

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

September 1, 2021

The September meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on September 1, 2021, Chairman Eric Fraas presiding. The first order of business was the approval of the August ATSB minutes, with Chairman Fraas asking for any additions or changes to the minutes of the August meeting. None being heard, Kevin Cantwell moved, seconded by Ken Smith, to approve the August minutes as written. Approved 6-0-1, with Michniewicz abstaining since she was absent from the meeting. Other members present were Vice Chairman Dan Rider, Ken Smith, Mark Storch, Kevin Cantwell, Gregory Dionne and Jennifer Michniewicz. Departmental Liaisons included Captain Kevin Brown of the Police Department, Thomas Voight of the Planning Department, Al Spoth of the Highway Department, and Christopher Schregel, Traffic Safety Coordinator/ Engineering Liaison. Also in attendance was Michael Szukala, Councilmember Liaison.

NEW BUSINESS

1. Longmeadow Road – Request for stop signs and speed control. Chris Schregel began by explaining that Longmeadow has recently been paved by the Town Highway Department between Bailey Avenue and Niagara Falls Boulevard and has been striped with a double yellow center line. Longmeadow Road is a residential roadway, is posted at 30 mph, and is generally 30 feet wide. The resident's request is to lower the traveling speeds along Longmeadow Road and add a stop sign at Alberta or Carmen. A speed and volume count was conducted indicating some speeding issues, with the 85th percentile speeds recorded at 38 mph eastbound and 37 mph westbound, and some vehicles clocked at over 50 mph. The average daily vehicular volume amounts to 6,700 vehicles. Chris Schregel explains that Longmeadow Road will not meet the warrants needed for an all-way stop as the volume is too low on the minor legs. A summary of the accidents in this section of roadway between the years of 2014-2019 reveals two bike accidents and two pedestrian accidents, one of these a recent bike fatality. Reconfiguration options intended to slow travel speeds are presented by the Engineering Department, keeping in mind that the current configuration is a two lane roadway with 14-foot wide lanes, separated by a double yellow dividing line.

Options include:

- a) A dedicated parking lane on the north side with two 9-foot driving lanes divided by a double yellow centerline, and a four foot shoulder on the south side. This option is sub-optimal as it requires removal and relocation of the existing centerline.
- b) Establish designated 5-foot bike lanes on both shoulders of the street with two 9-foot driving lanes. This option would utilize the entire width of Longmeadow for bicycle and vehicular traffic, but eliminate parking on both sides of Longmeadow.
- c) Establish edge of pavement lines (fog lines) on each side that separate a 10-foot driving lane from a 4.5-foot shoulder space that can be used for either parking or biking.

Kevin Cantwell suggested reaching out to the residents for public input, and Chris Schregel affirmed that public participation would be necessary since adding bike lanes would eliminate public on-street parking. Chairman Fraas agrees that public participation is the best course of action, adding that fog lines might be the best option as it would have the least impact on current conditions. Tom Voight cautions members to be sure that any bike lanes have proper start and end points. The members discuss connecting the proposed bike lane into the current bike lane on Rosedale, and terminate it

short of Niagara Falls Boulevard. The bike lane option will be the preferred option circulated to the Longmeadow residents. Engineering Department will work with the IT Department to gather public feedback and present findings to the Traffic Safety Board. Item Held.

2. Main Street NYSDOT Project in Snyder. For background the Traffic Safety Coordinator explained that a couple years ago Main Street was rehabilitated with pedestrian safety improvements within Snyder. The project resulted in audible pedestrian signals, better crosswalks, and bump-out/reflector installation. Residents have contacted the Town and do not support the bump-outs, finding them dangerous, unnecessary, and non-conducive to bicycle traffic along Main Street. Further, that the reflectors installed as an afterthought are an eye-sore. They are asking that the bump-outs be removed and that the speed limit in this section of road be lowered to a consistent speed from the I-290 to Eggert Road. Chris Schregel continues, saying that the safety project was a Governor Cuomo initiative called the "Pedestrian Safety Action Plan", implemented statewide to make pedestrian focused changes in New York State. This project was a NYSDOT project affecting a State Highway, and as such the Town of Amherst has limited ability to make changes on a State Highway, although the Town can make recommendations. Lastly, a resident has complained that the audible pedestrian signals are disruptive and loud. The Amherst Disabilities Committee reviewed this complaint and suggested that the volume be lowered at night if that is possible. Chairman Fraas opens the public comment period for this item:

- a) Dianne Mania, 75 Lakewood Parkway. She objects to the bump-outs and delineators on Main Street in Snyder for the following reasons:

- does not know why this project was necessary
- was never notified of this project
- disagrees with the notion these bump-outs are a pedestrian improvement, and would like to see the data supporting this claim
- feels the bump-outs are not working as intended
- they look horrible, including excessive use of the reflectors
- the project was a waste of taxpayer money.

Her solution to these issues would be to remove the bump-outs or reflectors and lower the speed limit to make the street consistent. She gives this project very low grade.

- b) Michelle Marconi, 35 Livingston Parkway, She brings forth a number of points:

- informs everyone the project cost \$4,000,000 to complete
- feels this project has left the area dangerous and suggests that an accident will be a result of the changes that have been put in place
- comments that 5 Schools, 4 Churches and a Fire House are on the section from Bailey to the I-290 and the speed limit changes 9 times in that corridor
- states that the signage on this section of road is extreme
- feels this project has created a pedestrian danger
- remarks that bicyclists are finding it difficult to maneuver around the bump-outs

Michelle concludes by asking for a bike lane, a reduction in the speed limit, and the removal of the bump-outs.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chairman Fraas begins by saying that this project was a NYSDOT project and NYS Route 5 is not the jurisdiction of the Town of Amherst. The Town can write letters and make recommendations, but NYSDOT has the final say on any projects, past or present. Dan Rider

inquires if the reflectors were in the original project, or added at a later date. He also has noticed and questions the differences in the “chirping” at the pedestrian crossings in the Village of Williamsville compared to the signals in Snyder. Chairman Fraas would like to see the pedestrian chirping on Main Street in Snyder match the settings found in the Village. ATSB asks that a letter be sent to NYSDOT requesting:

- A review of the pedestrian chirping, assessing functionality and volume level
- A review of the reflectors and bump-outs, with an eye to establishing an appearance consistent with those in the Williamsville section.
- Inquire of the State how this project has accommodated bicycle traffic.

Chris Schregel next addressed the speed limit concerns, explaining that several school zones have been established on this section of roadway, and the protective speed limit within these school zones is lower than the posted regular speed limit -- consistency is not possible. Chairman Fraas asks that the speed limit be reviewed by the NYSDOT for this entire section of Main St. (excluding the school zones) to see if lowering the speed limit would be suitable for this corridor.

3. Maple Road at Amherst Manor Drive – Concerns related to the Proposed Traffic Signal (UBMD) development mitigation. Chris Schregel provided the background information for this item, explaining the Town of Amherst received an e-mail from Ms. Aquilina regarding the new traffic signal proposed at the corner of Maple and Amherst Manor. A traffic study has been conducted by the petitioner (UBMD) indicating this new signal will be needed to accommodate the large number of people expected to use the proposed site. The resident brought to the Town’s attention an office building having a driveway in close proximity to the new signal, pointing out this will be problematic when the signal is installed. The petitioner was notified of this inquiry and responded with a letter stating the office buildings at 31-41 Maple Road and 61 Maple Road could benefit from moving their current driveways together to align with the proposed signal, making it a 4-legged, signalized intersection. Chairman Fraas opens the public comment period for this item:

- a) Kathy Aquilina, 215 Maple Road. Ms. Aquilina is concerned with the driveway at 31-41 Maple Road. The location is currently just to the west of the proposed signal. She feels the signal as proposed will cause backups making it very difficult for vehicles exiting the office building to get out of the parking lot. She likes the recommendation to install and align one driveway for both 31-41 Maple and 61 Maple Road, making a 4-way signalized intersection, but feels the property owners should not be financially responsible. She comments that this issue should have been considered before the site plan approval.
- b) Judy Ferraro, 213 Donna Lea. She feels the current plan is inappropriate for the area. She feels errors have been made from the initial planning stages, causing unsafe conditions for the public.

Chairman Fraas closes the public comment period and opens the discussion to the members. He begins by saying when the ATSB looked at this site plan at the beginning planning stages. At that time the main concern for the ATSB was to coordinate the signalized intersections at Millersport and Maple. Since the driveways in questions were not shown on the plans, the ATSB was not aware of the driveway conflicts. Chairman Fraas recognizes the resident’s concern that the driveway location is an issue, further saying that he’d like to see the petitioner cover any financial burden caused by reconfiguration of the driveway for 31-41 and 61 Maple. Although the site plan for this project has been approved, it is possible for both 31-41 and 61 Maple to sign an agreement authorizing the petitioner to file an additional site plan to realign the driveways. Chris Schregel comments that it’s not unusual for large site plans to have adjustments correcting anomalies and oversights that come to light as development progresses. A recommendation can be forwarded to both the Town Board and the Planning Department should changes be requested. Chairman Fraas suggests contacting the property owners first to see if they are in favor of any type of changes to the parking lots and driveways associated with their property. If this curb cut relocation is established, an Erie County Work permit would be required. The Traffic Safety Board asks to send to the Town Board a communication explaining concerns regarding this signal/driveway situation.

4. Meadowview and Dan Troy Way – Request for an all-way stop intersection. Chris Schregel began with some background on this item. The resident stated that Dan Troy Way is a cut through to Sheridan Drive and would like an all-way stop at Meadowview and Dan Troy Way To slow traffic. Chairman Fraas opens the public comment period for this item:
 - a) Mike Digiore, 36 Meadowview Lane. Mike stated that Dan Troy Way is a cut through to Sheridan Drive and there is only one stop sign along the way. He is asking for an additional stop sign to help slow the traffic. He is especially concerned during rush hour as numerous vehicles travel down Dan Troy and speeds are a problem. Mike adds that a neighborhood group home has up to 5 cars parked on the street on any given day making it hazardous with high vehicle volume and speeding. He would like some type of speed control to make this area safer.

Chairman Fraas closes the public comment period and opens the discussion to the members. Chairman Fraas wonders if some of the traffic issues will be reduced now that construction is complete on Maple Road. Chairman Fraas next discussed the warrants necessary for an all-way stop, explaining this intersection will not meet those minimums. Chris Schregel comments that a volume and speed count could be beneficial to help the Police Department deal with speed non-compliance -- to facilitate, volume and speed counts will be conducted at the location indicated on the screen. Chairman Fraas explains that new technology (Miovision) on area roads might improve the traffic in this neighborhood -- following up, Chris Schregel provides a short explanation of how Miovision works and how it will improve the Town of Amherst roadways.

5. NY-263 Between Bailey & Sheridan – Proposal for Road Diet & Roundabout. Greg Dionne gave a presentation related to this item, proposing a road diet and a roundabout at Six Corners. He began with data and an explanation of the roadways in question, stating that about 11,000 vehicles travel Grover Cleveland per day, making it a suitable candidate for a road diet; Millersport Highway to Sheridan Drive has a volume of 18,000 vehicles per day, placing it close to the road diet minimum. Currently, Millersport Highway has two 12-foot driving lanes in each direction with a 12-foot center turn lane, equating to a 60-foot wide roadway. Greg proposes, in each direction, a shared bus/bike lane with 2-foot buffers, and then 10-foot driving lanes for other traffic; a 12-foot center turn lane divides the road. All the changes are pavement marking changes only, making this proposal cost effective.

In support, he reminded the ATSB that Eggert Road, part of the Six Corners complex, is currently being considered for a road diet by GBNRTC. Greg pointed out this route is a heavily traveled bus corridor with a total of 353 buses per day, and his proposal would improve bus travel with the dedicated bike/bus lane. Further, this corridor is a designated bike route and is already part of the GBNRTC Master Bike Plan.

In reference to Grover Cleveland, Greg proposes 10-foot driving lanes in both directions along with the bus/bike lanes. He displays an aerial photo of the current Six Corners intersection, and is suggesting a roundabout. Greg Dionne is requesting ATSB and the Town Board present this project to New York State for consideration.

Jennifer Michniewicz comments that the proposed future light rail project would exclude all bus travel on this roadway. She also feels parking on Grover Cleveland would be beneficial to this neighborhood, but she agrees with the idea of a road diet on Grover Cleveland. Chairman Fraas feels the entire corridor should be looked at by the GBNRTC to review all the developments and potentially be considered for multiple road diets. ATSB recommends the proposal be sent to the NYSDOT for review. Jennifer Michniewicz would like the addition of parking on Grover Cleveland added to the letter to NYSDOT. Motion from Greg Dionne second by Jennifer Michniewicz to refer a modified proposal to NYSDOT. Approved 7-0.

OLD BUSINESS

- A. North Forest south of Auden Amherst student housing – Request for Bike Path Signage. The County is in agreement to pass a resolution allowing the petitioner to install a bike crossing. This will continue to be reviewed for a flashing beacon and crossing.
- B. Youngs / Maple – Level of service concerns. Hold for information.
- C. Evergreen Landings – Sidewalk gaps and ADA noncompliance in the pedestrian network. A meeting was held to bring this entire section up to code.
- D. Oakwood Drive – Safety at the misaligned Lyndhurst Road Intersection. Hold, waiting for information.

Chris Schregel has some updates on past items:

- Reist Street Curve Ball Bank was conducted to confirm that 15 mph signage is correct.
- Williamsville USPS should be reconfigured in the upcoming 2-3 months, waiting for permit approval from the DOT.
- Brompton & Park Club Lane – Town Board approved engineering services. Contracts are being reviewed.
- Youngs and Casey – Moving the Stop Bars. Checking on status.

Chairman Fraas asks if anyone has any additional new or 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-2020-13
ADDRESS: 1081 North French Road
PETITIONER: Aspen Heights Student VI, LLC

X MAJOR SITE PLAN 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. The guiderail at Station 18+00 must also be installed at a height suitable to protect pedestrians and cyclists.
3. Install street lighting according along JJ Audubon extension and roundabouts.

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

X MAJOR SITE PLAN IS
X NOT REVIEWABLE

1. Crosswalk and pedestrian access route at station AM 9+50 does not connect to a receiving ramp on the north side, and therefore is not ADA Accessible. Consider either:
 - a. Extending this sidewalk northerly to the intersection of Millersport Highway, and establishing a pedestrian crossing on the south leg of this intersection with a crosswalk, ramp(s), and pedestrian heads.
 - b. Extending westerly and connecting to the skate park sidewalk.
 2. Uncertain where the trailhead parking is being relocated.
 3. Provide a street lighting plan set.
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SUBJECT: Proposed Minor Site Plan SP-2021-21
ADDRESS: 3151 SHERIDAN Drive and 4524 Bailey Avenue
PETITIONER: AT Home

X PROPOSED MINOR SITE PLAN IS
X NOT APPROVABLE

1. Handicap parking and striping immediately in front of the front door is not an acceptable layout without raised islands (i.e. signage in pavement, parallel parking, etc.).
 2. Provide a pedestrian connection between the building and the public sidewalk along Bailey Avenue.
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SUBJECT: Major Site Plan Review 1983-23AC
ADDRESS: 4380 Main Street
PETITIONER: Daemen College

X MINOR SITE PLAN IS
X APPROVED WITH CONDITIONS

1. Eliminate any potential for vehicles to travel between the existing driveway at 99 Getzville Road and the new parking lot behind 99 Getzville Road. Install a barrier or landscaping to eliminate this connection.
 2. Provide crosswalks in logical locations to funnel pedestrians between the proposed parking lots behind 89 and 99 Getzville and the new 5' wide asphalt walkway on the east side of the spine road.
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Motion by Dan Rider to adjourn meeting at 10:30 pm, second by Chairman Fraas approved 7-0. Next meeting is scheduled for October 6, 2021.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator