

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 June 12, 2024

The June meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on June 12, 2024, Chairman Eric Fraas presiding. Chairman Fraas begins by asking if any changes or corrections are needed to the May 1, 2024 meeting minutes. Greg Dionne has a correction to page 3, item 4, second paragraph, where there are three references to Uniland Development which should be changed to Iskalo Development. Motion by Chairman Fraas, second by Greg Dionne, to approve the May 1, 2024 meeting minutes with corrections. Approved 6-0. Members in attendance are Chairman Eric Fraas, Maxwell Kahn, Greg Dionne, Jennifer Michniewicz, Nicholas Alterio and Helaine Sanders. Departmental liaisons included William Prenevau from the Building Department, Scott Marshall from the Planning Department, Al Spoth from the Highway Department, Captain Charles Persons from the Police 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. Windermere Boulevard (entirety) – Speeding concerns. Chris Schregel begins by stating some residents of Windermere Boulevard reached out to the Town asking that the speeds on the entire length of Windermere Boulevard, but especially the first block, be looked at. The residents would also like speed bumps considered for the safety of children and people with disabilities in this area. Chris Schregel reviews the 5-year crash history, followed by the speed counts collected by the Highway Department. Included in the data are a small number of vehicles going over 40 mph in both the northbound and southbound directions. Chairman Fraas opens the public comment period for this item:
 - a) Joseph Spina, 45 Windermere Blvd. He has lived on Windermere since 2018, and begins with a question related to Main Street traffic, asking why traffic cannot make a left at the intersection of Bailey and Main - because of this prohibition, he thinks traffic is using Windermere Blvd. as a cut-through. Chris Schregel explains to the resident the purpose for the jersey left that is currently at this location. Mr. Spina next remarks on how Windermere slopes from Kenmore down to Princeton which causes vehicles to travel at a fast speed, specifically informing the Board of an incident he and his wife recently had with an irate speeding driver. He feels speeding is a big problem on Windermere Blvd, and is requesting a speed bump or some other traffic calming measure.
 - b) Meg Covert 104 Windermere Blvd. She feels one day of data is not enough to reflect the problem, and points out that weekends and nights are the most troublesome. She also says that numerous children live in this neighborhood along with a number of individuals in wheelchairs. She is very concerned for everyone's safety.

Chris Schregel clarifies that the Highway Department placed the counters at this location for 5 days (Monday – Friday) and that the highest volume day was the one used to report the volume data, while the 85th percentile speeds were measured over the entire time span.

- c) Darby Covert, 104 Windermere Blvd. He has lived at this address since 2001. He witnesses speeding on Windermere often and has noticed it becoming more frequent. He also sees a lot of stop sign non-compliance. Regarding speed bumps, he asks why Buffalo has been installing them while the Amherst Town Board is opposed to them – he works for Verizon and does a lot of driving, and has noticed that the Buffalo speed bumps do indeed slow drivers. He would like to know how to proceed with improving the speeding conditions on Windermere Blvd.

Chairman Fraas closes the public comment period for this item and opens the Board discussion by turning the meeting over to Councilmember Szukala to address the matter of speed bumps. Speaking not only as the liaison to the Traffic Safety Board but also as liaison to 10 volunteer Fire Companies and the Police Department, Councilmember Szukala is well qualified to provide inter-departmental input, none of which favors speed bumps. The Police Department feels that they would greatly reduce response times in emergency situations; the Fire Companies and AMR (the Town's ambulance service) are of the same opinion. In addition to the negative feedback from those 2 Departments, he has spoken directly with Highway Superintendent Steve Floss who likewise does not favor them in the Town since they will make it more difficult to snow plow and might cause damage to the Highway Dept. trucks. Since the Highway Dept. would install and maintain them, the Highway Superintendent's opinion has a huge influence on whether speed bumps will be installed in the Town of Amherst, so at this time the Town does not think it's a good idea to install them. Chairman Fraas adds to the conversation by saying that in 2023, based upon complaints similar to what is being heard tonight, a street was selected to be a pilot street for speed bumps in the Town of Amherst with the approval of the past Highway Superintendent. However, when all the residents on that street had been notified of the speed bump installation they were overwhelmingly opposed to the initiative. Chairman Fraas explains that before installing speed bumps on Windermere all the residents of that street would similarly be canvassed for approval or disapproval, with a 50-70% approval rating needed to press forward with the project. Next addressing the overall neighborhood picture, he remarks that speed bumps on one street will generally displace the speeding issues to the surrounding streets, which will only result in more speed bump requests. Chairman Fraas also mentions that streets with speed bumps tend to be loud for area residents. Chairman Fraas informs the residents that options on Windermere to improve speeding are limited due to the configuration and location of the street, recommending police enforcement as perhaps the most effective. Charles Persons offers that there will continue to be a police presence on Windermere as there is currently an open investigation in the area. Councilmember Szukala remarks that other measures can be taken to slow speeding, suggesting repainting lines to narrow the street or encouraging on-street parking. The addition of bike lanes or parking lanes is also mentioned as an option. Chairman Fraas would like to hold this item until the August meeting and send a survey to area residents asking if they are in favor of speed bumps. Chris Schregel would like to contact the Highway Superintendent prior to sending a survey out to residents. Jennifer Michniewicz would like a speed study north of this section close to #104 Windermere to see if there is an issue with speeding in that section. Hold for new counts and survey to residents.

- 2. Sundridge/Florence/Cascade Intersection – Speeding concerns and request for an all-way stop. Chris Schregel begins by saying this item came to the Amherst Traffic Safety Board after a resident contacted a local news station concerning speeds on Sundridge close to the intersection of Cascade and Florence Lane. A resident also started a petition to install stop signs on Sundridge. Traffic counters were placed for only one day as time did not allow for the usual five-day count, and an all-way traffic study warrant analysis was done. Chris Schregel explains that when looking at an all-way stop these studies are used to determine if there is enough traffic volume to meet certain warrants for an all-way stop. In this case, the one-day traffic study showed very little traffic entering the intersections, and as a result this area fails to meet those warrants. Chairman Fraas opens the public comment period for this item:
 - a) Linda Lelinski, 265 Sundridge. She begins by saying that she understands why speed bumps cannot be installed, citing a "speed bump" in front of her home left over from previous road

work. She informs the members of the issues she is experiencing due to that slight bump in the road, among them the shaking of her house and cracks in her walls from vibrations of vehicles passing over the bump. She has lived at this location for 34 years. She would like traffic to slow down to improve these structural issues, and suggests a police presence to slow traffic.

Chairman Fraas closes the public comment period and opens the discussion to the Board. Chris Schregel addresses Ms. Lelinski's "speed bump", which is actually a utility cut in the road. He explains that in 2020 both the Town Engineer and Highway personnel looked at the utility cut and determined it could not be completely smoothed over without boxing out the entire intersection, as a result it is still in place today. Greg Dionne would consider the all-way stop and the addition of ADA ramps at this intersection because this is on a bus route and other intersections on the bus route have all-way stops. Chairman Fraas explains to the residents that speeding is a problem in all towns and the installation of unwarranted stop signs is not the solution, and in fact can be dangerous to pedestrians. Motion by Chairman Fraas to close Item 2 and refer to the Town Board, with no second – the motion does not move forward. Maxwell Kahn would like to refer the speed bump/utility cut to Highway -- approved 5-1(Sanders). Motion to receive and file the all-way stop at Florence/ Cascade /Sundridge, with no second – motion does not move forward. Jennifer Michniewicz would like the typical five days of speeds and volume data collected before this item is received and filed. Hold for five full days of speed and volume counts.

3. Paradise / Klein / Covent Garden Intersection – Request for a left turn arrow on Covent Garden Lane. Chris Schregel opens this item by saying a resident would like a left turn arrow going northbound on Covent Garden to turn left onto Klein Road. Chris Schregel informs the members that this signal is a Town-owned smart signal at a Town intersection, with only one left turn arrow present on the eastbound approach. The data collected though Miovision is collected all day/every day, and average week and single day data were looked at to come up with a turning count, displaying the Miovision data on-screen. After reviewing all the pertinent data for a left turn arrow, results indicate warrants are not met to install a left turn arrow.

Chairman Fraas opens the discussion to the Board, which Jennifer Michniewicz opens by saying that it is clear from the data that the left turn arrow is not warranted. Chairman Fraas informs the members that this intersection was brought before the Traffic Safety Board a few years ago to improve the alignment of the intersection, and the Board's recommendations have been implemented and seem to have improved the safety of the intersection. Chairman Fraas adds that this intersection has very short periods of traffic congestion, usually during morning school drop-off and afternoon dismissal times, but traffic flows smoothly most of the other hours of the day. He goes on to say that the data provided showed the warrants have not been met for a left-hand turning arrow. Receive and File.

4. Paradise / Klein / Covent Garden Intersection – Request for tree removal or trimming to improve sight distance at the south east corner. Chris Schregel begins the discussion by saying a resident noticed an overgrown pine tree that obstructs the view of oncoming traffic for drivers on Paradise Road making the right turn onto Klein Road. The resident feels this obstruction causes significant risk to drivers, and the resident recommends that the tree be cut down or trimmed. Chris displays the aerial view of the pine tree along with some photos taken by the Engineering Department representing the drivers view. The view at the stop bar is obstructed by trees and bushes, and it is not until the vehicle moves over the crosswalk that the view of oncoming cars and pedestrians becomes clear. Chris Schregel is unsure if this tree is located on Town Property or private property, which should become clearer after reviewing the property owner's survey. The Town of Amherst has a clear vision triangle regulation, which Bill Prenevau from the Building Department explains, as well as enforcement power. Speaking for the Building Department, Bill says the recommendation would be to trim up the branches from the bottom of the pine tree to clear the view for drivers. Chris Schregel adds some information related to regulations at an intersection with traffic control such as this one, informing the Board that drivers only need to see the first car stopped at the approach, and sight distance is not applicable.

Departmental input concluded; Chairman Fraas opens the discussion to the Board. Nick Alterio feels that pedestrian traffic could be an issue with a school close by and wonders if pedestrian visibility is compromised by the pine tree. Chairman Fraas supports trimming back the tree if it's on Town property but he doesn't think the tree is a pedestrian issue. Greg Dionne is not in favor of trimming the entire 8-foot section of the tree as there is a ped-head at the intersection for pedestrians. Chairman Fraas would like to refer to the Building Department to determine whose property the tree is on, and how to move forward once the owner of the tree is confirmed. Approved 6-0.

5. Grasspointe Drive - Speeding Concerns (Added to the Agenda). Nancy Lauria, 31 Grasspointe Drive. She has lived at this address for 32 years, and over this time there have been frequent problems on the street. Neighborhood residents have been before the Town Board on numerous occasions and have supplied a petition related to the problems on Grasspointe Drive. Over time problems have become worse, and she disagrees with data that suggests speeding is not occurring, having seen the speeding issues worsen and contribute to several accidents on Grasspointe. She feels more sidewalks are needed in her neighborhood for the safety of the area children, and would like something done before someone gets hurt.

Chairman Fraas asks if any member would like to make a motion to suspend the normal protocol of meetings for an item that is not on the agenda. Motion from Maxwell Kahn, second by Jennifer Michniewicz, to add Grasspointe Drive to the agenda. Approved 5-1 (Fraas). Chairman Fraas opens the discussion to the members, whereupon Maxwell Kahn explains the Traffic Safety agenda process to the residents.

- a) Nancy Lauria, 31 Grasspointe Drive. She would like more sidewalks for the large number of children in the neighborhood and would like a crosswalk installed like those elsewhere in town. Maxwell Kahn suggests to the resident that some data should be collected on Grasspointe, and to revisit this item at the August meeting. Hold for counts to be collected.

Motion by Chairman Fraas, second by Greg Dionne, to resume the meeting. Approved 6-0.

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

OLD BUSINESS

- A) Stop sign relocation along Getzville Road. Chris Schregel begins by saying that the Amherst Traffic Safety Board has looked at Getzville Road on numerous occasions, ultimately resulting in a recommendation by the Board in October, 2023 to change the stop sign configuration. This recommendation was sent to the Town Board for a public hearing, which upon conclusion the Town Board decided to refer this item back to the Traffic Safety Board for further consideration. Chris Schregel displays the original recommended stop sign changes on the screen, saying that at the public hearing a number of residents were not in favor of the stop sign changes, but still wanted some kind of improvements or recommendations. Chairman Fraas opens the public comment period for this item:
 - a) Mike Kozelsky, has a few observations of this street. He feels it's a big wide-open street with wide shoulders that encourage high speeds, and that portions of Getzville Rd. do not have trees on the right-of-way. He suggests road narrowing to help with slowing the speeds, or perhaps speed tables or a raised crosswalk. He would like all options considered rather than changing the locations of the stop signs.

Chairman Fraas closes the public comment period and opens the Board discussion by stating the original request was for pedestrian ease and safety while crossing the street and was not

related to speeds. He points out that the safest location for a crosswalk and beacons is at a stop-controlled intersection, but since the area residents do not want stop sign changes, this is not possible. Faced with this situation, he suggests a mid-block crosswalk with flashing beacons as one option, asking for any other recommendations from the members. Chairman Fraas and Greg Dionne would like to receive and file this item, although Greg does suggest planting more trees on the right-of-way in the sections of Getzville Road that do not have them; and the possible installation of radar feedback signs. Chairman Fraas agrees with considering the radar feedback sign. Maxwell Kahn would like to make a motion, second by Chairman Fraas, to remove the unwarranted stop signs for safety reasons. Helaine Sanders comments that speeds are a concern on Getzville Road and it's a complex road. Motion approved 4-2 for the removal of the stop signs on Getzville Road:

Alterio - Yes

Kahn - Yes

Dionne - No

Fraas - Yes

Michniewicz - Yes

Sanders - No

Nick Alterio suggests considering bump-outs and crosswalks at the intersections, an idea that Chairman Fraas follows up on by asking to hold this item for Engineering to draw up a plan for both intersections to have bump-outs, crosswalks, and ADA compliance additions without stop control devices.

Motion by Chairman Fraas, seconded by Greg Dionne, contingent upon the successful removal of the stop signs, that the mid-block crosswalks with proper signage and ADA ramps be installed. Approved 6-0

Referral to Forestry for the planting of trees on Getzville Road.

Chairman Fraas asks if there are any other old items to bring forward. Jennifer Michniewicz would like to bring up the Sweet Home / Emerson intersection, with Chairman Fraas remarking that this intersection has come before the Board multiple times without a resolution. Jennifer Michniewicz agrees by saying this intersection has had several recommendations to improve it, one being a roundabout. A traffic signal warrant analysis was completed by Engineering with the results showing the signal was not warranted. When this item was discussed a few months ago, Greg Dionne was concerned with pedestrian traffic should this intersection be converted to a roundabout, but the study also showed that pedestrian traffic would not be an issue at this location. A layout of the roundabout was designed by the Engineering Department and distributed to the members for discussion. Jennifer Michniewicz comments that Sweet Home Road is a county roadway and the current signals are in good working order making a request for change more challenging. However, she feels a roundabout would be effective in lowering accidents but has concerns related to cost, responsibly and installation. Greg Dionne is in favor of this design but wonders if the two driveways leading into the roundabout would be an issue. Chris Schregel comments that he reached out to the County but is waiting for a response. Chairman Fraas concludes the discussion by saying the Traffic Safety Board will await a response from the County before moving forward with this project. Hold for the August meeting.

Greg Dionne would also like to bring up the Eggert / Sweet Home / Rosedale intersection, asking Al Spoth from Highway if he can have crosswalks and stop bars installed on all approaches until funding is secured for more extensive pedestrian improvements.

Chairman Fraas asks is there is any other old business – hearing none, he closes the Old and New Business portions of the meeting.

SITE PLANS / REZONING

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

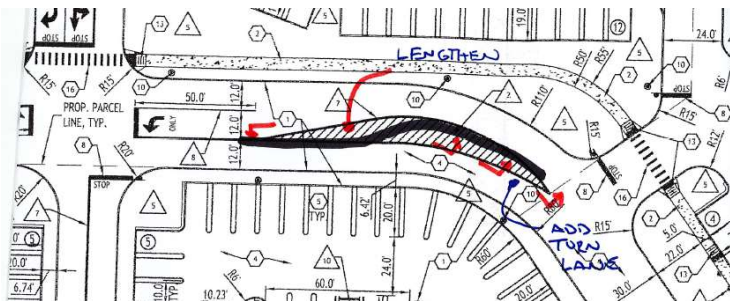
X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Eliminate Local Road "B" completely. Amherst Traffic Safety Board does not see a benefit to an un-controlled access onto Millersport Highway when Roads "A, C, & D" can function acceptably under a scenario where access is at New and Smith Roads only. When future phases 2 & 3 are submitted, it is recommended that it be served with a single private driveway. Further, that a pedestrian-only connection be made to the Phase 1.
2. ADA ramp locations at the intersections of Local Road "A" with both New Road and Smith Road are not acceptable as shown. The crossing must be in front of the stop bar and be accompanied with standard Type "S" NYSDOT crosswalks.

SUBJECT: Proposed Amherst Commerce Center – Retail Building and Fuel Station
 ADDRESS: 4200, 4224 (Portion) & 4228-4230 Ridge Lea Road
 PETITIONER: Benderson Development

X PROPOSED MINOR SITE PLAN IS
X APPROVED AS SUBMITTED

1. The internal, private drive acts as an extension of Bowmart Parkway between Meyer and N. Bailey Roads. As such, future build out should concentrate on converting drive to be in a character more similar to a local road - with sidewalks, ramps, crosswalks, and adequate pedestrian separation on both sides along its entirety. It was noted that the southern section shows "Future" sidewalks but does not connect to entire length between Meyer and N. Bailey Road.
2. Additional left turn storage and lanes are needed internally at critical turns. Specifically identified in the following location:



SUBJECT: Proposed Townhomes with Attached Garages
 ADDRESS: 4780 Sheridan Drive
 PETITIONER: 4780 Sheridan Drive LLC

X MAJOR SITE PLAN IS
X APPROVED AS SUBMITTED

SUBJECT: Proposed Office Building – Shelter Addition

ADDRESS: 3920 Main Street
PETITIONER: Charter Communications

X **PROPOSED MINOR SITE PLAN IS**
X **NOT REVIEWABLE**

- 1) Identify the building door(s) where employees will be going back and forth between the Bldg. and the smoking shelter.
- 2) Add pedestrian striping between building and smoking shelter
- 3) Have discussions with Sacred Heart Academy to determine if an arrangement can be made allowing students to park in the 3920 Main Street parking lot.

SUBJECT: Proposed EV Charging Stations
ADDRESS: 626 Commerce Drive
PETITIONER: M & T Bank

X **MINOR SITE PLAN IS**
X **APPROVED AS SUBMITTED**

SUBJECT: Proposed Pole Barn
ADDRESS: 600 Smith Road
PETITIONER: C.J. Krantz Organics

X **MINOR SITE PLAN IS**
X **NOT REVIEWABLE**

- 1) Location of Pole Barn not clearly provided.

Meeting adjourned at 10:30 pm. The next meeting is scheduled for August 7, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator