

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

February 7, 2024

The February meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on February 7, 2024, Acting Vice Chairman Greg Dionne presiding for the absent Chairman Fraas. The first order of business is to vote on the December, 2023 meeting minutes. Motion by Kevin Cantwell, second by Maxwell Kahn, to approve the December, 2023 minutes. Approved 7-0. Acting Vice Chairman Dionne then asks if any changes or corrections are needed to the January 10, 2024 meeting minutes. None being heard, motion by Kevin Cantwell, second by Maxwell Kahn, to approve the January 10, 2024 meeting minutes. Approved 7-0. Members in attendance are Acting Vice Chairman Greg Dionne, Dan Rider, Kevin Cantwell, Ken Smith, Jennifer Michniewicz, Maxwell Kahn and Helaine Sanders. Departmental liaisons included Thomas Voigt of the Planning Department, William Prenevau of the Building Department, Al Spoth of the Highway Department, Captain Charles Persons of the Police Department, and Chris Schregel, Traffic Safety Coordinator/Engineering Liaison, 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. Greenhaven Terrace and Niagara Falls Boulevard – Conflicting northbound U-turns and eastbound right-on-red movements. Chris Schregel introduces this item by clarifying that this is in reference to the intersection of Greenhaven, the plaza driveway that leads to Bob Evans restaurant, and Niagara Falls Boulevard. The resident brought this item to the attention of both the Town of Amherst and the Town of Tonawanda, the issue at hand being U-turning vehicles on Niagara Falls Boulevard conflicting with right-turning vehicles turning onto the Boulevard from Greenhaven. Chris Schregel informs the members that there are two options for signage at this intersection specific to who yields on U-turns, and displays the options on the screen:
 - a) R10-16 sign -- U-turn yield to right turn (placed on the Niagara Falls Boulevard leg)
 - b) R10-30 sign -- Right Turn on Red must yield to U-Turn (placed on the Greenhaven leg)
 - c) R10-11 sign -- No Turn on Red

If referred to NYSDOT, they will ultimately make the decision on which is the correct signage to post. Chris Schregel turns the discussion over to the members for comments and recommendations. Acting Vice Chairman Dionne begins the discussion by saying whatever signage the Traffic Safety Board agrees on should be consistent with what the Town of Tonawanda chooses. He adds that he prefers Option b), the signage placed on Greenhaven that says "Yield to U-Turn Traffic". He would also like wayfinding signs placed on the off-ramp from the I-290 informing drivers that shops and plazas are to the south, encouraging them to head that way directly upon exiting rather than U-turning at the subject intersection. Helaine Sanders suggests installing a "No-Turn-On-Red" at Greenhaven to prevent these conflicts from occurring in the first place. Motion by Maxwell Kahn, second by Helaine Sanders, to send a recommendation to NYSDOT to install a "No-Turn-On-Red" on Greenhaven at Niagara Falls Boulevard – should NYSDOT not favor that option, the alternate recommended action is for NYSDOT to consider adding signage to "Yield to U-Turn Traffic" on Greenhaven. Approved 6-0-1 (Michniewicz recuse).

2. Sierra Drive/Lynette Lane Roundabout – Improper driver direction of travel. Chris Schregel begins by saying that several reviews have been done within the Reserve at Muir Woods subdivision relating to speed. The Engineering Department has gone over the results of those studies with area residents, but during a recent meeting, the residents voiced another issue, specifically that drivers are intentionally driving in the wrong direction to take a shorter route within the roundabout at the intersection of Sierra and Lynette Lane. Chris Schregel gives a brief presentation (on file at the Engineering Department) specific to the mini-roundabout which includes a diagram, displayed on the screen, illustrating the matter at hand. Included in his presentation is a concept drawing which features splitter islands as a possible solution to the problem, in conjunction with crosswalks on all the legs branching from the roundabout. Acting Vice Chairman Dionne opens the public comment period for this item:

a) Sam Dunford, 159 Sierra Drive. She introduces herself as the Vice President of the neighborhood HOA, then brings forth the following points:

- residents met with the Town a few weeks ago to address issues with speeding and reckless driving around the roundabout
- she has lived in this neighborhood since 2020 and seen the driving issues deteriorate
- drivers are driving the wrong way and using excessive speeds
- many families with children live in this neighborhood
- there is substantial pedestrian traffic
- she has witnessed unsafe driving in the roundabout as children stand and wait for the school bus
- The HOA is committed to do whatever they can to help get the process going to install the splitter islands and improve safety

Jennifer Michniewicz asks Ms. Dunford if she feels the resident living closest to the splitter island location would have trouble navigating out of the private driveway and if she thought that homeowner would be against the addition of the splitter island. Ms. Dunford responded by saying that she has talked to all the neighbors that would be affected and they are all in favor of the addition of the splitter islands.

Acting Vice Chairman Dionne closes the public comment period and opens the discussion to the members. Jennifer Michniewicz asks about the signage currently posted on the roundabout. Chris Schregel informs the members that a large arrow can be placed under the current one-way sign that would improve the current signage, but the residents instead heavily favor placement of the splitter islands over additional sign clutter. Kevin Cantwell and Maxwell Kahn would like to see the splitter islands installed as requested by the residents. Members also state this project can be an example for future roundabout projects in the Town. Al Spoth brought forward concerns related to snow plowing with splitter islands and is uncertain the Highway Department would move ahead with implementation. Motion by Kevin Cantwell, second by Maxwell Kahn, to refer to the Highway Department for approval by the Highway Superintendent to install the splitter islands as shown on the Engineering Department's diagrams. Approved 7-0.

Vice Chairman Dionne asks if there is any other new business -- none being heard, he closes New Business and opens Old Business.

OLD BUSINESS

- A. Maynard Drive near Main Street – Held pending a vote on parking restrictions. Chris Schregel begins by displaying on screen the "No Parking" locations agreed upon by the Amherst Traffic Safety Board at the January meeting, reminding the Board that action on this item was held until a quorum was present to vote on it. He explains that the displayed parking restriction

would be sent to the Town Board as a recommendation from the Traffic Safety Board which would then lead to a public hearing, but a vote is needed to move forward with the recommendation to verify that this is what the board desires. Motion by Acting Vice Chairman Greg Dionne, second by Maxwell Kahn, to recommend that Town Board to enact the parking restrictions as displayed on the screen. Approved 7-0.

- B. Election of Officers. Acting Vice Chairman Dionne asks for any nominations for Chairman of the Amherst Traffic Safety Board. Maxwell Kahn nominates Eric Fraas. Acting Vice Chairman Dionne asks twice, then thrice if there are other nominations for Chairman. Hearing none, Acting Vice Chairman Dionne asks if everyone is in favor of electing Eric Fraas as Chairman of the Amherst Traffic Safety Board for the year of 2024. Motion by Maxwell Kahn, second by Greg Dionne, to elect Eric Fraas as Chairman of the Amherst Traffic Safety Board. Approved 7-0.

Motion by Acting Vice Chairman Dionne, second by Kevin Cantwell, to turn the meeting over to Dan Rider for election of Vice Chairperson. Approved 7-0. Dan Rider asks if there are any nominations for Vice Chairperson for the Amherst Traffic Safety Board. Kevin Cantwell nominates Greg Dionne for Vice Chairman to the Amherst Traffic Safety Board. Dan Rider asks twice, then thrice if there are any other nominations for Vice Chairperson. None being heard, motion by Kevin Cantwell, second by Helaine Sanders, to elect Greg Dionne as Vice Chairmen to the Amherst Traffic Safety Board. Approved 7-0. Motion by Maxwell Kahn, second by Kevin Cantwell, to turn the meeting back over to Vice Chairman Greg Dionne. Approved 7-0.

Vice Chairman Dionne asks if there is any other old or new business. None being heard, the Old and New Business portions of the meeting are closed.

SITE PLANS / REZONING

SUBJECT: Proposed Apartment Building
ADDRESS: 3945 Resch Road
PETITIONER: 5000 Group LLC

X MAJOR SITE PLAN IS
X APPROVED AS SUBMITTED

*Review is for the revised plan set revised 1/30/24

SUBJECT: Proposed Restaurant Building
ADDRESS: 7470 Transit Road & Unified Building; Property located at 7500 Transit Road
PETITIONER: Benderson Development

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Show bike rack on the site plan. Provide detail of bike rack.

SUBJECT: Proposed Mixed-Use Project
ADDRESS: 1720, 1740 & 1760 Maple Road
PETITIONER: PB Investors LLC

X MAJOR SITE PLAN REVIEW IS
X NOT REVIEWABLE

1. Unable to review until revised plans are provided showing pedestrian safety improvements at the intersection of Ayer Road and Maple Road. According the petitioner's response letter, this is underway.

SUBJECT: Proposed The Boulevard south-Restaurant/Retail Building
ADDRESS: 1501-1551 Niagara Falls Boulevard (BCD)
PETITIONER: Benderson Development

X MAJOR SITE PLAN IS
X DENIED

1. Install a public sidewalk along the east side of Niagara Falls Blvd. that:
 - a. Connects to the existing sidewalk to the south
 - b. Connects to the northern driveway on Niagara Falls Blvd. (NFB)
 - c. Is located between parking and curblane of NFB with minimal landscape disturbance or utility relocations. May require shifting of parking and/or building, to be determined by the petitioner's engineer.
 - d. Provide an easement for public use if located within the property boundary

The explanation provided within the Petitioner's response letter dated 1/30/24 is unsatisfactory to the Traffic Safety Board. The Board is requesting that the petitioner's design architect/engineer modify the entire plan (Bldg, parking, etc.) to prioritize a direct pedestrian route along Niagara Falls Blvd.

Meeting adjourned at 8:15 pm. The next meeting is scheduled for March 6, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator