

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 12, 2023

The April meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on April 12, 2023, Chairman Eric Fraas presiding. He opens the first order of business, asking if any changes or corrections are needed to the March 1, 2023 meeting minutes. Greg Dionne would like Page 4, the top of the page, changed from 'Highway' to the 'Highway Department'. Motion by Greg Dionne, second by Ken Smith, to approve the minutes as corrected. Approved 7-0. Members in attendance are Chairman Eric Fraas, Vice-Chairman Greg Dionne, Dan Rider, Maxwell Kahn, Ken Smith, Jennifer Michniewicz, and Kristin Goss. Departmental Liaisons included Thomas Voigt of the Planning Department, Bill Prenevau of the Building Department, Al Spoth of the Highway Department, Captain Kevin Brown of the Police Department, and Chris Schregel of the Engineering Department/Traffic Safety Coordinator. Also in attendance was Councilmember Michael Szukala, Town Board Liaison to the Amherst Traffic Safety Board. Guest list is on record at the Town's Engineering Department.

NEW BUSINESS

1. Main Street near I-290 – Pedestrian safety and snow removal. Chris Schregel begins the discussion by reviewing the requests of the resident broaching this item, then displaying a recent Amherst Bee article related to this item. The resident would like changes at the I-290 interchange with Main Street between Snyder and Williamsville, and has posed the following questions for Town response:
 - a) Who is responsible for snow removal on the overpass?
Response by Al Spoth, Highway Department: the Town Highway Department is responsible for the removal of snow and ice in this section. Removal of snow in this section is very difficult and time consuming, often taking several days for snow removal to be completed.
 - b) Who is responsible for snow and ice removal adjacent to businesses?
Response by Bill Prenevau, Building Department: the Building Department does not patrol areas in search of snow removal delinquencies, instead responding to complaints made to his office. The Building Department will respond to a complaint 24 hours after a snow event has ended, allowing time to accomplish snow removal and satisfy compliance requirements. Weekend and holidays employees are not available to check on snow removal complaints. The Town is responsible for snow removal on a small section of Main Street as part of the snow relief program.
 - c) Wants an update on the interchange.
Response: the Supervisor's office is continuing to push NYSDOT for changes at this interchange.

Greg Dionne would like to know if the Highway Department has contacted the redesign team regarding snow storage in the new design, to which Al Spoth responds that no meetings have taken place as it is still very early in the project planning. Maxwell Kahn suggests installing pedestrian bridges but realizes this would be a large financial obligation. Jennifer Michniewicz suggests heated sidewalks but understands that would also be costly.

2. Sheridan Drive – Traffic Safety concerns near Dan Troy Drive. Chris Schregel begins the discussion by explaining that the resident broaching this item is new to the Dan Troy area, and reached out to the Town regarding safety concerns near Sheridan Drive and Dan Troy. The request has been broken into three (3) issues:

- a. Speeding on Sheridan Drive
- b. Illegal turns coming out of the Post Office
- c. Conflicts at the turn lane near Essjay

The resident provided pictures of traffic stacking and illegal turns. Chris Schregel begins the background review with a history of the USPS issue going back 12 years. He then provided new information covering the accident history after improvements to the Post Office parking area, noting that overall accidents have decreased. Chairman Fraas opens the public comment period for this item:

- a) Erica Burzynski – 412 Dan Troy Drive. She lives on the corner of Dan Troy and Sheridan Drive. She mentions the following points:

- speeding on Sheridan Drive increases as the weather improves, observing speeding between Youngs, Belvoir, Essjay, Evans and Hopkins
- illegal driving in the turning lane on Sheridan Drive causing very dangerous situations
- drivers making illegal left hand turns out of the USPS parking lot create very dangerous conditions for drivers exiting Dan Troy
- making a turn onto Sheridan from Dan Troy is extremely dangerous due to illegal vehicle movements
- suggests installation of raised medians
- Starbucks traffic backs up onto Sheridan Drive making an even more dangerous situation for anyone traveling on this section of the road
- expresses concern with the effects more development in the plaza will have in creating new traffic patterns that might even result in gridlock.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members, leading off with the following points:

- he agrees that Sheridan Drive has some issues that need to be addressed
- thinks the suggestion of a raised median is a good idea but is uncertain NYSDOT would be willing to make such a change, noting that a raised median would close off Dan Troy to left hand turns
- adds that NYSDOT responded in a past correspondence that they are working on signal timing in this corridor along with a traffic analysis of the area
- would like the left/right center arrows in the center turn lane removed as it indicates to drivers that a left into the USPS post office is allowable, when it is not
- suggests that the center turn lane be hatched out to inform drivers that they should not be in that area of the center lane
- suggests that these observations and recommendation be provided to NYSDOT to improve safety.

The new accident review has identified that the cross traffic from the post office to the Wegmans parking lot is also a concern. Extending the center median to block traffic is suggested along with a "pork chop" configuration at the Wegmans entrance. Lastly, Chairman Fraas would like to contact the Starbucks plaza owner to see if something could be done to improve the vehicle stacking.

Item referred to NYSDOT requesting hatching, notify them of the speeding issues, signal timing status, suggest the DOT review a possible raised median, and "Do Not Block" pavement markings at Dan Troy and Sheridan intersection.

3. Dodge Rd. & Casey Road intersection – Request for westbound left turn arrow. Chris Schregel begins by saying the resident has asked for consideration of a left hand turn arrow at Dodge and Casey to allow better access to the schools. There is a signal with a turning lane, but no turning phase. Miovision has been installed at this intersection allowing review of the turning phases, traffic volume and general data. Chris Schregel compared school day volume vs. a non-school day volume, and after reviewing the turn lane criteria, saw that not all conditions were met. As such, Chairman Fraas suggests the item be received and filed. Approved 7-0.
4. North French Road & Dodge Road intersection – Request for westbound left turn arrow. Chris Schregel goes over the Miovision data for this intersection. The criteria for volume, accidents and conflicts have not been met. Receive and file. Approved 7-0.
5. Lynette Lane - Speeding concerns. Chris Schregel explains that this street was extended as part of the Muir Woods subdivision. Two residents contacted the Town regarding excessive speeds on Lynette Lane. In response, a speed and volume count was conducted, with results indicating that the 85th percentile speeds were 31 mph one way and 33 mph the other, against a posted speed limit of 30 mph. The daily average number of vehicles was 536, and the speeds over 40 mph were highest in the noon hour. Receive and file.
6. Joliet Lane – Cul-de-sac parking restriction, (WITHDRAWN)
7. Intersection of Niagara Falls Blvd. & North French Road – Request for a traffic signal. Chris Schregel begins the discussion by saying a resident has requested a traffic signal at the intersection of Niagara Falls Boulevard and North French Road. This small section of North French Road is primarily residential. Traffic counts from 2013 counted 1,462 vehicles on North French in both directions. Niagara Falls Boulevard is a state highway so any type of traffic device added at this intersection would be the responsibility of NYSDOT. Chairman Fraas opens the public comment period for this item:
 - a) Robert McMasters, 151 North French Road. Mr. McMasters presents a list of problems with this intersection:
 - at various times of the day, it's almost impossible to turn left or right onto Niagara Falls Boulevard from North French
 - vehicles continually block the intersection, not allowing traffic to exit North French onto the Boulevard
 - when the opportunity arises to make a left turn into the center turning lane of Niagara Falls Boulevard, it is a dangerous undertaking due to vehicles using that lane as a through lane
 - there are times when the traffic is not heavy and he is able to exit on to Niagara Falls Boulevard without a problem

- that if he or his neighbors wish to take advantage of a signalized intersection, the only alternative they have is to go around to East Robinson Road and catch the signal at Niagara Falls Boulevard
- asking for a signal at North French and Niagara Falls Boulevard that is triggered when traffic is approaching.

Chairman Fraas closes the public comment period and opens the discussion to the members, beginning the discussion by saying that any recommendation for signage or signalization would need to be sent to NYSDOT for approval and implementation. He then states that Niagara Falls Boulevard has enough traffic to meet the warrants for a traffic signal, but North French Road most likely would not. Jennifer Michniewicz agrees, but would like a request sent to NYSDOT asking for this intersection to be looked at regardless. She remembers that a DO NOT BLOCK SIDE ROAD sign once stood at this intersection, but is now missing. She would like NYSDOT to make some type of improvement. Chairman Fraas suggests adding DO NOT BLOCK pavement markings or some other way to increase visibility to this side street. Chris Schregel suggests checking signal timings at the E. Robinson Road signal to see if a re-adjustment could alleviate traffic backups at this intersection. Refer to NYSDOT, send letter asking for signal timing be reviewed, replace missing sign, and ask for improvements. Approved 7-0.

Chairman Fraas asks if there is any other new business to bring before the Board. Chairman Fraas has a question about Miovision, asking if the system can control the timing of the signals or does it just collect data related to the intersection. Chris Schregel responds that Miovision does not control the timing, rather it allows the intersection to be studied and adjusted accordingly.

Chairman Fraas would like the signal at Klein and North Forest to have additional arrows installed to allow for an overlapping signal phase.

Greg Dionne would like to bring up the traffic light at the corner of Main Street and Bailey, reporting that the pedestrian signal head does not work. C. Schregel will inform NITTEC in the morning and they will inform the City of Buffalo.

Chairman Fraas asks if there is any other new business. None being heard, he opens Old Business.

OLD BUSINESS

- A. Campus Drive near Daemen University – Wrong direction travel (*Hold until May 3, 2023 ATSB Agenda*)
- B. Sunset Court – Resident Survey Results. Two options were provided in a survey to area residents. The results are as follows:

Roundabout option - 57%
Striping option – 38%
Don't do anything – 4%

It was clarified that the Highway Department currently piles snow in the center of this bulb -- if the striping configuration was implemented, changes would need to be made concerning snow removal. Greg Dionne feels the residents are mixed on the options, but they all seem to want the sidewalk installed. He is in favor of holding off a modification on Sunset Court and installing a sidewalk. Jennifer Michniewicz would like the roundabout installed as that is what the majority of the area residents have chosen. Chairman Fraas has concerns with the roundabout being too close to the driveways in the bulb. Dan Rider comments that one of the letters received from a resident states that drivers are using this neighborhood to access the Wegmans plaza and/or

Niagara Falls Boulevard. Motion by Chairman Fraas, second by Jennifer Michniewicz, to refer to the Town Board for consideration of the roundabout option as a traffic calming and traffic safety initiative based on recommendation from the Amherst Traffic Safety Board and from the input from area residents. Roll Call:

Jennifer Michniewicz - yes
Maxwell Kahn - yes
Greg Dionne - no
Chairman Fraas - Yes
Dan Rider - Yes
Ken Smith - Yes
Kristin Goss - Yes

Approved 6-1.

- C. Member Attendance – Chairman Fraas informs the members that currently the Traffic Safety Board has 9 members. He would like to remind all the members as per the By-Laws that no member can miss more than 3 consecutive meetings or 5 meetings over 13 months. The Chairman reminds members of the commitment they have made.

Chairman Fraas asks if there is any other old business. Chairman Fraas would like to discuss the intersection of Hopkins and Klein. This intersection was discussed in length in 2020 with a variety of recommendations and improvements suggested, and due to the poor condition of the road he is asking about the status of the requested improvements. No action is known at this time.

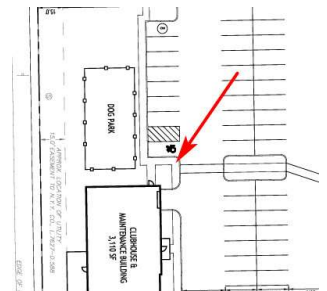
The Old and New Business portions of the meeting are closed.

SITE PLANS / REZONING

SUBJECT: Proposed Multi – Family Development
ADDRESS: 480 Dodge Road
PETITIONER: The Green Organization

X MAJOR SITE PLAN REVIEW IS
X NOT REVIEWABLE

1. Provide an all-way stop warrant analysis for the east driveway / Dodge Road / Robin Ridge Road intersection.
2. Residents of this multi-family development may desire to use the nearby Walton Woods Trailway to the south. Explore a safe crossing either at a traffic-controlled Robin Ridge Road intersection, or mid-block with a Rectangular Rapid Flashing Beacon (RRFB) and crosswalk.
3. There is presently a parking lot connection between 480 & 460 Dodge Road. Preserve this connection by interconnecting the parking lots of 480 and 460 Dodge Road and consolidate driveways to a single curb cut accessing 460 Dodge and the west side of 480 Dodge Road. This access management strategy is overall better for traffic safety along Dodge Road by eliminating additional conflict points.
4. Reserve an area for a future parking lot connection between 480 Dodge and the parcel to the east.
5. Install stop signs and stop bars at all driveways existing onto Dodge Road.
6. Revise TIS to show a consistent 49 trips for PM entering in the study text, as that is the number used in the analysis.
7. In the location identified to the right, the ramp/landing must be a flush curb and not shown as a curb with a 6" reveal as indicated on plan sheet C-200.



SUBJECT: Proposed Amherst commerce Center-Retail Buildings and Fuel Station,
Warehouse Facility, Office Building
ADDRESS: 4200, 4224 (Portion) & 4228-4230 Ridge Lea Road 4224 (Portion), 4252-4258
Ridge Lea Road and 280 (Portion) & 306 Meyer Road, 4224 (Portion) Ridge Lea
Road and 256, 270 & 280 (Portion) Meyer Road
PETITIONER: Benderson Development

X MAJOR SITE PLAN IS
X DENIED

1. Eliminate truck access from the Meyer Road access.
2. Internal truck routing for the delta sonic blending facility must be re-routed out of parking lot drive aisles, behind buildings, and routed in a manner where it trucks do not conflict with passenger vehicles pulling in/out of parking spaces.
3. Explore roundabouts to replace the proposed signalized intersections along N. Bailey Road.
4. Align the proposed access at Meyer Road to line up directly across from Bowmart Pkwy. This new driveway is misaligned on the submitted plans. Consider reducing width of the driveway to achieve this as 36' wide as it appears excessive particularly if this driveway is changed to prohibit trucking (comment 1).
5. Additional coordination with moving NFTA bus stops to work with the proposal. Provide pedestrian accommodations to/from those bus stops to destinations within the development.
6. Overall plan is lacking pedestrian accommodations internally and connecting to consumer square across N. Bailey Avenue.

Meeting adjourned at 9:45 pm. The next meeting is scheduled for May 3, 2023.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator