

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

December 1, 2021

The December meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on December 1, 2021, Chairman Eric Fraas presiding. First order of business was approval of the November 3, 2021 meeting minutes, which Chairman Fraas begins by asking if any additions or corrections are needed. Maxwell Kahn would like the following corrections:

- First page, second paragraph, change Kris to Kristin Goss
- Second paragraph, take out the space after the slash
- In New Business, first paragraph, second last sentence, add () around the number 2
- Page 2, paragraph B, add the 'feet mark' to the '5' for consistency

Motion by Kevin Cantwell, second by Greg Dionne to approve the minutes as corrected. Approved 10-0.

Members present are Chairman Eric Fraas, Vice Chairman Dan Rider, Ken Smith, Kevin Cantwell, Gregory Dionne, Maxwell Kahn, Kristin Goss, Jennifer Michniewicz, Mark Storch and Michelle Nagel. Departmental Liaisons included Captain Kevin Brown of the Police Department, Thomas Voight of the Planning 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. Amherst Middle School – Pedestrian Safety concerns. Chris Schregel begins with background information, explaining that this item involves the streets surrounding Amherst Middle School. The same resident who brought this matter before the Traffic Safety Board a few years ago is asking the Board to revisit this in light of changing conditions. The previous review resulted in improvements to the flanking intersections and establishment of a mid-block crosswalk. Her current concerns address other safety problems that continue on Kings Highway. Chairman Fraas opens up the public comment for this item:
 - a) Maggie Moore, 80 Washington Highway. Mrs. Moore explains that her block of Washington Hwy. includes an entrance to the High School and the parking lot serving the Amherst Community Church, which hosts a day care and after school program. Mrs. Moore says her daughter is walked to school every day and that this neighborhood is filled with families that walk throughout the area. She has noticed that more recently the volume of traffic surrounding the Amherst Middle School during drop off and pick up times has increased and seems to be unmanaged. She remarks that drivers are not obeying the crosswalk, are blowing through stop signs, and are speeding. She would like a study of the area conducted to facilitate a traffic management plan which includes traffic calming and/or traffic enforcement.

Chairman Fraas closes the public comment period and opens the discussion to the Traffic Safety Board members. Chairman Fraas begins by saying that this area has been reviewed in the past and a sign plan is displayed. Kevin Cantwell questions if the school has supervision of this area during the drop off and pick up times. Ms. Moore states that school personnel are in the front of the school greeting the students but do not monitor the crosswalk areas. She also states that there are no crossing guards at any of the crosswalk locations. Kevin Cantwell suggests having personnel from the Middle School help with directing traffic. Dan Rider was out observing the area during drop off time and noticed that parents are parking on Kings Highway, filling up the street, and waiting for the doors to

open for the student body. He suggests contacting the school to come up with a solution regarding the wait time for the doors to open. Chairman Fraas suggests contacting the school for guidance and developing a plan that utilizes school employees to help enforce safety measures. Hold until January, awaiting response from the school to a letter which will address the following concerns:

- Lack of spaces in front of school for pick-up
- Vehicles remain idle for extended periods of time during pick-up, with parents arriving early to get a spot
- Back-up congestion into adjacent streets and crosswalks
- Vehicles parked over the mid-block crosswalk
- Children darting between cars to cross the street
- Request for someone to "manage traffic"
- Disregard for speed limit, stop signs, and crosswalks

2. Gordon Yeager Road (Amherst Senior Center) – Signs to deter wrong way travel. This issue was brought to the Amherst Traffic Safety Board's attention by a resident who frequents this area and volunteers for Meals on Wheels. She is concerned with wrong way traffic occurring on Gordon Yeager Road, which services the Amherst Senior Center, the Court, and the Library. It is a divided highway with some signage already in place. The resident is asking for more signage to eliminate wrong way travel. Chairman Fraas opens up the public comment for this item:

- a) Marilyn Feuerstein, 134 Waxwing Court. She is a volunteer for Meals on Wheels and is on the Amherst Library Board. She travels on Gordon Yeager Road often and has witnessed wrong way traffic quite frequently. Ms. Feuerstein states that generally traffic travels slowly in this area making an accident avoidable, but worries that a crash may eventually occur. Ms. Feuerstein is asking for additional signage at the senior center entrance to make it more clear for drivers.

Chairman Fraas closes the public comment period and opens the discussion to the Traffic Safety Board members. Chris Schregel informs the members that the director of the Senior Center was contacted and agrees that more signage would be helpful. He also displays possible signage options for the members to review. Kevin Cantwell visited the area and states the current loop at the end of the road is not very clear to the driver and it can be confusing. He suggests some type of markings on the road to guide drivers in the right direction. A sign plan is displayed showing the possible addition of 'do not enter' and one-way signs. Both Chairman Fraas and Jennifer Michniewicz are in favor of implementing the sign plan, along with the addition of one-way signage at the intersection of JJ Audubon Drive. Motion By Chairman Fraas, seconded by Kevin Cantwell, to refer to Highway to post the signage as displayed on the diagram, with the addition of one-way sub-plaques at JJ Audubon and Gordon Yeager Drive. Approved 10-0.

3. Hampton Hill Drive – Request to lower the speed limit. The resident who brought this item to the Amherst Traffic Safety Board is concerned with the speeds witnessed on Hampton Hill. She would like the speed limit lowered or in some way monitored. No counts have been conducted and no accidents have been recorded. Chairman Fraas opens up the public comment for this item:

- a) Judith Galaise, 140 Hampton Hill Road. She explains that Hampton Hill Rd. runs between Main St. and Sheridan Dr. serving a strictly condo community, and has no cross streets, stop signs or sidewalks. Ms. Galaise comments that the majority of residents living in the condos are elderly and use the road to walk animals and exercise. She is looking for some type of traffic calming to slow traffic. She would like to see police presence at peak times and to have Hampton Hill studied for possible solutions.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Chairman Fraas begins by saying that this road has been looked at by the Amherst Traffic Safety Board in the past. Kevin Cantwell felt that it was difficult to speed on this road because of the obstacles and geometry throughout. He also comments that sidewalks would help with the safety problems in this neighborhood. Tom Voight provides planning history, pointing out the entire stretch of road was built in five stages, stating that sidewalks were thought to be unnecessary at the time and that they were waived as a condition of the site plan approval to all the developers

back in 1988. Tom continues, saying that the Town Board has the ability to order sidewalk installation at any point, but also remarks that the addition of sidewalks on Hampton Hill would be difficult because of utilities, large trees, and unavailable right-of-way. Chairman Fraas would like to have volume and speed counts collected when weather permits. Dan Rider suggests the possibility of striping bike lanes or walking lanes. Hold until counts can be conducted.

4. Plymouth Place – Request for a parking restriction at the dead-end. Chris Schregel begins with some background on this item. In 2005, the Refuse Department requested parking prohibition on the south side of Plymouth Pl. to facilitate garbage pickup, which was adopted by the Town Board. The current request is asking to lift the south side parking restriction and allow one parking spot in front of the requesting resident's home. The resident would also like the spot directly across the street restricted. In addition, she is asking for 'No Parking' on the north side of Plymouth Place at the intersection of Union Road (this request is a Village of Williamsville request). Chris Schregel also informs the members that the Refuse Department recommends that the parking restriction remain as is on the south side on Plymouth Place so the garbage trucks can turn around instead of driving in backwards. Chairman Fraas opens up the public comment for this item:
 - a) Kate DelGobbo, 34 Plymouth Place. Ms. DelGobbo begins by addressing the parking spot in front of her home. She states the spot she is requesting is just a very small spot from her driveway to the current signage. She has lived on Plymouth Place since 2013 and has never seen the garbage trucks turn around -- instead, they drive backwards down the street. She is requesting just a single parking spot in front of her home because of limited parking on the street. She would also like a parking restriction implemented in the spot on the north side of the street across from her home to allow her to safely exit her driveway. In closing, she reinforces to the Board that the garbage truck is already pulling in backwards and not taking advantage of the turn-around.

Chairman Fraas closes the public comment on this item and opens the discussion to the members. The members would like to see a parking restriction on the north side of the street next to the turnaround area, and at the end of the roadway to allow the resident ample space to exit her driveway. The Board discusses lifting the parking restriction in front of the resident's home from the current signage to her driveway, but first would ask that Refuse Department be contacted to ascertain if the current garbage truck is indeed pulling in backwards. Item held pending the additional information.

Chairman Fraas asks if any other new business needs to come before the Board. Dan Rider asks if there are any updates on the Brompton traffic calming study. Chris Schregel informs the members that it's currently being studied and information should be available in early 2022. Old business is opened up.

OLD BUSINESS

- A. Amherst Manor / Maple Intersection – Consideration to remove the new traffic signal as part of the initial UBMD project limit. Chairman Fraas opens the discussion to the members. Chris Schregel displays a draft letter to the Planning Department that requests the traffic signal be held until a follow-up warrant analysis at full build out shows if it is needed. The Traffic Safety Board members agree with this approach. Approved 10-0.
- B. E. Robinson Road and North French Road corridor review. Chairman Fraas opens the discussion to the members on the following topics:
 - a) School Zone consideration at Dodge Elementary (25 mph). Chris Schregel begins by saying he spoke to Williamsville School Superintendent Tom Murterski to notify him of the discussion. Mr. Murterski would like additional time to discuss this item with School District. Item held.
 - b) Speed consistency – Questions to Erie County. Erie County responded with answers on various speed limit differences. Letter is provided to all members. Received and filed after discussion.

- C. Dodge Road and Heim Road – Request for an all-way stop. Chairman Fraas opens the discussion to the members. Chris Schregel comments that this intersection has been an issue for many years. It was considered for an all-way stop in 2020, and was found to meet the warrants after a stop sign analysis was conducted. Erie County agrees, but requires a Town Board resolution be passed before deploying county forces to install the signage. Motion by Chairman Fraas, second by Jennifer Michniewicz, to refer to the Town Board to consider a resolution making this intersection an all-way stop. Approved 10-0.
- D. Robin Road – Consideration of a Bike Lane. Chris Schregel begins by saying that this item was held pending further information, provided here:
- Highway Dept. was asked when Robin Road will likely be paved, to which they responded approximately 8 years.
 - The Town was to reach out to “Go Bike Buffalo”. Correspondence was sent and the response stated they would be happy to set up a call to discuss ideas, outreach and design cost estimates and more.
 - Planning Dept. was asked to provide a review. The Town’s Landscape Architect designed a concept with a bike lane between Sylvan and Dodge Road.
 - Traffic count to be conducted. Traffic counts were completed, with the 85th percentile speed in the straight-away section calculated at 34 mph with 1500-1600 vehicles/day travelling in both directions. The other location recorded very similar counts. Chris Schregel adds that this section of road would be a good location to add a bike lane as it has very few obstacles.

Chairman Fraas opens up the public comment for this item:

- a) Lauryn & John Robinson, 217 Robin Road. They open the discussion, saying they contacted their HOA regarding the speeds and adding a bike lane -- all HOA members liked the idea of adding a bike or walking lane, but some voiced opposition to adding additional signage. Mr. Robinson also had technical questions as to how the counts were conducted.

Chairman Fraas closes the public comment period and opens the discussion to the members. Chris Schregel answers Mr. Robinson’s questions regarding the counting. Chairman Fraas feels the counts are typical of an Amherst residential street, and would like to address the addition of a bike lane on Robin Road. Chris Schregel suggests having Robin Road striped for all users without making it a designated bike lane, thus avoiding the addition of signs and making it more pedestrian friendly. The suggestion was found favorable to the members. Motion by Chairman Fraas, second by Greg Dionne, to refer to Highway to add an additional fog line on both sides of the roadway to create narrow traffic lanes (11’-wide), at the same time creating a buffer next to the existing shoulder as indicated on the display. Approved 10-0.

Chairman Fraas asks if anyone has any additional new or old business to bring before the Board. None being heard, the Old and New Business portions of the meeting are closed.

SITE PLANS / REZONING

SUBJECT: Major Site Plan Review SP-2021-23
ADDRESS: 2190 & 2220 Wehrle Drive
PETITIONER: Acquest Wehrle LLC

☒ **MAJOR SITE PLAN REVIEW IS**
☒ **NOT REVIEWABLE**

Site Plan Comments

1. As identified, a cross-access easement is necessary between the subject site plan and the future development to the south between parking lots. Petitioner must agree to the connection when/if proposed by the future development.
2. Provide emergency barrier at northerly parking lot connection to Limestone Drive extension. Provide an easement to allow for emergency equipment to travel between the Limestone extension to the new roadway.
3. Change roadway to a private roadway instead of public roadway. Consider shortening the cul-de-sac to end at, but not connecting to, Garfield Road. Continue with an emergency route/easement internal within Phase I development.

TIS Comments

- A. The proposed Development shows a future buildout of an additional one-story 11,400 SF office building and a one-story 17,250 SF office building. Those have been removed from the site plan and therefore should not be part of the Site Traffic. Revise entire TIS to reflect this change.
- B. If minor signal timing adjustments are to occur at the Youngs / Wehrle Signal, please include revised timing sheet in the format the Town's Highway Department is familiar with.

Left turns out of the proposed roadway indicate a LOS of F after full build out. Petitioner must agree to a follow-up traffic study after full build out to determine if warrants are met for a traffic signal. If warrants are met and a signal is recommended, petitioner must agree to fund its portion of the installation costs of the traffic signal system to Town Standards (with Miovision). Establishment of an escrow account may be necessary if the Planning Board requires such to accommodate

SUBJECT: Major Site Plan Review SP-2021-24
ADDRESS: 520 Campbell Boulevard (Portion)
PETITIONER: Ciminelli Muir Woods LLC

☒ **MAJOR SITE PLAN REVIEW IS**
☒ **DENIED**

1. As part of Phase 4, plans must be revised to include the construction (under a PIP) of the remaining portion of the emergency access / public pathway that connects to Muir Woods Site B, otherwise known as Aspen Heights. Included as part of this work must be a properly sized culvert with suitable barriers to protect pedestrians and bicyclists from the ditch and side slopes.
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SUBJECT: Major Site Plan Review SP-1987-50J
ADDRESS: 100 St. Gregory Court
PETITIONER: St Gregory The Great Roman Catholic Church

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Pedestrian connection along the Maple Road driveway should be placed on the east side of the driveway to avoid an unnecessary pedestrian crossing.
2. Provide a pedestrian connection between the sidewalk along St. Gregory Court and the Great Church building.
3. Show existing sidewalk through the Maple Road driveway.
4. Remove the southernmost driveway curb cut on St. Gregory Court. Replace with upright curb constructed to Town Standards.

Motion by Dan Rider to adjourn meeting at 9:30 pm, second by Kevin Cantwell. Next meeting is scheduled for January 5, 2022.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator