

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

August 2, 2023

The August meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on August 2, 2023, Chairman Eric Fraas presiding. He opens the first order of business, asking if any changes or corrections are needed to the June 14, 2023 meeting minutes. None being heard, motion by Kevin Cantwell, second by Dan Rider to approve the minutes as written. Approved 8-0. Members in attendance are Chairman Eric Fraas, Dan Rider, Kevin Cantwell, Maxwell Kahn, Ken Smith, Jennifer Michniewicz, Mark Storch and Kristin Goss. Departmental Liaisons included Thomas Voigt of the Planning Department (acting as Traffic Safety Coordinator for this meeting), Bill Prenevau of the Building Department, and Councilman 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. Garnet Road – Request for a parking restriction on one side. Tom Voigt begins by stating that the Town received correspondence from residents noting some issues concerning visibility and traffic congestion around Garnet Park during baseball games. Describing the road conditions, he remarks this road dead-ends where the baseball field is on the north side, and is the standard width for a local road. Chairman Fraas opens the public comment period for this item:
 - a) Maria Krajewski, 24 Garnet Road. She begins by saying when she purchased her home Garnet was a quiet dead-end street with very little traffic. Recently, and without warning, the park began to host traveling baseball leagues. Since then, it has been mayhem on her erstwhile quiet street. The league games are every Friday, Saturday and Sunday and as a result the homeowners in this area are not able to enjoy their own homes or have gatherings due to lack of parking, dangerous driving and continuous noise. She also states that her car was hit by a baseball player causing over \$5000 in damage. Several of her neighbors have had to talk to drivers that partially block their driveways. Frequently large vehicles block visibility and it is difficult to back out of the private driveways. She does not think the problems that are currently occurring will be solved with a parking restriction on one side. She would like the agreement terminated with the baseball league.
 - b) Bob Adamski, 34 Garnet Road. He begins by saying the conditions brought on by the baseball parking are creating a safety hazard. The street is filled with parked cars, sometimes double parked. He comments that when games are changing vehicles are both entering and exiting, making it impossible for vehicles to enter Garnet Road until the line of exiting vehicles has cleared. When he pulls out of his driveway during a baseball game, it is very difficult to see traffic coming down the street. He also adds that in the case of an emergency it would be very difficult for responding vehicles to get down the street.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Tom Voigt begins with a plan the Engineering Department devised (displayed on the screen), showing a parking restriction on the south side of Garnet Road with two drive lanes and parking on the north side of the street. The matter of placing the parking restriction on the south side of the street due to a fire hydrant being on the north side enters the discussion. Kevin Cantwell and Jennifer Michniewicz recommend a parking restriction on both sides of the street in separate resolutions. Current discourse on the details of the restriction is mooted when it is pointed out that the Town Board would have a public meeting with area residents and restriction details would be decided then. Chairman Fraas asks the residents if they would support a parking restriction on Garnet, to which two out of the three residents respond in the affirmative. Motion by Chairman Fraas, second by Jennifer Michniewicz, to have a parking restriction on the south side of Garnet for the entire length and allow parking on the north side, except for the area in front of the fire hydrant. Chairman Fraas modifies his motion to draft the resolution in a manner that allows the Town Board to pivot and place the parking restriction on the south side instead of the north side. Approved 8-0.

2. French Landings – Speeding concerns. Tom Voigt begins by saying the residents are concerned with cut through traffic on Landings Drive -- during peak hours vehicles traveling westbound on North French can easily cut through Landings to reach Campbell Boulevard and avoid the busy intersection of Campbell and North French. He informs the members and residents that this section is in the preliminary design phase by NYSDOT for the reconfiguration of the Campbell / North French intersection some time in 2024.

Chairman Fraas states that North French is a County road and the concept of a three-lane highway displayed on the screen was proposed to the County the last time North French was repaved, but the County chose not to implement it. Tom Voigt adds that the speed and volume counts collected on Landings Drive show most drivers traveling in the 26-30 mph range with an 85th percentile of 30 mph -- speeds over 40 mph were recorded from 7-9 am. He comments that volume appears to be a bigger concern than speeding with just over 1,000 vehicles a day, peaking around noon. Chairman Fraas adds that a right turning lane from North French to Campbell will be part of the design that has been proposed which should help alleviate the cut through traffic on Landings. Chairman Fraas opens the public comment period for this item:

- a) John Scott, 18 Belmore Ct. He has lived in the neighborhood for 12 years, and he thought this was a safe neighborhood when he bought his home, but has since discovered this not to be the case. Mr. Scott brings forth the following points:
 - questions the results of the traffic study
 - thinks the curve advisory signage in the neighborhood is posted too high at 25 mph
 - explains difficulty seeing oncoming vehicles at the curve
 - identifies a mailbox (displayed on the screen) that has been hit by a vehicle 3 times
 - describes that vehicles are going too fast -- he would like Landings to be one of the streets that the speed limit is lowered under 30 mph
 - does not feel the turning lane will help the issues on Landings
 - explains that his daughter waits for the bus in his driveway and he has her stand far away from the street as he feels it is too dangerous.

He would like something done to improve the safety of this neighborhood.

- b) Kevin Costanzo, 9 Belmore Court. He comments that issues with this neighborhood have been documented since 2009 by the Traffic Safety Board. He goes on to say that the study that was conducted cannot be used to describe the conditions of this neighborhood after 14 years of issues. He has spoken to the Amherst Police multiple times and was told that calls related to Landings are frequent. He questions the results of the traffic study and decided to execute a study of his own. Mr. Costanzo explains that:
- of the vehicles passing his house, 72 percent of vehicle go above the posted recommended 25 mph [advisory] speed limit (per his study)
 - 34 percent are going 30 mph or more (per his study)
 - he has young children and is fearful for their safety
 - it is not safe for pedestrians to walk in this neighborhood
 - he is worried for the safety of children waiting for a bus in the morning hours
 - he would like stop signs installed to improve the safety
 - people that live in the back of the development race through at high speeds with no regard to the people in his neighborhood
- c) Nora Costanzo, 9 Belmore. She informs the members that the day the counter was put up a roofing company and a moving truck were both parked on the street slowing traffic. She thinks this count is not representative of the traffic conditions.

Chairman Fraas closes the public comment period and opens the discussion to the members. Kevin Cantwell states that two types of traffic seem to be traveling in this neighborhood - cut through and local. He suggests talking to the neighborhood people about the speeds. Max Khan explains that by law the speed limit cannot be lowered to 20 mph but is possible to lower it to 25 mph based on new State law changes. Chairman Fraas comments that lowering the speed limit does not mean drivers will slow down and that it is very difficult to enforce speed limits as the Police Department has limited personnel during the highest speeding times due to more serious issues throughout the Town. He also comments that the Amherst Traffic Safety Board has very few options to improve this neighborhood. He explains that the intersection of Campbell and North French is the root cause behind much of the cut through traffic, and reiterates that work is in the design phase to improve this intersection and hopefully reduce some of the issues that bubble over into the Landings neighborhood. Kristin Goss explains to the residents the limited recommendations that the Amherst Traffic Safety Board can make due to the many guidelines they must follow. Councilmember Szukala explains that speed humps are not a recommended solution for several reasons, most importantly the adverse effect on response times for emergency vehicles. Item received and filed.

3. Wehrle Drive at Lehn Springs – Request for Late Night Flash (LNF). Tom Voigt begins by stating that this was a request for a Late-Night Flash at the corner of Wehrle and Lehn Springs, an intersection that also includes Garrison Road. Tom Voigt reviews the red-light violation data collected by Miovision, displayed on-screen, gathered over a weekday and weekend -- the results reveal numerous violations on both weekends and weekdays. He also displays the traffic count diagram for this intersection. Chairman Fraas opens the public comment period:
- a) Brendan McIntyre, 4 Lehn Springs. He has been a resident on Lehn Springs for 10 years and states many accidents have occurred at this intersection in that time, many involving the trees and decorative stones in the area. He feels a complete flashing red in all directions at nighttime might improve the safety at this intersection and help reduce the accidents. He talks about numerous vehicles that have had trouble navigating the turn and thinks coming to a complete stop at a blinking red light might help drivers to take the turn slower. Mr. McIntyre is requesting a flashing cycle at this intersection after 9pm.

Chairman Fraas closes the public comment period and opens the Board discussion by saying that the Highway Department is not in support of a nighttime flash on any of the intersections

in the Town. Signal timing is determined by the Highway Department -- the Traffic Safety Board can recommend the flash cycle be implemented, but the final determination would come from the Highway Department. Chairman Fraas suggests asking the Highway Department to change the default cycle on the signal for the overnight hours and check the programming of the signal to keep it from locking on green for long periods. Refer to the Highway Department.

4. Briar Hollow Curve Warning Signs – Various locations. Chairman Fraas opens the discussion to the members. Tom Voigt begins by saying that this is a newer subdivision, and as such, the signs displayed on the screen have not been installed yet.
 - Winterbrook Drive at Corsica – Motion by Chairman Fraas, second by Maxwell Kahn, to install the W1-1 curve advisory sign at Winterbrook Drive and Corsica Way. Approved 8-0.
 - Corsica Way as displayed on the screen – Motion by Maxwell Kahn, second by Dan Rider, to install curve advisory W1-1 sign. Approved 8-0.
 - Winterbrook close to Aviano Way as displayed on the screen – Motion by Kevin Cantwell, second by Kristin Goss, to install W1-1 curve advisory sign. Approved 8-0.
5. 59 Kaymar Drive – Request parking restriction along the curve. Tom Voigt begins by saying a request was received to look at the curve on Kaymar Drive just north of Edgewater for visibility issues around the bend. A ball bank study was conducted, results displayed on-screen, showing that curve advisory signs (W1-1) are warranted on the curve. Chairman Fraas opens the public comment period for this item:
 - a) Katie Swanick, 59 Kaymar. She moved to Kaymar a couple years ago. She feels there is an issue at this curve and would like to limit parking to one side. Speeding is also an issue on the entire length of the street and is asking for a solution to that problem. She informs the members of a recent accident involving one of her neighbor's vehicles that was parked in the street. She ends by saying more needs to be done, not just a parking restriction.
 - b) Bob Maxwell, 66 Kaymar. He has lived on Kaymar for 32 years. He states that Kaymar has two issues, the first being the visibility issue on the inside curve, and the other the speeds. He recently drove through the neighborhood and noticed 10 right angle streets, three of which are signed with parking restrictions. He goes on to describe the signage that is currently posted on each of the 10 right angle streets. He comments that Kaymar is slightly different than the other roads in that it is used as a cut through and has high speeds because of this cut through traffic. He would like arrows on the curve to help with the safety on the curve. He states that trees have been hit due to high speeds.
 - c) Jim Evans, 54 Kaymar. He has lived at this address for 40 years and has only seen one collision with a parked car in that entire time, which happened 3 weeks ago. He goes on to say that the collision was due to a high-speed police chase. He has seen vehicles slide off the road due to the weather. He is not in favor of a parking restriction on any part of the road except the inside of the curve.
 - d) Jake Duggan, 51 Kaymar. He agrees with what has been said by his neighbors. He likes the idea of a parking restriction on the curve but is not in favor of a parking restriction in front of his home that is located on the straight section of Kaymar. He goes on to say that he has noticed sections of Williamsville that have speed humps and would like to see speed humps on Kaymar. He also would like to see a 4-way stop at Edgewater and Kaymar to help slow traffic. He also suggests reducing the speed limit in the entire Willow Ridge area.

- e) Barb Kubiak, 13 Maricrest Drive. She is the resident that requested the parking restriction and lives on the street just past Edgewater. She drives down Kaymar often and feels the visibility on the inside of the curve is problematic. She is not in favor of a parking restriction on both sides of the curve but rather just on the interior of the curve which would solve the visibility issue.

Chairman Fraas closes the public comment period for this item and opens the Board discussion by responding directly to all the suggestions and recommendations for this item:

- Curve advisory signage – Placement of the W1-1. Motion by Chairman Fraas, second by Dan Rider, for the placement of the signs. Approved 8-0.
- Speed limit – Speeding was not part of the request for this item. That concern can be held and referred to Highway for speed and volume counts and revisited at the next meeting. Chairman Fraas suggests to the residents that they park their vehicles in the street as this naturally slows traffic. He also comments that the Town speed limit could be lowered to 25 mph per the new New York State law allowing such, but cautions that drivers most likely will continue to drive at speeds that disregard the speed limit and the Police Department does not have the manpower to enforce the speed limit throughout all Town Roads.
- Speed humps – the Town of Amherst is currently in the process of placing speed humps as a test project on Westfield Road. If this test is successful other streets in the Town can be considered for the installation of speed humps should those streets meet the warrants. Kevin Cantwell adds that speed humps have several negative factors to consider, noise, slower emergency response times and possible structural damage to nearby homes among them.
- All-way-stop on Edgewater and Kaymar. Highly unlikely this intersection would meet the warrants for an all way stop intersection. In this case it is possible the major road and minor road are posted incorrectly. If the warrant analysis is conducted to make this intersection an all way stop and the results show the major leg is Kaymar and minor leg Edgewater, which could potentially be the case, the stop sign could be flipped, but that might end up causing even more stop sign noncompliance and speeding issues. Chairman Fraas adds that sometimes a recommendation can be submitted to change the original sign placement and switch it over to the more appropriate configuration, but often what happens is the bad signage remains in place in response to resident opposition to a change.

Maxwell Kahn informs the resident that the speed limit is posted as low as it can be at this time. He also would like to add that speed bumps might not be welcomed by all the neighbors as they can be loud and an inconvenience to drivers.

Motion by Kevin Cantwell, second by Maxwell Kahn, for a parking restriction on the inside curve one car length from the edge of the curve with a recommendation to install at the edge of the homeowner's driveway at Number 59 on the curve side. Approved 8-0.

In addition, refer to the Highway Department for a full speed study to include traffic counts at the intersection of Edgewater and Kaymar to determine if it is warranted for an all-way stop. In addition, a counter is recommended on Kaymar between the curve and Edgewater for volume and speeds. Chairman Fraas questions if another speed counter should be placed on Kaymar between Sweetwood and the curve. Hold for counts.

6. Meyer Road, east of Bowmart Pkwy. – Request to change parking restriction on the north side. Tom Voigt begins the discussion by saying this request came from a Meyer Road resident concerned with the traffic caused by the baseball diamonds on Meyer Road during the baseball season. The "No Parking" signage is already posted for the months April – August along the north side of the road, but the resident is requesting the "No Parking" be changed to "No

Parking Anytime" as the baseball season has been extended both in the spring and fall. Motion by Kevin Cantwell, second by Dan Rider, to extend the current "No Parking" on Myer Road to be year-round. Approved 8-0.

Chairman Fraas asks if there is any other new business. None being heard, the New Business portion of the meeting is closed. Chairman Fraas opens Old Business.

OLD BUSINESS

- A. Workers Construction Signage – Request to update Town Highway sign inventory. Tom Voigt begins the discussion by saying that he spoke to the Highway Department and was told that they have had all new updated signage for over a year. He was also told that some private contractors might still have signage that is not current or updated. Highway to be asked if outside contractors are being hired for paving and milling that might still be using the outdated signs, as they have been recently noticed on Town projects.
- B. 2500 Kensington Avenue – Sight distance related to landscaping. Tom Voigt begins by saying he looked at the approved site plan for 2500 Kensington Ave and found the landscaping in question to be in the county right-of-way, making it the County's responsibility to get a work permit to remove the tree. Refer to Erie County, recommending the removal of the tree. Approved 8-0.
- C. Bike lane markings and signage change request. Hold for a response from the Highway Department.
- D. Muegel Road – Resident Survey. Hold.

Chairmen Fraas asks if there is any other old business. None being heard, New and Old Business is closed.

SITE PLANS / REZONING

SUBJECT: Proposed 19 Sublot Subdivision (Regency Commons)
ADDRESS: 166 Klein Road
PETITIONER: Regency Builders, LLC

X PRELIMINARY PLAT REVIEW
X DENIED

- 1) Proposed lighting design is not acceptable. Town's standard streetlight is a Traditional Post Top LED, Signify Model# TVPR-S3-S-16-G1-7-3W-730-A-N-R7-N-SP1-N-N-N-BKS; Color Temperature 3,000K with a 16' aluminum pole; with a spacing requirement of typically, 150 feet spacing staggered and poles should be located centered between edge of road and sidewalk or no more than 3ft from the edge of the road. Poles should be no less than 10ft away from trees, 5 ft from mailboxes, and 3ft from the edge of driveways. Please obtain the standards and cut sheets from the Town's Engineering Department.
- 2) Install stop bar at Klein Road prior to the proposed crosswalk
- 3) Install a single stop sign at the new intersection at Klein Road

SUBJECT: Proposed 26-Lot Subdivision "Ashley Green"
ADDRESS: 10060 Transit Road (Portion)
PETITIONER: DJC Land, INC.

X SEQ AND PRELIMINARY PLAT REVIEW IS
X APPROVED WITH CONDITIONS

1. Mailbox Units must not be located on the inside of a roadway curve.
2. Extend proposed culverts to keep the sidewalk distance from the curblin consistent throughout the subdivision. Apply to all culverts ends.
3. Properly remove the "hammerhead" turnaround at the southern terminus of existing Ruby Lane.
4. Connect sidewalk to existing Ruby Lane sidewalk where the turnaround mentioned in comment #2 has been removed.
5. Sidewalks along Street 'A' must extend closer to Smith Road, ending with ADA Ramps, detectable warnings, a Type LS crosswalk, and stop bar.

SUBJECT: Proposed Amherst Commerce Center "Costco" – Office Building, Warehousing Facility, Retail Building
ADDRESS: 4200, 4224 (Portion) & 4228-4230, 4252-4258 Ridge Lea Road, and 256, 270, & 280 (Portion) & 306 Meyer Road
PETITIONER: Benderson Development Company

X MAJOR SITE PLAN IS
X APPROVED WITH CONDITIONS

- 1) Truck turning movements are traveling completely over a curbed island east of Key Bank. This is not acceptable.
- 2) Town's independent traffic impact study for the Amherst Commerce Center / Boulevard Central District indicates that the east leg of the Romney Road/North Bailey intersection requires separate westbound left, through, and right turn lanes to properly mitigate a failing level of service during the Saturday mid-day peak. Modify the plan to indicate three lanes exiting the site driveway.
- 3) Traffic Safety Board acknowledges that both the proposed two traffic signals option and the double roundabout option are feasible options, and will operate at acceptable levels of service. That said, the Traffic Safety Board is recommending that the 2-lane roundabout option be installed instead of the traffic signal for the following reasons:
 - a) More efficient operations of vehicles movements
 - b) Lower long-term maintenance
 - c) Reduces vehicle speeds and increases safety
 - d) More sustainable type of intersection control, will handle additional future traffic with less delay
 - e) Reduces vehicle emissions and fuel consumption
- 4) Intersection Detail design plans must be provided.
- 5) Design the proposed right-in / right-out on N. Bailey Avenue in a manner that best physically prevents illegal movements in and out. While the "pork chop" allows for some hinderance to unwanted turns, it is still avoidable and can be problematic.
- 6) Key Bank Employee entrance w/ stairs on the north side of the building is leading to the spine parking lot road without and pedestrian connection to the proposed sidewalk network. If a new pedestrian access route is being utilized, physical modification to remove this sidewalk/stair connection to the road must be pursued.

SUBJECT: Request to Rezone 5.09± Acres of Land From Single Family residential to Commercial/Mixed-Use
ADDRESS: 1635 & 1639-1641 N. French Road
PETITIONER: TLH Property Management Inc.

General comments relative to your agency's interests

The Amherst Traffic Safety Board (ATSB) repeatedly reviews traffic safety related concerns related to the number of access and conflict points on N. French Road in this immediate area. ATSB does not agree with the addition of another driveway in this area, and recommends that access management techniques such as driveway consolidation be pursued.

SUBJECT: Request to Rezone 5.03± Acres of Land From R-3 To R-4, Z-2023-07
ADDRESS: 4774 & 4780 Sheridan Drive
PETITIONER: Savarino Development Corp.

Do you agree with all statements made? Yes

Meeting adjourned at 10:30 pm. The next meeting is scheduled for September 6, 2023.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator