

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 6, 2022

The April meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on April 6, 2022, Chairman Eric Fraas and Vice Chairman Gregory Dionne (minutes approval and Item D) presiding. First order of business was approval of the March 2, 2022 meeting minutes, which Vice Chairman Dionne begins by asking if any additions or corrections are needed.

With none being heard, motion by Jennifer Michniewicz, second by Kristin Goss, to approve the minutes as written. Approved (6-0). Members present are Chairman Eric Fraas (late), Vice Chairman Gregory Dionne, Dan Rider, Kevin Cantwell, Jennifer Michniewicz, Kristin Goss and Mark Storch. Departmental Liaisons included Thomas Voigt of the Planning Department, Bill Prenevau of the Building Department, and Christopher Schregel, Traffic Safety Coordinator/ Engineering Liaison. Also in attendance was Michael Szukala, Councilmember Liaison. Guest list on record at the Town's Engineering Department.

NEW BUSINESS

1. Campbell Boulevard – Request to lower the speed limit and post a weight restriction. Chris Schregel begins by reporting that a resident contacted the Town stating that her children are not able to cross the street safely under the current conditions. She also asked for a weight limit restriction, claiming heavy truck traffic is causing damage to her foundation and structural damage to her house. She is requesting that the Town Structural Engineer conduct an inspection to determine if damage is occurring to her private property. Chris provided an extensive list of information to guide discussion:

- Campbell Boulevard is a State highway
- Speed limit is posted at 40 mph south of Clearwater Drive
- Speed limit is posted at 45 mph north of Clearwater Drive
- Traffic count from 2015 indicates 9000 vehicles per day on Campbell Blvd
- 85th percentile speed is 53 mph with Campbell Boulevard posted at 45 mph
- Truck traffic in this area is 7%
- Campbell Boulevard is currently on the NYS designated access highway list (truck route)

Chris Schregel reports that the Town does not have a Structural Engineer and does not perform assessments on private property. He then opens the discussion to the members. Chairman Fraas questions the mid-block speed limit change in this area, and thinks the speed should be changed from 40 mph to 45 mph at Schoelles Road instead -- members agree. Town to send a letter requesting NYSDOT review this section of road to see if the 45 mph signage should be relocated to Schoelles Road during the upcoming construction project. Greg Dionne asks if eliminating the passing zones in the 40 mph section could be added to the review.

Chairman Fraas asks if any other new business needs to come before the Board. None being heard, he opens Old Business.

OLD BUSINESS

- A. Tudor Court - Request for a parking restriction around the bulb of the cul-de-sac (similar to Hoviland Court). Chris Schregel begins by explaining that residents in the area of the bulb were notified that a request for 'No Parking' had been received by the Town and would be on the Amherst Traffic Safety Board April meeting agenda. No residents responded. This is a typical restriction for this roadway configuration. Motion by Chairman Fraas, second by Kevin Cantwell, to move forward with the displayed draft resolution for "No Parking from 7 am-4 pm school days" on the bulb section of Tudor Court between the property of #33 and #26. Approved 7-0.
- B. Longmeadow Road bike route – Second survey. The Amherst Traffic Safety Board had previously recommended bike lanes be established on Longmeadow Road between Allenhurst Road and Rosedale Boulevard. Residents were sent a survey, but not many responses came back. As requested at a previous meeting, another survey was sent out to include all residents and homeowners. A 36% response rate was received that indicated 88% support for bike lanes, with 12% opposed. Motion by Kevin Cantwell, second by Jennifer Michniewicz, to move forward with the original recommendation. Approved 7-0.
- C. Brompton Road – Traffic Study Report. Chris Schregel begins by explaining that the Town Board hired the engineering firm of DiDonato Associates to examine the concerns of the Brompton Road residents specific to speeds and pedestrian safety. Those recommendations were presented during a previous Amherst Traffic Safety Board meeting, at which residents and Board members were able to suggest modifications to the report. The residents' input emphasized reduction of traveling speeds, improved pedestrian safety, sidewalk connectivity, and street lighting installation. Today's report is the updated, revised report from DiDonato Associates, addressing those concerns. Recommendations within the revised report include:
- Installing speed humps at addresses:
 - 70 Brompton Road
 - 145 Brompton Road
 - 200 Brompton Road
 - 305 Brompton Road
 - 335 Brompton Road
 - Installing a 4'-wide sidewalk between Main Street and Sheridan Drive on the east side of Brompton Road
 - Installing street lighting along the entire length of Brompton Road
 - Deploying an optional radar speed sign, and a gutter option.

Chairman Fraas opens the public comment period for this item.

- a) Eon Verrall, 3 Brompton Woods. He has come close to having accidents on a few occasions and is especially worried about the pedestrians walking along Brompton Road going to work at the nursing home on the east side. He comments that the road is very dark and has no suitable area to walk. His family enjoys walking but feels walking on Brompton Road is not safe. He would like to see sidewalks installed. He would also like a speed hump closer to the entrance of Brompton Woods to slow speeding vehicles. He is in favor of all the other recommendations.

- b) Katie Stahlka, 240 Brompton Road. She has been on Brompton Road since 2011 and has noticed an increase in traffic and speeding during that time. She comments that some of the information in the current study came from studies from 2016, but since that time there have been more developments added in the area that have likely raised the traffic volume/speeds on Brompton Road. She walks on Brompton Road often with her dog and children and would like it to be safer than it is currently. She would like more lighting, but sidewalks are her priority.
- c) Brad Stahlka, 240 Brompton Road. From the suggestions discussed so far, he is in favor of the speed humps, sidewalks and lighting, with the sidewalk having priority over everything else. He has no objection to speed sign installation.
- d) Mark Joseffer, 41 North Woodside Lane. He begins by saying that he has asked for stop signs on Brompton Road in the past, having lived in this neighborhood for 25 years. He states that he walks on Brompton Road and it often feels scary. He is in favor of adding speed humps to lower speeds. Sidewalks are most important to him because they will create much safer walking conditions for all his neighbors.
- e) Denise Gagliardi, 200 Brompton Road. She thanks the board for everything they are doing to make Brompton Road a safer place. She has lived on Brompton Road since 1999. Ms. Gagliardi comments that speeding has always been an issue, but notes the traffic volume has increased substantially in the past few years. She believes new developments close by have been using Brompton Road as a cut through to Main Street and Sheridan Drive, adding to the already high volume of traffic. She thinks the studies from 2016 are not an accurate account of the current speeds and volume on Brompton Road. She reports that the hill on Brompton Road has limited sight distance from both sides, making it dangerous for vehicles but especially dangerous to pedestrians. She has three questions:
 - Q. Can the recommendations be done in phases?
 - A. Town Board and funding would determine the order in which the projects would be done.
 - Q. Where exactly are the speed humps going to be placed?
 - A. Recommended placement is displayed on the screen -- changes are possible.
 - Q. How high are speed humps?
 - A. 3 inches high, 12 feet long.
- f) Sarah Cudmore, 75 Brompton Road. Her preference is sidewalk installation to help with pedestrian safety. She is in favor of speed humps but speculates that some of the Town Departments might not endorse the recommendation. She would like to know if the lighting is being recommended for both sides of the street.

Chris Schregel explains that the lighting issue has not yet been fully studied – the time for closer examination will be after the sidewalk recommendation has been established. He also clarifies that both the Highway Department and the Police Department might have expressed concerns with speed humps on Brompton Road.

- g) Donavan Cudmore, 75 Brompton Road. He comments that many of his surrounding neighbors have children and he is very concerned for the safety of the children that walk and ride on the shoulder of Brompton Road. He is very upset by the speeds of vehicles traveling on his street.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members, leading off by saying he understands the concerns from the Highway and Police Departments regarding the speed humps. He adds that if the humps are part of a larger project with the other recommendations (lighting, sidewalks, etc.), that they could be a good approach.

Greg Dionne agrees with the recommendations of sidewalks, pavement markings, radar speed sign, lighting and speed humps. Dan Rider comments that he looked into the possibility of adding high intensity yellow signage to highlight speed humps by examining such signs on another area roadway – he discovered that even in the darkest areas on a very dark road, the high intensity signs were very evident. Motion by Chairman Fraas, second by Greg Dionne, to forward the study in its final state to the Town Board and Highway Department for funding, with the radar speed sign and gutters being optional. Approved 7-0.

- D. Park Club Lane – Traffic Study Report. Chris Schregel begins with a brief review of this item. Two months ago, the traffic engineering firm of DiDonato Associates presented its draft findings before the Amherst Traffic Safety Board. After listening to comments from the public and Traffic Safety Board members, which emphasized reducing travel speeds, improved pedestrian safety, sidewalk installation/connectivity, and improved sight distance at the intersection of Park Club Lane and Briar Row, DiDonato agreed to return with a modified report. Today's report is the updated, revised report from DiDonato Associates, addressing those concerns. Recommendations within the revised report include:

- Refreshing pavement markings, with gore hatching at the intersections as a priority
- Recommending speed humps at 3 locations: between North Forest and Loch Lee; between Briar Row and Wood Lee; and between Park Club Court and Scamridge Curve
- Installing a 4'-wide sidewalk along the east side of Park Club Lane from Briar Row to Scamridge Curve
- Establishing crosswalks at Wood Lee, and all other side streets where a sidewalk is proposed
- Reconfiguring the Park Club/Briar Row intersection as an all-way stop with curbing and striping -- concept displayed on the screen.

The original report also considered the commercial area dominating the southern section of Park Club closer to Main Street, largely addressing the central issue of non-compliance to the current prohibitions against right turns out of the business park onto Park Club Lane. When these offending vehicles make the right turn and pass north through the residential section, they contribute strongly to the residents' aggravations. Discussion with residents and the Traffic Safety Board led to revisions in the original report, presented in final form at this meeting. The modifications in DiDonato Associates' final report include:

- Installing pavement markings to visually discourage the right turn out of the business park
- Installing flexible bollards to physically discourage the right turn
- Extending the gore area hatchings, further discouraging the right turn -- concept displayed on screen
- Treating the sharp curve with chevrons and arrows
- Continuing the pedestrian route to reach the Walker Plaza with sidewalks and an RRFB.

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

- a) Joe Marasco, 25 Loch Lee. Joe walks and bikes throughout the neighborhood. He has seen a lot of speeding and feels the volume of traffic has increased due to the health care facility at the curve. He is in favor of the addition of speed humps.
- b) Nate Hartrich, 47 Meadowbrook. He is president of the Morningside Homeowners Association, and is pleased with the progression to improve the safety of this area. Mr. Hartrich feels speed humps will solve the majority of the problems on Park Club Lane, but he thinks the stop sign at Wood Lee and Park Club Lane will continue to be problematic based on the location of the proposed speed humps. He suggests the addition of speed tables at the Park Club / Wood Lee location to help with stop-sign compliance.

- c) Larry Robinson, 109 Meadowbrook, past president of the Morningside Home Owner Association. The speeds and volume are a concern to him, and he hopes the speed humps will help improve both issues. He also is in favor of the addition of sidewalks. He would also like a stop sign at Scamridge and Park Club Lane to slow and reduce traffic volume.

Vice Chairman Dionne closes the public comment for this item and opens the discussion to the members. Kevin Cantwell begins by suggesting that a stop sign at Scamridge would most likely be disregarded by drivers just as the stop sign at Wood Lee has been. Vice Chairman Dionne comments that warrants need to be met to install an all-way stop and it would be difficult to achieve those warrants at Scamridge and Park Club Lane. He also is in favor of raised curbs, speed humps, sidewalks, hatching at Wood Lee, crosswalks, bollards, chevrons and the 4'-wide sidewalk in the commercial area with a flashing beacon to allow people to cross over to the Walker Center Plaza. He is not in favor of rumble strips as they might be loud to residents. Kevin Cantwell questions if bikes would use the proposed sidewalk as the shoulder would continue to be very small and unsafe.

Vice Chairman Greg Dionne asks the members if they are opposed to any of the proposed recommendations. Motion by Jennifer Michniewicz, second by Kristin Goss, to refer the report from DiDonato Associates to the Town Board as written, asking to find funding to implement the changes. Approved 6-1 (Rider opposed).

Vice Chairman Dionne makes a motion to turn the meeting over to Chairman Fraas. Approved 7-0.

E. Rockingham Counts – Held due to weather.

Chairman Fraas asks if there is any other old or new business. Greg Dionne asks to revisit an old business item that removed passing zones from Heim Road near the elementary school. Greg suggests that all passing zones between Heim and Dodge Road be eliminated, particularly now that the intersection of Dodge/Heim has been converted to an all-way stop. Motion by Greg, second by Chairman Fraas, to send a letter to the County requesting the entire stretch of Heim Road from Dodge to North Forest be striped with a double yellow centerline. Approved 7-0.

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

NONE

Motion by Dan Rider to adjourn the meeting at 9:30 pm, second by Chairman Fraas. Next meeting is scheduled for May 4, 2022.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator