lenses and Back plates at the new signal heads at the Maple / Amherst Manor proposed signal system.
8. Instead of traditional loop detection, install Miovision Smart Signal infrastructure at the Maple / Amherst Manor proposed signal system. The Town's Engineering Department may provide you with equipment specifications upon request.
9. The exit of the front loop is signed as one-way south and towards the internal stop-controlled intersection. Two-way traffic should be allowed in this short segment. See figure 1.
10. Questioning if the one-way sign is necessary at the entrance of the front loop. May confuse motorists that turning right into the parking area is prohibited.
11. Create an east/west pedestrian access route internal within the south parking lot that connects the Northtown Facility on the west to the Recreation fields to the east. Suggestion that it occur on top of, or next to the waterline service. A public pedestrian easement may be necessary.



12. The proposed traffic signal at Amherst Manor and Maple will result in five (5) traffic signals along the Maple Road Corridor within a distance of 0.6 miles. A coordinated signal plan to efficiently move traffic is necessary. Three of the five are/will be Town-owned and will have smart signalization (see comment 8). The remaining two are NYS owned and operated and will not have smart signalization. As part of the mitigation, and with the approval of NYSDOT, install Miovision at the ramp signals to allow for Automated Traffic Signal Performance Measures.

TIS Comments:

- A. Conclusions / Recommendation sections indicate that warrants are not met for a signal at the Maple Rd. / Amherst Manor Intersection. This is not the case, see pages 10-13 indicating that a 3-color signal is part of the project's mitigation.
  - B. Explore if the SB approach of the UBMD and Amherst Manor newly configured intersection can be narrowed to a single lane to accommodate thru and rights.
  - C. Conduct a multi-way stop sign warrant analysis at the UBMD and Amherst Manor.
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SUBJECT: Amendment to A Major Site Plan Review SP-1988-52F  
ADDRESS: 7420 Transit Road  
PETITIONER: D.R. Chamberlain Corporation

**X MAJOR SITE PLAN IS**  
**X APPROVED WITH CONDITIONS**

- 1. Establish physical vehicular connections with the adjacent parcels to both the north and south.
  - 2. Provided truck routing plan fails to provide a clear path for car carrier drop-off. Path is blocked by inventory vehicles and landscape areas.
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SUBJECT: Major Site Plan Review SP-2020-13  
ADDRESS: 1081 North French Road  
PETITIONER: Aspen Heights Partners

**X MAJOR SITE PLAN REVIEW IS**  
**X APPROVED WITH CONDITIONS**

- 1. Provide a roadside shoulder on both sides of the JJ Audubon between ramps and along the JJ Audubon Pkwy extension.
- 2. Barrier along pathways must be at a height suitable to protect pedestrians and cyclists. The DOT item referenced is a barrier that is suited towards vehicular protection. Consider using a safety rail as referenced on Figure 18 of AASHTO guide for the development of bicycle facilities.
- 3. Clarify ownership and maintenance of the public parking area on the north leg of the internal roundabout.
- 4. Provide a proper turnaround and a place for snow storage at the end of the north leg of the internal roundabout.
- 5. Most northeastern parking stall on the public parking area requires additional room to back out into.

Motion by Dan Rider to adjourn meeting at 11:00 pm, second by Chairman Fraas approved 9-0.  
Next meeting is scheduled for May 5, 2021.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'C.P. Schregel', with a long horizontal flourish extending to the right.

Christopher P. Schregel  
Traffic Safety Coordinator