

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

May 5, 2021

The May meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on May 5, 2021. Chairman Eric Fraas called the meeting to order starting with the approval of the April ATSB minutes. Chairman Fraas starts by asking if there are any additions or changes to the minutes. Chairman Fraas has a correction to page 1, item 1, three rows down, add the word "speed" after the word "percentile" and also page 6 bottom of the page, change "hard" to "heard". Kevin Cantwell asks that a correction is made to page 1, item 2, 4th line down the word "site" corrected to read "sight" and page 4 second paragraph add the word "Administration" after the word "Highway". Motion by Kevin Cantwell, second by Mark Storch to approve the April minutes as corrected. Approved 10-0. Chairman Fraas chaired the meeting. Other members present were Vice Chairman Dan Rider, Ken Smith, Michelle Nagel, Kristin Goss, Jennifer Michniewicz, Kevin Cantwell, Mark Storch, Gregory Dionne and Maxwell Kahn. Departmental Liaisons included Joe Frese of the Building Department, Al Spoth of the Highway 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. Briar Hollow – Curve Advisory Signs. Chris Schregel begins with an explanation of this item. Chris Schregel begins by saying that the Town Board successfully installed the stop signs for phase 2 of Briar Hollow. During that review, the Traffic Safety Board identified that curves may require curve advisory signage. Two locations were ball-banked. The results are shown on the screen and indicate advisory speed limits of 20 mph in all directions should be posted. Other area curves shown on the screen could not be Ball Banked as those sections were still under construction. These location will be Ball Banked at a later date. A recommendation will be sent to the Highway Department to install W1-1 curve advisory signs as indicated on the screen. Hold for a future date the sections of road that have not been completed for future Ball Bank tests.
2. Paradise Road crosswalk at Whisperwood Drive. Request for additional pedestrian signage. Chris Schregel begins the discussion by explaining the issue. Jesse Costello reached out to the Town Board in reference to Paradise Road just north of Williamsville East High School. Chris Schregel comments that historically the original crosswalk had been relocated to a better and safer location as displayed on the screen. Chris Schregel informs the members that although the crosswalk is in a better location is still an uncontrolled crosswalk resulting in issues with vehicles not yielding to pedestrians. The resident is requesting an improvement to make this a safer place for pedestrians to cross.
 - a) Jesse Costello, Mr. Costello feels a need for more pedestrian signage at the crosswalk connecting Whisperwood with the front of Williamsville East High school. He says this crosswalk is used by students and area residents. He states that some signage is located close to the crosswalk but feels it is not enough. Mr. Costello has witnessed vehicles having no regard to pedestrians trying to cross by passing through the crosswalk with no hesitation. He feels it's imperative to add more visual aids for the safety of the community. He adds that he has witnessed pedestrians waiting long periods of time to

cross safety and he is concerned that an accident could occur if something isn't done to improve the safety.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chris Schregel begins by informing the members of one pedestrian accident occurring in 2019 and 20 feet south of Whisperwood Drive. Chairman Fraas agrees that signage should be added to the crosswalk area, but continues explaining that this is the reason that the Amherst Traffic Safety Board is generally not in favor of a mid-block cross walks. Signage from the MUTCD designed for uncontrolled crosswalks in a school zone is displayed. Jennifer Michniewicz suggest an RRFB be considered after additional signage has first been tested. Ken Smith and other members would like to see signage similar to the signage recently installed on Casey Road. Chris Schregel displays a diagram with the current signage along with what is proposed to be added. He also suggests the option of adding signs in advance of the intersection with a "Yield to Pedestrian" sign. He explains that the State came out with a "Pedestrian Safety Action Plan" that has a variety of options for uncontrolled crosswalks. Chairman Fraas recommends "Yield to Pedestrians" signs along with "Pedestrian Crossing Ahead" signage. He believes all would be beneficial to draw attention to the crosswalk. Al Spoth suggests putting signage on the back side of existing signs to give more awareness to the crosswalk. All members are in favor of adding signs to the back side of current signs. In addition to the double signs an advanced yield sign should be added. Chairman Fraas informs the resident that the Highway Department will add the double signage to the existing signs along with the addition of "Yield to Pedestrian" signs in front of the crosswalks. Chris Schregel would like to add another suggestion regarding the posting of pedestrian signage by asking the members if the closest side street should also have pedestrian crossing signage. The members also agree that school crossing signage should be posted on Whisperwood in advance of the intersection for left turning vehicles.

Chairman Fraas asks if there is any other new business to report. 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. Tactical Urbanism – Various Locations, Chairman Fraas opens the discussion to the members. Chris Schregel informs the members that he contacted the Highway Superintendent asking him what improvements and changes he would be in favor of supporting. He also states a Request for Proposal was sent out to several engineers to assist with study and design for Park Club and Brompton Road, responses are expected to be received shortly. As part of the scope the Engineers were asked to assist the Town with Tactical Urbanism in those two locations.
- B. Morningstar Court & Dawnbrook Lane – Traffic Counts. Results of the recently collected counts are displayed. He explains that when an all-way stop sign warrant analysis is conducted the highest 8 hours are used and averaged. The minor leg requires 200 vehicles per hour. In this study Dawnbrook had well below the needed vehicles only having 14. Morningstar legs have an average of 50 vehicles when 300 vehicles is needed to meet the warrant. Chris Schregel comments that this intersection is not currently signed correctly but removing a stop sign in any neighborhood is generally met with opposition by area residents. The options in this situation are to add an unwarranted stop sign, remove a stop sign, or leave the current signage as it is. Chairman Fraas suggests giving the Town Board the option. Motion by Chairman Fraas second by Jennifer Michniewicz to send the preferred option to the Town Board for the removal of the stop sign and if they are not in favor of the removal of the stop sign then also give them the option of adding a stop sign. Approved 10-0. Town is still tracking down how this posting occurred.

- C. Chateau Terrace – Traffic Counts and Park School Traffic. Chris Schregel begins with the results of the counts recently conducted. Two counters were placed on Chateau Terrace mid-block as shown on the screen. The week that was recorded was April 19th – 23rd. This particular week had a mix of full school days and no school days, and as a result the data collected could compare school days to non-school days. The results indicate a traffic increase during school drop off and pick up times. Speed data indicated speeding was not an issue in this neighborhood, even during school days. Town staff observed the traffic at the intersection of Chateau Terrace North and East where it intersects with the Park School rear parking lot. After observing, it showed that about 24 vehicles came in and out in the morning arrival time. The afternoon count indicated the same 24 vehicles coming out during dismissal.

Also part of this item is Bornhava traffic located in the south portion of Chateau Terrace. Buses and other vehicles are being observed queued on the street in a No Stopping zone during pick up times. The current signage was installed well before Bornhava was using that space, and were intended for bank traffic. Those banks are no longer located at this corner. Chairman Fraas opens the public comment period:

- a) Mary Beth Glose, 20 Chateau Terrace South. She has concerns with both Bornhava and the Park School traffic and congestion caused during drop off and pick up times. She feels that more recently speeds in and out of the Park School parking lot have increased. She comments that the neighborhood has a large number of small children to consider and the speed limit should be lowered. She would like to see the Harlem Road entrance used by more of the individuals going to and from the Park School.
- b) Julie Boyack, 3 Chateau Terrace. She would like to see the Park School Parking lot entrance closed off. She feels that the entrance has caused the traffic issues in her neighborhood. She has witnessed numerous vehicles not stopping at the stop sign close to her house along with high speeds. She also comments that many children are walking to and from school and the area has pedestrian traffic making this a dangerous situation in this small neighborhood. She would like to see this park school traffic eliminated or some type of change.
- c) David Boyack, 3 Chateau Terrace, He wonders if there will be a conclusion to the data that has been collected. Chris Schregel responds by explaining that this item will be discussed in detail among the Traffic Safety Board after all the residents have spoken.
- d) Jim K., 46 Chateau East, He feels there is a major problem with Bornhava based on the earlier pictures displayed. He describes the turn from Main Street to Chateau Terrace as very difficult if buses or cars are parked in the "No Standing" section of road. He also sees the Park School traffic as a problem stating that he has seen an increase in the number of vehicles. He sees lack of stop sign compliance, speeding, blocking driveways and the use of cell phones while driving. He states that walking in this neighborhood is a safety issue. Jim also reports that summer school can be even worse than the normal school year and that this rear parking lot is the home of the AAA driving school. He thinks the traffic problems could be solved by closing The Park School parking lot entrance on Chateau Terrace and having police presence.
- e) Diane Gordon, 42 Chateau South. She has lived in her house for 35 years. She states that the traffic problems are getting worse all the time. She believes that the biggest problem is that the street is short and drivers go too fast in that short distance. She often sees stop sign non-compliance. She would like to see the speed limit lowered to 25 or 20 and the enforcement of stop signs. Ms. Gordon goes on to say that a number of elderly, bicyclists, children, and dog walkers are in this neighborhood and thinks it should be safer.

- f) Laura Hessinger, 80 North Chateau Terrace. She has lived in her house over 40 years. She continuously sees lack of stop sign compliance and the problem has gotten worse over time. She always thought that the parking lot entrance at Chateau Terrace was just a delivery driveway.
- g) Lisa Derdal, they have been on Chateau Terrace for 30 years. When she moved in 30 years ago the Park School parking lot was simply a gravel top area. She started having problems with the traffic around 25 years ago. When she contacted the school regarding the problems she was told the parking lot was for delivery trucks and the cut through traffic would be taken care of. She comments that she really likes the Park School and Bornhava. She feels one of the major traffic issues is the Driver Education school vehicles and their lack of stop sign compliance. She comments that the parking lot was never supposed to have been paved and made a formal parking lot and the traffic issues are ruining her neighborhood.
- h) Robert Derdal, He begins by saying that the stop signs are a large issue both in his neighborhood and all over Amherst. He also feels that the data collected is not enough to understand what is happening in the neighborhood. He wonders if any rules can be implemented regarding the use of the Park School entrance.
- i) Ms. Simpson, agrees with everything that has been said so far.
- j) Robbie, 11 Chateau. She would like to see crossing guards in a couple places in the neighborhood to observe the problem and report back.

Chairman Fraas closes the public comment for this item and opens the discussion up to the members. Maxwell Kahn begins the discussion by saying he would not be opposed to shutting down entrance to the Park School parking lot and also wonders if the problems with stop sign compliance could be solved with the installation of a mini roundabout. Other members feel that there is not enough room for a roundabout. Kevin Cantwell agrees that the parking lot entrance should be closed due to increased traffic. Dan Rider would like to know how this parking lot went from a delivery truck entrance to the problematic state it is now. Tom Voight will explore previous site plans at the board's request to see if there are any provisions that limits the access in that driveway. Chairman Fraas states that the resident's complaints are understood but the data doesn't support the issues brought before the Amherst Traffic Safety Board. He goes on to say that the current posted speed limit of 30 mph cannot be lowered per NYS law. Chairman Fraas also states that the Amherst Traffic Safety Board does not have the ability to close down the driveway entrance. Chairman Fraas states that currently there does not appear to be a problem with speeding based on the data and the addition of any further stop signs is not recommended. Jennifer Michniewicz would like to have Thomas Voight from the Planning Department look into the possibility of a violation by Park School with the use of this parking lot.

Chairman Fraas reports that the issues with illegal parking in the street at Bornhava could actually be lowering the speeds in the neighborhood. He suggests that removing those vehicles from the street could cause traffic to speed up. Both Maxwell Kahn and Chairman Fraas feel that the removal of the current "No Stopping" signage would allow for vehicles to park, and in turn, slow passing motorists.

Motion by Maxwell Kahn second by Chairman Fraas to remove the "No Stopping Anytime" on the east side of Chateau Terrace from the school sign to the corner of Chateau Terrace South. Approved 10-0. Hold item for information from the Planning Department and a response from the Park School.

Chairperson Fraas asks if anyone has any old business to add.

Chairman Fraas would like to add the intersection of Youngs and Casey, asking if it is possible to have Highway check to see if the stop signs at that intersection are posted correctly. He states that Youngs Road is wide as it intersects with Casey Road, causing the westbound stop sign and stop bar to be further away from the intersection, causing unnecessary braking. C. Schregel and J. Michniewicz surmise that it could be because of the minimum distance as specified in the MUTCD between signal head and stop bar. Highway and Engineering to check and report back to the Traffic Safety Board.

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

SITE PLANS / REZONING

SUBJECT: Proposed Minor Site Plan Adjustment
ADDRESS: 7460 Transit Road
PETITIONER: West Herr Automotive

X MINOR SITE PLAN IS
X APPROVED WITH CONDITIONS

1. All vehicle drop offs must occur on-site. Provide truck routing plan with turning radii
2. Provide reason for the concrete permeable surface along Tennyson Road.

SUBJECT: Major Site Plan Review SP-2021-09
ADDRESS: 3800 Sheridan Drive
PETITIONER: Northtown Automotive Companies

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Install a 4' wide concrete sidewalk along the west side of Getzville Road connecting with a northern terminus ending at the Hartford Road intersection with an ADA Ramp and a north/south crosswalk installation at the stop sign. Install a stop bar a minimum of 4' from the crosswalk.
2. All vehicle drop offs must occur on-site. Provide truck routing plan with turning radii shown.

SUBJECT: Major Site Plan Review SP-1980-13K
ADDRESS: 2402 North Forest Road
PETITIONER: 2402 North Forest Road

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Provide a Traffic Impact Study
2. Drivers are failing to negotiate the existing driveway at JJ Audubon Drive and are driving on up on the adjacent grass. Provide a barrier or other means to prevent this from occurring as part of this development.



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

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. 4/28/21 indicates that the RRFB at the mid-block location is subject to NYSDOT approval. At a distance of over 400' from Millersport Hwy, it is questionable why NYSDOT would need to approve this control device. Modify plans to include an RRFB.
2. The eastern terminus of UB MD Blvd does not have a proper turnaround to accommodate plowing and other maintenance operations. Suggest installation of asphalt on the north and south sides to create a hammerhead.
3. Enter into a shared parking agreement with the Town of Amherst for use of parking areas to service the area recreation facilities.
4. With the approval of NYSDOT, install Miovision at the Maple Road ramp signals to allow for Automated Traffic Signal Performance Measures.
5. Resubmit a revised Traffic Impact Study with error(s) corrected.

SUBJECT: Major Site Plan Review SP-2020-05
ADDRESS: 1081 North French (Portion) (Muir Woods Site A)
PETITIONER: Sawyer Landing LLC

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Install a Rectangular Rapid Flashing Beacon (RRFB) at the Dodge Road mid-block crosswalk.
2. Agree with Erie County's letter of 4/26/21 that the number of curb cuts is excessive. Remove center curb cut and install a maximum of two (2) curb cuts.
3. Traffic Safety Board for this situation prefers high visibility crosswalks instead of the proposed sidewalks through the driveways.

SUBJECT: Request to Rezone 1.44±Acres Of Land From R-3 To TR-3
ADDRESS: 468 Harding Road
PETITIONER: Forbes Capretto Homes

Do you agree with all statements - Yes with conditions:

SUBJECT: Request to Rezone 2.8± Acres Of Land From GB To DC-5
ADDRESS: 6842 And 6846 Main Street (Portion)
PETITIONER: Mel Investors, LLC

Do you agree with all statements - Yes with conditions:

- Provide pedestrian walks internal & connecting to the public sidewalk network

Motion by Dan Rider to adjourn meeting at 11:30 pm, second by Chairman Fraas approved 10-0.
Next meeting is scheduled for June 16, 2021.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator