

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 7, 2022**

The December meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on December 7, 2022, Chairman Eric Fraas presiding. He opens the first order of business, asking if any changes or corrections are needed to the October 5, 2022 meeting minutes. None being heard, motion by Chairman Fraas, second by Kevin Cantwell, to approve the minutes. Approved 8-0. Chairman Fraas opens the next order of business, approval of the November 2, 2022 meeting minutes, by asking if any changes or corrections are needed. Kevin Cantwell would like to correct page 4, largest paragraph towards the bottom, 3 sentences down, by adding a "the". Dan Rider would like page 2, 4th line down changed from "east" to "west". Motion by Kevin Cantwell, second by Dan Rider, to approve the minutes as corrected. Approved 8-0. Members in attendance are Vice Chairman Greg Dionne, Dan Rider, Kevin Cantwell, Maxwell Kahn, Ken Smith, Jennifer Michniewicz, and Kristin Goss. Departmental Liaisons included Scott Marshall of the Planning Department, Bill Prenevau of the Building Department, Captain Kevin Brown of the Police Department and Chris Schregel, Traffic Safety Coordinator.

NEW BUSINESS

1. Village Pointe Lane – Request for parking restrictions between Essjay Road and Clarion Court. Chris Schregel gives some background on this item, explaining that residents are requesting "no parking" on both sides of Village Pointe Lane starting at Essjay and ending at Clarion Court, as displayed on the screen. The residents report sight distance issues and trouble navigating the road safely when vehicles are parked on Village Pointe. Chairman Fraas opens the public comment period for this item:
 - a) Nancy Boulden, 9 Clarion Court. She begins by saying that this request was made because of sight distance issues. She reports that when vehicles park on her street it is very difficult to see approaching vehicles due to curves and a hill leading to the curve. She says this is very dangerous for those driving down Village Pointe Lane. She is requesting "No Parking" be established on both sides of the street as depicted in the visual shown.
 - b) Douglas Coppola, 215 Village Pointe Lane. Mr. Coppola agrees with Ms. Boulden. He describes the road as having a sharp hairpin turn along with a hill. He adds that Village Pointe Lane does not have sidewalks and has numerous pedestrians who use the street for walking. He feels it's a safety issue when two vehicles going in different directions have to navigate around a parked vehicle.

Chairman Fraas closes the public comment period for this item and opens the item up for Board discussion by first asking for the width of Village Pointe, which in fact is slightly narrower than the standard 28 feet. Maxwell Kahn agrees with the residents and is in favor of the requested parking restriction. Greg Dionne does not feel a parking restriction is necessary since it appears parking is not a big problem. Dan Rider agrees – he visited and did not notice a parking issue, but would be in favor of a parking restriction around the island. Chairman Fraas is not against a parking restriction, but would like it on just one side of the street, at the curve on both sides and at the island. Motion from Maxwell Kahn to restrict parking on both sides of the street as proposed. Motion failed for lack of a 2nd. Motion by Chairman Fraas, second by Greg Dionne, to

restrict parking at the island and the curve and the entire east side of the road, allowing parking on the west side of the road as indicated on the screen. Roll call vote:

Eric Fraas- Aye
Greg Dionne - Aye
Dan Rider - Nay
Kevin Cantwell - Nay
Maxwell Kahn - Aye
Ken Smith - Aye
Jennifer Michniewicz - Nay
Kristin Goss - Aye

Approved 5-3. Town Board will be requested to set a public hearing. Coordinator Schregel informs the residents in attendance that the neighborhood will be notified and they may speak at this hearing.

2. Princeton & Cambridge – Request for a crossing guard. Chris Schregel opens the discussion by saying a resident contacted the Engineering Department asking for a crossing guard at this intersection, which is close to Windermere Boulevard School. The policy for placing a crossing guard requires 20 children crossing and a specific volume of traffic, neither of which warrants were met. Motion by Chairman Fraas, second by Greg Dionne, to receive and file, approved 8-0.
3. Sunrise Blvd. between Sheridan Drive and Frankhauser Road – Request for speed control. Chris Schregel begins by saying a resident contacted the Town very concerned with the speeds on Sunrise Boulevard. Speed and volume counts have been completed indicating speeding is occurring, with the highest speeds occurring during the AM and PM rush hours. Overall, the 85th percentile is 35 mph northbound and 36 mph southbound, against a posted speed limit of 30 mph. Volume was slightly higher than the typical residential street, being close to 1600 vehicles.

Chairman Fraas opens the discussion to the members. Greg Dionne comments that the speeds do seem slightly high for a residential street and suggests Police enforcement as a solution. Chairman Fraas agrees Police enforcement would help slow the speeds. Dan Rider suggests fog lines to narrow the street, slowing the traffic. Suggestion noted, but did not receive support from other Board members. Motion to receive and file by Chairman Fraas, second by Greg Dionne. Approved 8-0.

4. Maple Road at Maple West Elementary School entrance – Request for a left turn arrow in the westbound direction. Chris Schregel begins by saying this is a County Highway but the intersection signalization is controlled by the Town of Amherst. This intersection has a center turn lane and left turn lanes, but the signal does not currently have a protected left turn arrow, which is the request before the Board. He comments that this location is a very busy area during child drop-off and pick-up times at Maple West Elementary School. Miovision has been installed at this intersection as part of a Town-wide project, enabling continuous multimodal vehicle counts 24/7, coupled with video recording. Footage from a morning drop-off time shows just how busy this intersection is, most noteworthy the number of vehicles stacked in the left turn lane waiting to enter the school drop-off area. The video also shows, however, that once a sufficient gap in traffic opens, the vehicles are able make their left turn and clear the intersection. The video also reveals the limited capacity of the drop-off zone to handle large amounts of traffic at one time, resulting in congestion internally.

Using the turning movement counts, a left turn arrow analysis was conducted that concluded that this intersection does not meet the criteria for a left turn signal. After some discussion, it is recommended that the Town not pursue a left turning phase as it could exacerbate the internal driveway congestion situation, resulting in back-ups blocking the eastbound through traffic on Maple Road. Additionally, the counts do not meet the criteria to establish a left arrow. Item received and filed with a vote of 8-0.

5. North French at Spezio's Dance Studio – Driveway safety concerns. Chris Schregel begins by saying that this section of North French has been discussed numerous times by the Amherst Traffic Safety Board. This specific portion is adjacent to the North French soccer complex, has a church across the street, and has Landings Drive directly across, a street with a documented history of cut through traffic and speeding issues. The Traffic Safety Board has previously taken action with regards to this area, first by asking the County to reduce the speed limit, which the County rejected. Also, a request to add a designated left turn lane at North French and Campbell was submitted to NYSDOT, which was agreed with and will likely be acted upon in 2023 or 2024, but not in time to address the issue before the Board. Lastly, a restriping plan was submitted to the County in 2017 that conceptually showed room for a center turn lane, with a request for a study to see if this was possible -- the County responded by saying the shoulder would have to be reconstructed to accommodate the new striping plan. Chairman Fraas opens the discussion to the Board, leading off with a suggestion that a letter be sent to the Erie County Legislator for this area requesting Erie County pursue the striping plan previously prepared. All members agree. Item referred.
6. Romney Road at TJX Plaza – Request for an All-way stop. Chris Schregel begins by saying that Benderson Development contacted the Traffic Safety Board requesting a four-way stop at Romney and the TJX Plaza after receiving feedback that this intersection was challenging for both pedestrians and drivers. A study is underway, but not yet complete. Chairman Fraas opens the public comment period for this item:
 - a) Matt Oates, Benderson Development Company. Clarified that the initial request was for a pedestrian-related improvement at this location. He is requesting a 4-way stop to potentially slow down the speeds on Romney, making it safer for pedestrians and provide the walkers with a control device to cross.

Chairman Fraas closes the public comment period for this item and opens it up to the board for discussion, first asking if there is any accident history. Captain Brown informs the members that as of the grand opening date for TJX Plaza, there has not been a notable crash history. He goes on to say that in his opinion a 4-way stop at this location could be more problematic, causing unnecessary conflicts. Chris Schregel adds that the Highway Superintendent is not in favor of an all-way stop at this intersection, noting that such could cause backups going as far as Niagara Falls Boulevard. Jennifer Michniewicz agrees, and would like to see a traffic study done to determine problems that might occur if this all-way stop is added. Ken Smith asks if a signal could be a solution, to which Matt Oates responds that this location is too close to the already signalized intersection at Niagara Falls Boulevard for a signal installation. Chairman Fraas feels an all way stop at this location would cause too much congestion in this very busy multi-use area, observing further that an all-way stop would not make this intersection any safer for pedestrians. He then proposes a solution where Benderson takes over ownership of Romney Road if the Town is willing to sell or release it. Dan Rider would like a rapid flashing beacon considered at this location. Hold, waiting for traffic data to be submitted by Benderson's Traffic Engineer.

7. ATSB 2023 meeting dates. Chairman Fraas proposes moving the January 4th meeting to January 11th due to possible changes in the Traffic Safety Board membership that will be acted upon by the Town Board on the 3rd of January. All members agree.

Chairman Fraas asks if there is any other new business. Dan Rider pointed out that there was too much agenda-related information provided after the package was delivered. Chairman Fraas asked if there is any other new business -- none being heard, he closes New Business and opens Old Business for discussion.

OLD BUSINESS

- A. Getzville Road at Elmhurst Road – Sight distance study results. A mid-block crosswalk was requested at this intersection, but the item was held waiting for sight distance calculations. The stopping distance measured exceeds guidance for this speed. Chris Schregel reminds the members that if this request is granted, this location will need ADA accessibility, striping, and signage. Members suggest adding the addition of a crosswalk as a condition to future Daemen site plan requests that are anticipated in the near future.
- B. Buckeye Road – Request for “No Parking” at corner of Sweet Home Road. This item was before the board a few months ago asking for a parking restriction. The board opted to restrict parking 30 feet prior to the stop sign, and as a result the signs have been posted. The resident has contacted the Traffic Safety Board, again stating that this intersection continues to be an issue, and is asking for an extension of the parking restriction. Greg Dionne is not in favor of extending the parking restriction. Chairman Fraas agrees. Receive and file.
- C. Ruth & Marion Intersection – Held until traffic counts can be collected. Hold waiting for counts.
- D. 220 Mill Street – Village of Williamsville response to parking. The Village is moving forward with removing the parking restriction. Motion by Chairman Fraas, second by Kevin Cantwell, to receive and file as this will likely resolve the issue on the Town-owned portion of Mill Street.
- E. Augusta Avenue – Hwy. Dept. response on possible tactical urbanism/closure. Chris Schregel begins by saying that the Highway Superintendent was contacted and asked if he would be in favor of a road closure on Augusta. His response was that he is not in favor of closing Augusta temporarily or permanently. Receive and file.

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: Proposed Snyder Mixed Use Building
ADDRESS: 4548 & 4564 Main Street, 17 Fruehauf Avenue and 22 Chateau Terrace
PETITIONER: Benderson Development Company

Chairman Fraas opens the public comment period for this item:

- a) Matt Oates is representing the petitioner and begins with a short description of the proposed project. Benderson is proposing a mixed use building at 4548 & 4564 Main Street between Chateau Terrace and Fruehauf Avenue featuring restaurants and apartments. The site has two access points - one on Chateau Terrace and the other on Fruehauf - leading into parking areas that are not connected. SRF Associates provided a traffic assessment letter. Mr. Oates comments that this proposed project is a beautiful development and he looks forward to working on it. Chairman Fraas opens the public comment period for this item:
- b) Eric Anson, 57 Fruehauf. He leads off the public discussion with a number of points:
 - the traffic study in his opinion is not an accurate representation of the traffic flow since the date that it was performed was both during the pandemic and during the summer when the traffic was not as it would be in normal circumstances, especially when school is in session
 - Chateau Terrace is commonly used by Park School parents and staff, and Bornhava school also generates heavy traffic issues during drop-off and pick-up times

- the warrants were close enough to being met for a complete traffic impact study, so he is requesting such a study be completed at a suitable time during the school year
- sight distance when turning off Fruehauf onto Main Street is not as adequate as claimed in the traffic study
- does not think signage is the appropriate solution to this problem
- requesting changes to the proposed new building to alleviate these concerns.

c) Jerry O'Connor, 27 Chateau Terrace. He makes the following points:

- the proposed project is expected to increase traffic flow by 50%
- desires a traffic impact study to be completed if this project moves forward
- this development will affect not only the current residents but also the future residents of Chateau Terrace
- reminds everyone that Chateau Terrace is a unique street with no other outlet other than the signalized intersection with Main Street
- Chateau Terrace serves two schools, one of them a school for children with special needs -- the residents of Chateau already deal with high traffic volume and must maneuver around school buses the entire school year at drop-off and pick-up times
- the proposed apartments will generate even more traffic at peak hours with those residents coming and going home from work
- is concerned with the restaurants that have been proposed at this location as it appears the number of parking spaces available will not accommodate the number needed for both the restaurants and the apartments
- feels this is a safety concern for children and pedestrians in the area.

Matt Oates is asked how many parking spots will be available for all the occupants of the building. Mr. Oates response is that 73 parking spots - which is code compliant with what the Town requires.

d) Emma Gagliano, 117 Hendricks Blvd. She grew up on Chateau Terrace, and offers the following comments:

- Chateau residents wait for two traffic signal changes before being able to exit onto Main Street
- the street is very congested with traffic from two schools, delivery trucks and current resident traffic
- the street has only one outlet
- current infrastructure does not accommodate the residents and schools in the area very well
- the proposed project does not take into account the number of parking spaces needed for the two restaurants with patrons and employees -- she anticipates the patrons of the restaurants will overflow onto area streets for their parking needs.

e) Amanda Casali, 23 Fruehauf Avenue. Her house is directly next door to the proposed development and comments on some bussing concerns:

- currently school buses use the parking lot to turn around
- she is a parent of a child with special needs, so her son has a door-to-door drop off -- however if this location is developed the school bus will not have a place to turn around and does not travel down Fruehauf
- Fruehauf has no sidewalks so her child would have to walk in the street from the bus drop off location making this a very dangerous situation
- she would like the safety of the children addressed along with the school bus issues.

f) Mark Buonanno, 63 Fruehauf. He begins by saying that Benderson's solution of increased signage is not adequate and has already failed in that area. He is asking the Traffic Safety Board to re-

evaluate the use of signage and desirable sight distance that currently exists on Fruehauf. He displays photos showing an incline when looking onto Main Street. He would like to increase the distance of the "No Parking" on Main Street to improve sight distance. He also suggests that the new building be set back further on the lot to increase visibility.

- g) Jim Kalinowski, 46 Chateau Terrace. He would like to show the Board the reality of what is happening on Chateau Terrace. He displays pictures showing the queue of vehicles from the entrance of Bornhava to Main Street. Another illustrates a FedEx truck trying to enter Chateau Terrace with no success as a result of the traffic build-up. He also has pictures showing other vehicles having difficulty entering Chateau because of traffic build-up. He goes on to say that there is not a legal and safe way to enter Chateau when the traffic is as shown in his pictures. He explains that the entrance of the new proposed development would add to this already congested section of road. He is especially worried about emergency vehicles getting through this area. He ends by saying it's not only a traffic issue, it's a safety concern.
- h) Christina Cole-Lenz, 64 East Chateau Terr. She has some questions related to the plans of this project. She is suggesting underground parking be used instead of what is proposed. She goes on to say that the current capacity at this location is 51 vehicles. The new development will have over 50 apartments and restaurants. This area has no Municipal parking locations for the expected overflow needing parking. She would like to have accident history looked at and a traffic study to see how roads will be impacted with this new development. She would like this entire project looked at closely as it appears the traffic will be significantly impacted. She is requesting a traffic and parking study.
- i) Dan Kautz, 43 Fruehauf Ave. He would like to have accidents looked at, specifically at the intersection of Fruehauf and Main Street as it is not signalized. He goes on to say that illegal parking has always been an issue in this area and the addition of apartments and restaurants will make things even worse. He would like to know if the State DOT has been involved in this project considering it will affect Main Street, a State Highway. He closes by saying this project will impact surrounding businesses and the Snyder Fire Department.
- j) Sam Smith, 60 Fruehauf Ave. She provides the following comments:
 - her child is currently picked up and dropped off by the school bus on Main Street in front of the proposed development site
 - the intersections are very congested and there is also a high volume of pedestrian activity with several schools in the vicinity
 - expresses concern that a child could be injured
 - is concerned about the parking impact of the restaurants since they will not only have patrons but also employees who will need spaces for their cars
 - notes that the traffic study done by Benderson claims that there are sidewalks throughout the area, but this is not correct
 - several plans of the development that she has been able to review are inconsistent on the number of apartments
 - she is not against the proposal, but would like a smart design to accommodate all the additional parking that will be needed.
- k) Colleen Quinlan, 70 Bernhardt Drive. She is concerned with the signal at Bernhardt/Chateau/Main as it is very difficult to make a turn on Bernhardt or Chateau with the way the signals are staggered. Having neither a left turn arrow or turning lane causes frequent driver confusion when making left hand turns. She comments that this area has a high volume of pedestrian traffic and the signals help with crossing, but it is also very congested with traffic. She would like this intersection addressed before more traffic is introduced to this area.
- l) Dave Haze, 85 Kingsgate. Mr. Haze and his neighbors support some type of project at this location as it is need of redevelopment. It appears to him that parking seems to be the main

concern, so if Benderson could add more parking spaces it could help with residents' concerns. He suggests looking into using the parking lot behind the Fire Station as an alternative parking area.

- m) Spencer Black, 79 Fruehauf Ave. Mr. Black begins by asking if sight line requirements are met on Chateau Terrace and Fruehauf Avenue at the exit points of the parking areas. He feels that it would be difficult to see pedestrians when exiting. He continues to say that it is very difficult to exit Fruehauf onto Main Street because of traffic issues. He would like the new building to be an improvement over current sight line difficulties.
- n) Shilpam Pandey, 43 Chateau Terrace. She begins by saying that the problem is not just a traffic issue. She comments that the data is not always the answer to problems. She comments traffic getting into and out of this neighborhood is already a problem. She would like this entire project looked at and data collected to see what the impact is on the surrounding neighborhoods.

Chairman Fraas closes the public comment period and opens the Board discussion by first addressing the residents, stating that he knows that one of their big concerns is the parking issue. He makes it clear that the Traffic Safety Board cannot address parking shortfalls as that is dependent on zoning code, and it's the duty of the zoning code officer to review parking. Moving on, discussion points between the Traffic Board, the Benderson representative and the residents include:

- Scott Marshall explaining to the public the site plan review process, which is lengthy, and that this is just the beginning
- this project will likely come back to the Traffic Safety Board for additional reviews
- residents should attend the Planning Board meeting with all of the concerns that have been voiced at this meeting
- number of apartments in the plan: 57 apartments
- number of seats in the restaurants: projecting 275 seats
- parking spaces: 73 parking spaces, which is compliant with the current zoning ordinance
- visibility questions at driveways/garages - the vehicles will be stopped with stop signs and stop bars as they exit the parking area prior to the pedestrian sidewalk
 - "Watch for Pedestrian" signage is requested by ATSB
- parking will not be designated specifically for apartments or restaurants
 - ATSB voices concern related to this plan
- deliveries will either be in the back section of the property or along the frontage on Main Street.

The Traffic Safety Board is asking for a TIS and a parking study to better understand the impact this development will have on the area neighborhood. The following response is provided:

X MAJOR SITE PLAN REVIEW IS
X NOT REVIEWABLE

1. While the projected new trips do not add 100 or more site generated vehicles per hour, the Traffic Safety Board is requesting a full Traffic Impact Study be provide for this development. Area of review to include, but not be limited to the Main Street intersections of Fruehauf Ave., Bernhardt Dr., and Chateau Terrace.
2. Provide a Parking Analysis. There is concern of the potential overflow parking into adjacent neighboring streets given the number of parking spaces being proposed for this re-development.

3. If the building footprint along the Main Street frontage can be reduced per code, do so to the minimum percentage in a manner that allows for additional sight distance at the corner of Main Street and Fruehauf Avenue.
4. Related to #3 above, obtain NYSDOT approval for the project developer to install bulb-outs at both the northeast and northwest corners of Fruehauf Avenue with raised hardscape, curbing, delineators as needed, and reduction of the dedicated right turn lane. This will allow for the ADA ramps, crosswalk, and stop bar to be relocated southerly allowing for additional sight distance at Fruehauf Avenue.
5. Extend the Fruehauf Avenue sidewalk northerly to connect to the adjacent parcel's driveway. Regrade as necessary.
6. Provide solution(s) to eliminate as much as possible the conflict between pedestrians along the public sidewalk and exiting vehicles from the Fruehauf curb cut.
7. Reconsider the decision of not restricting/reserving parking for particular users of the mixed use building. As these are unconnected parking lots, a full parking lot is likely to add back and forth vehicular trips between parking lots resulting in additional trips and turns onto Main Street.

SUBJECT: Proposed Multi-Family Residential Development
ADDRESS: 2635, 2675 & 2691 North Forest Road
PETITIONER: PB Investors, LLC

X MAJOR SITE PLAN IS
X APPROVED WITH CONDITIONS

1. The southern curb cut location is offset with the existing curb cuts on the west side of N. Forest Road, and undesirable conflicts will follow if constructed as shown. Relocate the site driveway directly across from either of the west side driveways. Alternatively, the petitioner can offer to make improvements on the opposite side development by consolidating their two (2) curb cuts into one (1) that is directly across from the driveway's location currently shown on the plans.
2. Provide a public sidewalk along the N. Forest Road frontage. Connect the internal sidewalk at the building to this public sidewalk.
3. Provide bike racks.

Meeting adjourned at 11:00 pm. The next meeting is scheduled for January 11, 2023.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator