

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 3, 2024

The April meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on April 3, 2024, Vice Chairman Greg Dionne presiding for the absent Chairman Eric Fraas. Vice Chairman Dionne begins by asking if any changes or corrections are needed to the March 6, 2024 meeting minutes. Kevin Cantwell would like page 3 corrected in the 2nd last paragraph from the bottom where a repeated "that" needs to be removed. He also would like the last two paragraphs on page 4 added under OLD BUSINESS. Motion by Kevin Cantwell, second by Dan Rider, to approve the March 3, 2024 meeting minutes as corrected. Approved 5-0-1 (Smith abstained). Members in attendance are Vice Chairman Greg Dionne, Dan Rider, Kevin Cantwell, Jennifer Michniewicz, Maxwell Kahn and Ken Smith. Departmental liaisons included Scott Marshall of the Planning Department, William Prenevau of the Building Department, Al Spoth of the Highway Department, 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. 25 Chateau Terrace – Bornhava Specialized Early Childhood Center of WNY request for a School Zone on Chateau Terrace. Chris Schregel introduces this item by saying an e-mail was received from Bornhava asking to start the process for the installation of a School Zone sign. This request had also come to this board back in 2007, at which time advanced warning school plaques were placed on Chateau Terrace. Criteria needed to establish a School Zone includes:

- having a request from the school for a School Zone (met)
- students walking or biking to school (no children bike or walk)
- children walking in this area during school hours (not met)
- school with one or more grades under 12 or daycare (met)
- school must have written documentation of their support for speed limit (met)
- school speed zone contains a marked crosswalk (met)
- crossing guard at the crosswalk (not met)
- there is no overpass or bridge for pedestrians within the speed zone (met)

If a School Zone were to be established at this location, it is recommended that the school zone be posted 10 mph lower than the 85th percentile speed, or 10 mph lower than the posted speed limit. Greg Dionne opens the public comment period for this item:

- a) Shannon Karcher, 25 Chateau Terrace, Executive Director of Bornhava. Shannon has been with the organization for 2 years, and in those two years she has seen a lot of changes. The bus loop was re-routed as requested by the Amherst Police to relieve congestion on the road but drop-off and pick-up are still very busy times. She remarks that most of the children need to be escorted into the school as they enter by staff or parents. Ms. Karcher states that very unsafe driving occurs on Chateau during Park School drop-off and pick-up times and during the summer programs, adding that the vehicles driving on Chateau are a constant safety concern. She is requesting that the School Zone signs be installed to help with the awareness of Bornhava.

- b) Carol Pratt, President of the Board of Bornhava. She would like to emphasize the importance of the safety of the children that attend Bornhava. She comments that something needs to be done to make drivers recognize that Bornhava is a preschool for children with developmental disabilities and the speeds of the vehicles traveling on Chateau need to be slowed for the safety of the children. She also states that when the Park School summer program is in session the speeds are especially problematic at drop-off and pick-up times.
- c) Pat O'Connor, 27 Chateau Terrace South. She begins by explaining that although Bornhava doesn't meet all the specific requirements for a School Zone, there are in this case unique circumstances that should be considered when evaluating this request. Bornhava is servicing developmentally disabled children so the criteria needed for children walking and biking should not apply. She goes on to say that 100% of the children are transported by bus or car resulting in significant vehicular traffic impacting Chateau Terrace. She feels a School Zone sign with flashing lights would warn drivers approaching from Main Street to be cautious. Ms. O'Connor is also concerned with the large construction vehicles adding to the already congested area. She also comments on the amount of congestion anticipated when the Benderson project has been completed, adding numerous additional vehicles to this already busy section of road. She is asking that all factors related to the neighborhood be considered when making the final decision on whether a School Zone be established.
- d) Emma Gagliano, 117 Hendricks Road. She addresses the Board to offer general support for establishing a School Zone on Chateau Terrace.
- e) Bob Drdul, 92 Chateau Terrace. He has lived on Chateau Terrace for 32 years and he has noticed that traffic has increased tremendously. He informs the members that the Park School traffic used to be just deliveries but has turned into a daily entrance and exit for parents to drop off and pick up children at the Park School. He says that many of the vehicles going down Chateau Terrace to enter Park School do not stop at the stop sign. He comments that there are 3 stop signs after exiting Park School but drivers do not stop for them either, and he would like something to be done in the neighborhood to limit traffic flow. He is also very concerned that the new Benderson building will add to the traffic issues. He would like a solution to the speeds and vehicle stop sign non-compliance problems.
- f) Christina Coyle Lenz, 64 Chateau Terrace. She begins by saying it's time to act on Chateau Terrace, saying that all the issues talked about are real issues and very concerning. She would like a traffic study to assess the usage of the Park School parking Lot, and another for Chateau Terrace and all surrounding streets. She is also asking for enforcement of all traffic laws. She states that Park School only needs the back parking lot for emergency vehicles, garbage pick-up and supply drop off, remarking that currently and throughout the summer months the back parking lot entrance becomes congested with parent drop-off and pick-ups. She emphasizes that the back lot was not intended for general parent use. She would like all the problems she has talked about addressed before the issues become worse.
- g) Samantha Smith, 60 Fruehauf. She comments that the traffic from Park School causes many issues for Bornhava, and that the matter of Park School traffic has been brought before many different Amherst Boards. She comments Bornhava is an asset to the Town of Amherst. She would like speed humps considered for Chateau Terrace, feeling that this will help alleviate many of the issues that Chateau Terrace residents are dealing with. She also feels a School Zone is needed.
- h) Jane Cox, Harlem Road. She would like to support her neighbors on Chateau Terrace since she also gets traffic from Park School on Harlem Road. She adds that in the summer months the Amherst Police help with the traffic on Harlem Road because of the high volume going in and out of Park School, noting that the traffic backs up in both directions on Harlem Road.

Ms. Cox comments that the volume of vehicles is a big problem for both the Harlem Road and Chateau Terrace neighborhoods since drivers use Chateau to avoid the Harlem Road congestion.

- i) Tom Weisbeck, 48 Drawbridge Court. He would like to suggest a traffic light at the Park School Parking lot driveway and Harlem Road. He would also like to see a gate at the Park School parking lot off Chateau only allowing garbage and deliveries.
- j) Jon Casali, 23 Fruehauf. He has a son that attended Bornhava and knows the school very well. He is used to seeing the children walking in the neighborhood. He comments that the busy time for Park School pick-up and drop-off is also rush hour time, so parents are looking for a cut through to Park School to avoid busier routes. He feels slowing traffic is a good solution and he supports the School Zone on Chateau Terrace.

Vice Chairman Dionne closes the public comment period and opens the discussion to the members, reminding the board that this item is a request to establish a School Zone for speed control and the conversation should focus on that topic. Having said that, he begins the discussion by saying he favors establishing a School Zone on Chateau Terrace. Maxwell Kahn agrees.

Chris Schregel then displays a sample diagram of what a proposed School Zone signage plan would include. To the south of the Bornhava property the signage would begin the School Zone directly off Main Street, but to the north there are two options:

- A. extend to, but not past, the Chateau Terrace South intersection
- B. extend beyond Chateau Terrace South, extending the zone on both side streets as far as "the book" will allow

Jennifer Michniewicz would like the School Zone signage to extend as far as permitted on both legs of Chateau Terrace and Chateau Terrace South. The Board then discusses particulars concerning the times to be restricted, resulting in a motion by Kevin Cantwell, second by Vice Chairman Dionne, to install three signs as shown on the screen marking School Zone speed restrictions between 7 am-6 pm on weekdays only, with a speed limit of 20 mph. Approved 6-0.

- 2. Getzville Road - Request to improve stop sign compliance. Chris Schregel opens this item by saying a resident reached out to the Amherst Traffic Safety Board through the committee for disabilities since a child with a power wheelchair is living in the vicinity of Woodbury / Greenbrier / Getzville. The resident sees frequent stop sign non-compliance in this area and is requesting that additional measures be placed to add more visibility to the stop signs currently in place, specifically suggesting adding a "Stop Sign Ahead" sign. Vice Chairman Dionne opens the public comment period for this item:

- a) Laurie Werbow, 41 Meadowstream Drive. She begins by saying she lives four doors from Getzville Road and describes this intersection as similar to a 4-way stop, but offset; she also calls attention to a complicating curve in the road just before the first stop sign when travelling north from Main Street. That northbound stop sign is often ignored by drivers and overall stop sign non-compliance is a common occurrence, mitigated by police enforcement when they are on hand. She comments that her son uses a power wheelchair in this section of road and drivers still ignore the posted stop signs. She would like reflective tape on the road and a "stop sign ahead" sign in advance of the stop sign. She notes that a crosswalk was put in near the Daemen parking lot, but no enhancements have been added to alert drivers that a crosswalk is at that location -- she recommends the crosswalk be relocated to the corner of Getzville and Meadowstream since a stop sign is already at this intersection. She adds that there are many stop signs on Getzville Road that are offset and strangely placed. Ms. Werbow would also like the trees trimmed at Woodbury as the stop sign is difficult to see. She is also asking for reflective paint and a

crosswalk installed. She feels making some of these improvements would make it much safer for pedestrians in the area.

- b) Samantha Smith, 60 Fruehauf. She agrees with Ms. Werbow and would also like some crosswalks and striping installed. She also feels the driving lanes on Getzville Road are too wide and suggests narrowing the lanes to slow traffic.

Vice Chairman Dionne closes the public comment period and opens the discussion to the Board. Chris Schregel begins by going over the last review of stop signs on Getzville Road from the October, 2023 meeting, at which time a recommendation was passed by the Amherst Traffic Safety Board that included relocating stop signs and creating true all-way stops, complete with the installation of a crosswalk and ADA ramps. A crosswalk was also slated to be installed by Daemen University at the parking lot entrance. Ensuing Board discussion centers on painting or taping white stop bars on the road in conjunction with the stop signs, with a request to ask Daemen about the status of their crosswalk, and a request to the Highway Department to look into trimming trees that might be causing sight issues. Motion by Dan Rider, second by Vice Chairman Greg Dionne, to add stop bars on the road in conjunction with the stop signs that have already been recommended. Approved 6-0. The public hearing to consider this action is slated for May 28, 2024.

3. Harlem Road at Fetto Park – Request to improve mid-block crossing and increase enforcement. Chris Schregel begins by saying this item was brought forth by a resident living on Harlem Road between Main Street and Sheridan Drive. The matter at hand is an uncontrolled mid-block crosswalk established by NYSDOT located in the middle of Harlem Road, a state highway, directly across from Fetto Park. The resident commented in his email that this crosswalk is completely ineffective as a pedestrian crossing which creates a safety issue, then offered the following suggestions:

- improved police enforcement
- upgrade the crossing to include a beacon, flashing lights etc.
- eliminate the crosswalk altogether

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

- a) Jim Kondziela, 4570 Harlem Road. He begins by saying he lives 15-20 houses down from the current crosswalk and has been there for 17 years. He is concerned since drivers do not stop for pedestrians, having stood by the crosswalk waiting for vehicles to comply but very few vehicles ever do. He feels either enforcement is needed, or some way to increase visibility with lights or some other enhancements. In his opinion the current conditions are dangerous, and if no improvements can be managed, then perhaps it might be better just to remove the crosswalk completely.
- b) Jane Cox, Harlem Road. She has lived on Harlem Road since 1977. She begins by saying that Fetto Park is a Town owned pocket park in the middle of the block on Harlem Road. This Park includes a paved walkway, paths, park benches, a rock water feature, and a small gazebo. No parking is permitted on Harlem Road and the park is mainly used by nearby residents as a walkable connection between neighborhoods. Ms. Cox goes on to say that this park is a destination for dog walkers, bicyclists, parents with young children in strollers, nature viewing and a spot for residents to have lunch outside. She also informs the members that two group homes are nearby. Adding historical context, she explains that the neighbors requested the crosswalk shortly after the park was established so they could have a safe place to cross the road. She says that Harlem has white fog lanes along with two pedestrian warning signs at the crosswalk, but says drivers do not stop at the crosswalk for pedestrians and no warning signs are posted in advance of the crosswalk to alert drivers there is a crosswalk ahead. Ms. Cox feels this is a very hazardous situation for pedestrians as vehicles are not stopping at the crosswalk, and is requesting additional enhancements for the existing crosswalk to protect the

pedestrians. She would like a recommendation made to NYSDOT to consider a blinking light and additional signage to increase driver awareness. She would also like to ask for police enforcement.

- c) Samantha Smith, 60 Fruehauf Avenue. She begins by saying that making Snyder more cohesive is a goal. Removing the crosswalk would isolate and separate sections of Snyder and make the park less functional overall. She remarks that the current crosswalk offers convenient access to Smallwood Elementary School. She is not sure that police enforcement is the answer to this problem. Ms. Smith's recommendation is adding lights and possibly adding a raised crosswalk across Harlem Road in this location.

Vice Chairman Dionne closes the public comment period and opens the discussion to the Board. Dan Rider begins the discussion by asking if this crosswalk has been signed correctly since there is no stop sign, to which Chris Schregel responds that the current signs are advisory signs typical to a crosswalk situation. Chris then clarifies that what he is hearing from both Dan Rider and the residents is a request for a white regulatory sign that says by law you must yield to pedestrians. Chris Schregel gives several examples of suggested/optional enhancements to this crosswalk per FHWA guidance:

- Yield Stop Line
- Curb extension
- Flashing Beacon

Vice Chairman Dionne is in favor of recommending to NYSDOT that they install some enhancements, including yield stop lines and white advanced "Yield Here to Pedestrian" signs on both approaches, and fog lines. Max Kahn would like to request the Flashing Beacon. Councilmember Szukala informs the assembly that the Highway Superintendent is not in favor of any raised sidewalks or speed humps as it will cause issues with snow plowing and emergency response. Motion by Kevin Cantwell, second by Maxwell Kahn, to request NYSDOT install yield stop lines and the white advanced "Yield Here to Pedestrians" signs on both approaches. Approved 5-0-1.

Dan Rider would like to add the Flashing Beacon to the request. Motion to add a Flashing Beacon on both approaches by Maxwell Kahn, second by Dan Rider. Approved 5-0-1. Vice Chairman Dionne would like to make a motion, second by Maxwell Kahn, to request fog lines. Approved 5-0-1. Memo to the Police Chief requesting more enforcement will also be sent.

4. Willow Wood South – Request for school zone and pedestrian warning signage. Chris Schregel begins by stating this item concerns pedestrian safety on Willow Wood South, located on the west side of Smallwood Elementary School. A resident reached out to the Amherst Traffic Safety Board stating that due to the school inbound and outbound parent drop-off, the Willow Wood North dead-end is primarily being used by buses and drop-offs and is not safe for pedestrians, especially since there are no sidewalks in the area to facilitate pedestrian traffic. Pedestrians have been using Willow Wood South as an alternative to access a sidewalk connection to the school. The main concern is that parents are also using the dead-end of Willow Wood South at the sidewalk connection for pick-up and drop-off, sometimes traveling in and out at unsafe speeds. The resident is asking for signage to warn drivers that they are sharing the road with pedestrians. Traffic counts show that the speeds are not excessive, the 85th percentile clocked at 24 and 25 mph in both directions against a posted speed limit of 30 mph, and the volume does peak in the mornings and afternoons at school arrival and dismissal times. Chris Schregel informs the assembly that a plan is in place for a future sidewalk on the median parkland between Willow Wood North and South which would allow the children and parents to walk safely to and from school. Vice Chairman Dionne opens the public comment period for this item:

- a) Liz Piccolo and her son Cole, 221 Burroughs. Her family has lived at 221 Burroughs for 15 years, and when she and her husband purchased their home, they planned on walking their

children to school, but never thought they would have to walk in the street without a sidewalk while vehicles drive by at what seems like high speeds. She comments that a number of other families all walk their children to school together. She states that unfortunately a line forms in both directions of Burroughs Drive and waits on Willow Wood North. She says there is no way to walk safely to the school with her children. She states that many of the drivers become frustrated with the congestion and wait time and drive at high speeds to make up time. She is asking for help and would like a sidewalk installed in the center median area along with any appropriate signage along with Police enforcement.

- b) Samantha Smith, 60 Fruehauf. She agrees with what the other resident has said. She goes on to say the Burroughs is one of the steepest roads in all of Snyder. She is suggesting a stop sign at Willow Wood South and North with a stop bar to slow the traffic.

Vice Chairman Dionne closes the public comment period and opens the discussion to the members. Kevin Cantwell leads off by asking why the proposed sidewalk is not in front of the homes on Willow Ridge North rather than on the median, to which Chris Schregel responds by saying the proposed sidewalk would be Town maintained and have clear connectability to the school. Vice Chairman Dionne feels the sidewalk project as proposed would allow safe passage for the children and parents going to the school. He would like to recommit the Board to the sidewalk project, to which the Board agrees. Motion by Vice Chairman Greg Dionne, second by Jennifer Michniewicz, to recommit as a Board to the sidewalk plan. Approved 6-0.

It was pointed out by Member Dan Rider that a large tree is partially blocking the view of the stop sign on Willow Wood Park North at its intersection with Burroughs Drive. After considering the options of relocation, Al Spoth suggested the stop sign be dual-posted, that is, another stop sign placed the south side for westbound traffic. The Traffic Safety Board agreed that a second sign on the south side of this intersection, directed towards westbound drivers, is recommended and is in accordance with MUTCD related to sign conspicuity, section 2A.11. Recommendation to be forwarded to the Highway Department.

Vice Chairman Dionne asks if there is any other new business -- none being heard New Business portion of the meeting is closed and he opens Old Business.

OLD BUSINESS

- A. Lamarck Drive – Engineering striping concept, Highway Department response & public outreach. Chris Schregel begins by saying at the last meeting a concept was discussed for Lamarck Drive between Kensington Avenue and Wehrle Drive, the idea being to come up with a concept and then present to the Highway Department for consideration. A memo was sent to the Highway Superintendent, although a response has not been received. Al Spoth comments that funding is not available at this time for this project and he is concerned with this type of project initiating a domino effect of similar requests in other neighborhoods. Jennifer Michniewicz suggests establishing some guidelines before considering this type of striping project. Vice Chairman Greg Dionne would like a memo sent to the Police Captain asking for speed control enforcement on Lamarck. Hold for discussion with Captain Persons related to enforcement.

In his capacity as Police Liaison to the Town Board, Councilman Szukala addresses speeding problems in the Town of Amherst, and how Police enforcement becomes difficult at times given other Amherst Police Department responsibilities.

Vice Chairman Dionne asks if there is any other old business -- none being heard, he closes the Old Business portion of the meeting.

SITE PLANS / REZONING

SUBJECT: Proposed Boulevard Consumers Square – Roadway and Walkway Improvements
ADDRESS: 1565, 1575-1659 & 1641-1703 Niagara Falls Boulevard
PETITIONER: Benderson Development Company

X PROPOSED MINOR SITE PLAN IS
X APPROVED WITH CONDITIONS

1. Re-stripe the recently modified all-way stop intersection of Romney Road and the plaza entrance driveways. Work was conducted in late 2023 and the intersection striping is already fading away.

SUBJECT: Proposed Boulevard Consumers Square – Romney Road Realignment & Bailey Avenue Signal Improvements
ADDRESS: 1565, 1575-1659 Niagara Falls Boulevard
PETITIONER: Benderson Development Company.

X PROPOSED MINOR SITE PLAN IS
X APPROVED AS SUBMITTED

SUBJECT: Proposed 3-Lot Residential Subdivision
ADDRESS: 420 New Road
PETITIONER: Joe Rubino

X PROPOSED MINOR SITE PLAN
X APPROVED WITH CONDITIONS

1. Install a public sidewalk along New Road along both the frontage and side yards of the two (2) lots, coordinate with ECDPW New Road Project currently in design.
2. Driveway for Lot 2 must be on Autumn Meadows Lane, and located as far back from the New Road intersection as possible.

SUBJECT: Proposed Traditional Neighborhood Development
ADDRESS: 4300 Millersport Highway
PETITIONER: Cimato & Sons

X MAJOR SITE PLAN REVIEW IS
X NOT REVIEWABLE

1. Significant plan changes necessitate a revised Traffic Impact Study to be prepared and submitted. Include review on the potential for cut-through between New Road and Smith Road.
2. Install at Type LS crosswalk at Local Road "B" and Millersport Highway intersection.

3. Roadway configuration is susceptible to cut-through traffic. Install a roundabout at the internal intersection of Local Roads "A" and "B". Splitter islands must be incorporated. Provide a roundabout detail and signage plan.
 4. As this development is primarily patio homes and townhomes, the Traffic Safety Board is suggesting the proposed roadways be entirely privately owned.
 5. Throughout the plan, there are substantial drop offs on the backside of roadside sidewalks and culverts. Provide additional buffer, acceptable barriers, or modify grading to protect all modes of travel.
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SUBJECT: Proposed Building Reconfiguration
ADDRESS: 2350 Sweet Home Road
PETITIONER: Essex Homes Of WNY Inc.

X PROPOSED MINOR SITE PLAN IS
X APPROVED WITH CONDITIONS

1. Traffic Safety Board is in support of converting the N. Ellicott Creek Road gated driveway to full access with modifications.
 2. Complete the striping at the Sweet Home Road entrance in accordance with the approved site plan.
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SUBJECT: Proposed Commercial Apartment Building
ADDRESS: 6812, 6814 & 6832 Main Street and 29 & 37 Tennyson Terrace
PETITIONER: 6812 Main Street LLC

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Align both Tennyson Terrace driveways so that they are directly across from the driveways on the opposite side of the roadway. Reconfigure internal layout to accommodate.
2. Clarify that demolished curb cuts along Tennyson Terrace are to be replaced with a grass snow storage area, and not remain asphalt.
3. Provide a crosswalk across the parking lot interconnection at the northeast corner of the site, and between the two proposed ADA ramps.
4. Extend the east-west internal sidewalk along the rear of the proposed mixed-use building so that is connected to the proposed sidewalk that runs north-south along the east property line.

Meeting adjourned at 10:30 pm. The next meeting is scheduled for May 1, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator