

TOWN OF AMHERST

TRAFFIC-SAFETY BOARD

ENGINEERING DEPARTMENT – 1100 NORTH FOREST ROAD, WILLIAMSVILLE, NEW YORK 14221
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AMHERST TRAFFIC SAFETY BOARD

October 6, 2021

The October meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on October 6, 2021, Vice Chairman Dan Rider presiding as Chairman Fraas could not be in attendance. Approval of the September, 2021 meeting minutes was postponed until the November meeting, as they were incomplete. Other members present were Ken Smith, Kevin Cantwell, Gregory Dionne, Maxwell Kahn, Kris Goss and Michelle Nagel. Departmental Liaisons included Captain Kevin Brown of the Police Department, Thomas Voight of the Planning Department, Joe Frese of the Building Department, and Christopher Schregel, Traffic Safety Coordinator/ Engineering Liaison. Also in attendance was Michael Szukala, Councilmember Liaison. Meeting held via Zoom with guest list on record at the Town's Engineering Department.

NEW BUSINESS

1. New Subdivision Signage: review road ways accepted by the Town for the purpose of formally installing traffic control devices. The local roadways within Gesel Woods, The Preserve at Muir Woods, Miller's Crossing, The Preserve at Glen Meadows, and Fair Woods Estates subdivisions are either dedicated, or in the process of being dedicated, to the Town of Amherst as public roadways and are in need of traffic control devices (signs). Each subdivision was reviewed:
 - a) Gesel Woods – Motion by Vice Chairman Rider for: "The "T" intersection of Gesel Lane and Ayer Road is hereby designated as a stop intersection and a stop sign shall be installed at the southwest corner". Second by Maxwell Kahn. Approved 7-0.
 - b) Preserve at Muir Woods – Motion by Vice Chairman Rider for: "The "T" intersection of Founders Lake Court and Sierra Drive is hereby designated as a stop intersection and a stop sign shall be installed at the southeast corner"; "The "T" intersection of Founders Lake Court and Lynette Lane is hereby designated as a stop intersection and a stop sign shall be installed at the northwest corner"; and "The intersection of Sierra Drive and Lynette Lane be signed as a roundabout with one-way signage and yield signs on all approaching legs." Second by Ken Smith. Approved 7-0.
 - c) Miller's Crossing – Motion by Vice Chairman Rider for: "The "T" intersection of Streamsong Court and New Road is hereby designated as a stop intersection and a stop sign shall be installed at the southwest corner"; and "The "T" intersection of Streamsong Court and Autumn Meadows Lane is hereby designated as a stop intersection and a stop sign shall be installed at the northwest corner". Second by Greg Dionne to install signage and include stop bars. Approved 7-0.
 - d) Preserve at Glen Meadow - Motion by Vice Chairman Rider for: "The "T" intersection of Glen Meadow Drive and Dodge Road is hereby designated as a stop intersection and a stop sign shall be installed at the northeast corner"; and "The "T" intersection of Glen Meadow Drive and Glen Meadow Drive South is hereby designated as a stop intersection and a stop sign shall be installed at the southeast corner". Second by Maxwell Kahn. Approved 7-0.

- e) Fair Woods Estates – Motion by Vice Chairman Rider for: “The “T” intersection of Fair Woods Drive and Heim Road is hereby designated as a stop intersection and a stop sign shall be installed at the northeast corner”. Second by Kevin Cantwell. Approved 7-0.
2. Westfield Road at Main Street – Request for a Crossing Guard. Chris Schregel begins with an explanation of this item, stating that the intersection of Westfield and Main Street is just east of St. Benedict’s Church and School. The resident for this item has approached the Town, requesting a crossing guard be placed at this intersection during St. Benedict’s School arrival and dismissal times. Traffic and pedestrian counts for a single day were gathered prior to the meeting.

Vice Chairman Rider opens the public comment period for this item:

- a) Michael Pacillo, 4040 Main Street. Mr. Pacillo resides in a house not far from this intersection and has children who attend St. Benedict’s School. He crosses Westfield Road with his children every day, and has observed that traffic coming from both directions on Main Street travels at a high rate of speed without attention to pedestrians. From the Westfield direction, he has witnessed vehicles pulling into the crosswalk area to make the turn on to Main Street while children are trying to cross, forcing the children into Main Street. Rather than dealing with the traffic at this intersection, Mr. Pacillo has resorted to driving his children to school. He feels this intersection is dangerous for children crossing from all the area schools and would benefit greatly from having a crossing guard. He also points out that due to increased St. Benedict’s enrollment, the number of children on foot has doubled in recent years, making the need for a crossing guard even more pointed.
- b) Callie Gorger, 203 Audubon Drive. She agrees with everything Mr. Pacillo has said. Her daughter attends St. Benedict’s, as do her niece and nephew. Her family will not allow the children to walk the short distance home without an adult because of this dangerous intersection. She feels strongly that there is a need for a crossing guard.
- c) MaryAlice Bagwell, Principal of St. Benedict’s School. She states that vehicles commonly block the crosswalk. She comments that enrollment at St. Benedict’s has grown in just a few years to 355 students, and values their safety as a high priority. She would like children to be able to walk or bike to school, but concurs that it is dangerous for them to cross at this intersection. She is asking that the addition of a crossing guard be seriously considered.
- d) Lisa Long, 21 Fairlawn Drive. Ms. Long has three children walking to school each morning. Her only concern is the unsafe intersection of Westfield and Main Street. She has witnessed stop sign noncompliance and high speeds from drivers. She feels a crossing guard would help make this intersection safer for pedestrians.

Vice Chairman Rider closes the public comment period for this item. Chris Schregel begins the discussion by explaining that the Town has adopted a Crossing Guard Policy (CGP), displayed on the screen, with specific criteria for crossing guard deployment. A Town staff member was sent out to observe this intersection, choosing a day with fair weather. The findings counted 99 vehicles in the peak 30 minutes during the arrival period, with 13 children crossing. The peak dismissal period saw an uptick in both the pedestrian and the vehicle volume, counting 146 vehicles and 18 children crossing. Both these counts, however, fall short of the CGP minimum of 150 vehicles and 20 children crossing during the highest ½ hour periods. Chris Schregel informs the members that only one day was counted prior to this meeting and offered additional counts if necessary. Vice Chairman Rider will be visiting the School during arrival and dismissal and will report his finding to the board.

Greg Dionne questions if this location has any accident history, to which Captain Brown responded by saying no accident history has been recorded. Kris Goss feels the counts may not have included pedestrians that avoid the intersection and cross further down -- she suggests a 3 day count be conducted to get a more accurate reading. Maxwell Kahn agrees that a recount should be conducted, but also comments that meeting the warrants is important. Vice Chairman Rider also would like additional counts done. Greg Dionne would like to see the recounts starting earlier than 7:05. He also states that considering all the variables involved with this intersection, he is in favor

of deploying a crossing guard at this location. To improve the intersection in general, Greg would like to see some changes to the stop bar striping, and he would also like a letter sent to NYSDOT requesting installation of a 'Yield to Pedestrian' sign. Motion by Dan Rider, second by Kevin Cantwell, to count additional days, with times coordinated with the St. Benedict's School schedule. Approved 7-0. Item held.

3. Hendricks Boulevard & Morton Drive – Request for a 3-way stop. Chris Schregel begins by explaining that Hendricks is the major road with several feeder "T" intersections, all stopped (except Rosedale) as the minor legs. The resident is asking for an all-way stop at Morton Drive for the purpose of speed control on Hendricks. A review, including traffic counts, was conducted revealing low vehicular volume, no indication of excessive speeding, and no accident history related to this intersection. Item received and filed.
4. Ranch Trail & Coral Row – Request for an all-way stop intersection. Chris Schregel begins by displaying a map with current stop sign locations -- Ranch Trail and Coral Row is stopped on the minor leg, and the posted speed limit is 30 mph. The resident is concerned with the speeds and cut-through traffic on this street and would like this intersection converted to an all-way stop. Counters were placed prior to the meeting: 529 vehicles travelled in the northbound direction with an 85th percentile speed of 36 mph; 593 vehicles travelled southbound with an 85th percentile speed of 36 mph. Vice Chairman Rider opens the public comment period for this item:
 - a) Erin Stahl, 63 Ranch Trail, brings forth a number of points:
 - concerns with cut through traffic from the Birchwood neighborhood
 - only one stop sign is in place on Ranch Trail to slow the northbound traffic
 - southbound traffic tends to accelerate after the curve in the road, making this street dangerous for everyone that uses it
 - some of her neighbors have had vehicle damage as a result of the speeding vehicles.
 - b) Lisa Oczkowski, 40 Ranch Trail, brings forth a number of points:
 - her biggest concern with the data is that it was taken on a week day -- she says that Fridays and Saturdays are more likely to be the times when she sees the highest speeds
 - neighbors have been parking their vehicles on the street to slow traffic to make it somewhat safer for area residents
 - feels the situation has worsened in the past 2-3 years as a result of increased population
 - would like to see a stop sign installed, but if this is not possible she would like to see a more regular police presence
 - would like to see a "Children at Play" sign or radar speed sign placed in her neighborhood.
 - c) Lisa/Robert Schuh, 51 Ranch Trail, brings forth a number of points:
 - witness to high speeds both weekends and week days
 - early morning and evening seem to be the most problematic times
 - has had close calls and dangerous situations with his small children and dog due to vehicle speeds
 - had an accident pulling out of his driveway involving a speeding car
 - asks for a stop sign to slow traffic.
 - d) Dawn Appleman, 46 Ranch Trail, brings forth a number of points:
 - agrees with everything that has been said from her neighbors -- she has lived in this neighborhood for 11 years
 - speeds are a big safety problem for anyone biking or walking on Ranch Trail
 - neighbors have been forced to park in the street to slow the traffic but as a result, vehicles have been hit and damaged
 - neighbors would like to see speed bumps, if possible, and a stop sign installed to slow the traffic.

Vice Chairman Rider closes the public comment period and opens the discussion to the members. Chris Schregel begins by explaining to the residents that stop signs are not intended for speed

control, and are not allowed to be used for this purpose. Further, he states the data collected does not meet the warrants for a stop sign at this intersection. He also addresses the traffic calming suggestions from the residents, saying that a temporary speed display can be set up at this location along with Police Department presence when available. Maxwell Kahn adds that speed bumps are not allowed in the Town due to weather conditions and plowing in the winter. Vice Chairman Dan Rider would like to see counters put out on the weekend to help understand this speeding issue better. Held for weekend counts.

5. Cranburne Lane & Delamere Road – Request a change in traffic control at the intersection. Chris Schregel begins by explaining that the resident was unable to attend this meeting, but is asking that the Traffic Safety Board review this intersection to verify that it is signed correctly. Vice Chairman Rider opens the discussion to the members. The members are in agreement to have a stop sign warrant analysis conducted before any recommendations are made. Hold waiting for counts.
6. Harlem Road & Burroughs Drive intersection – Request for a “No Left Turn” zone onto Burroughs Drive for vehicles travelling southbound on Harlem Road. Chris Schregel begins the conversation by explaining that Burroughs Drive is a residential road in Snyder. During peak hours, traffic will use Burroughs as a cut through to Main Street in order to avoid Harlem Road and the I 290-related traffic congestion. The resident is asking for a “No Left Turn” restriction during PM rush hour at the intersection of Harlem and Burroughs, restricting any type of movement on to Burroughs Drive from southbound Harlem Road. Vice Chairman Rider opens the public comment period for this item:
 - a) Geoff Fenwick, 196 Burroughs, comments that the AM and PM rush hours seem to be the most problematic with cut through traffic from Harlem Road. He comments that this has caused excessive traffic traveling at high speeds through his neighborhood. He states that Burroughs Drive is well travelled by school age children as Smallwood Elementary is close by. Mr. Fenwick feels the added traffic has caused a hazardous situation for people living in his neighborhood. He comments that the Police Department has been very attentive regarding the speeding issues on Burroughs, often placing a patrol car on the street. He is suggesting the Town work with NYSDOT to implement a “No Left Turn” during typical rush hour times (Monday – Friday 3:30-6:00pm). He understands that limiting the left turn from Harlem to Burroughs could be a problem for some people that live in the neighborhood but thinks this is a reasonable solution.

Vice Charmin Rider closes the public comment period and opens the discussion to the members. Maxwell Kahn begins the conversation by inquiring if a warrant needs to be met for “No Left Turn”, to which Chris Schregel responded that no warrants are needed for this signage. Kevin Cantwell feels that installing this signage will just move the problem to another street, specifically pointing out the proximity of Campus Drive. Kevin also points out that it will cause issues with area residents that are trying to access Burroughs to go to their own homes. Maxwell Kahn would like to see the signage installed to reduce all the issues caused by this added traffic. Chris Schregel informs the members that the NYSDOT would have to conduct a review to determine if a “No Left Turn” sign should be installed. After some discussion, the members feel that noncompliance to the proposed signage would be an issue, along with difficulty in enforcement. Greg Dionne suggests removing the current parking restriction so residents of Burroughs can park in the street to calm traffic. The members are asked to vote on what the recommendation should be sent to NYSDOT regarding this item.

Roll call:

Rider, Nagel, Smith, Dionne: Refer to NYSDOT, no recommendation

Kahn, Goss: Refer to NYSDOT, recommending installation of a left turn restriction

Cantwell: Receive and File

Item to be referred to NYSDOT without a Town recommendation.

Vice Chairman Rider asks if there is any other New Business. Joe Frese would like to bring Park Club Lane to the board's attention, suggesting some signage on Park Club Lane close to Main Street indicating a hidden driveway. Chris Schregel responds by saying that the Town Board approved a Traffic Study on Park Club Lane and this issue can be added on to the scope.

OLD BUSINESS

- A. Longmeadow Road – Request for stop signs and speed control. Waiting for Longmeadow residents to respond to a questionnaire. Results next meeting. Item held.
- B. North Forest south of Auden Amherst student housing – Request for bike path signage. An assessment of the area was completed and a crosswalk with flashing beacon will be requested of the developer.
- C. Oakwood Drive – Safety at the misaligned Lyndhurst Road intersection. Work incomplete. Item held.
- D. Maple Road at Amherst Manor Drive – Concerns related to the proposed traffic signal (UBMD Development mitigation). Item held.

Vice Chairman Rider asks if any new information regarding Brompton Road has come to the Board. Chris Schregel informs the members that a kick-off meeting has started the process for both Park Club Lane and Brompton Road. Data collection and preliminary stages have begun, with the report expected for presentation in early 2022.

Vice Chairman Rider 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: Request to Rezone 17.78± Acres of Land From GB To MFR-5 & R-3 And R-3 To MFR-5, Z2021-08
ADDRESS: 3275 (Portion) & 3352 Millersport Highway
PETITIONER: The Green Organization

Do you agree with all statements made? Yes

Motion by Dan Rider to adjourn meeting at 9:15 pm, second by Kevin Cantwell. Next meeting is scheduled for November 3, 2021.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator