

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 7, 2024

The August meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on August 7, 2024, Chairman Eric Fraas presiding. Chairman Fraas begins by asking if any changes or corrections are needed to the June 12, 2024 meeting minutes. None being heard Motion by Chairman Fraas, second by Greg Dionne, to approve the June 12, 2024 meeting minutes as written. Approved 6-0-2 (Cantwell, Rider abstained). Members in attendance are Chairman Eric Fraas, Dan Rider, Kevin Cantwell, Maxwell Kahn, Greg Dionne, Jennifer Michniewicz, Nicholas Alterio and Cynthia Selden. Departmental liaisons included William Prenevau from the Building Department, Scott Marshall from the Planning Department, Tom Brown 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. Grasspoint Drive – Speeding and other traffic safety concerns. This Item has been held at the request of the resident.
2. Landings Drive – Speeding concerns & request for radar feedback sign. Chris Schregel reported on a recent traffic count comparison with data from 2014. The results indicated a decrease in both speed and traffic volume. However, there has been an increase in northbound cut-through traffic, while no such increase was noted southbound. Chris Schregel also mentioned that the NYSDOT will implement improvements at the North French/Campbell intersection, including the addition of a left turn arrow and the expansion of North French to a three-lane highway. These changes were previously requested by the Amherst Traffic Safety Board. The resident has requested the installation of radar feedback signs and speed humps. The Amherst Traffic Safety Board questioned whether Landings Drive meets the necessary criteria to justify these measures. Town to re-evaluate after NYSDOT work is complete as this work should reduce cut-through traffic. Motion by Chairman Fraas second by Greg Dionne to receive and file. Approved 8-0.
3. Homecrest & Hillcrest Drive Intersection – Request for "Cross Traffic Does Not Stop" sub plaque. Chris Schregel provided an overview of the request for additional signage at the intersection of Homecrest and Hillcrest Drive. Currently, this intersection is a two-way stop, but there is no signage indicating that cross traffic does not stop. A map showing the current stop sign locations was displayed. Chris noted that there have been no reported accidents at this intersection in the past five years. The resident's request is for a "Cross Traffic Does Not Stop" sub-plaque to be installed to enhance safety and clarity at the intersection. Chairman Fraas opens up the public comment period for this item:
 - a) Kay Prinzi, 301 Homecrest. She begins by saying that the stop sign coming south on Hillcrest is very far back from the corner. She states that Homecrest is very busy. She goes on to say that drivers think this intersection is an all-way stop causing driver confusion and near accident misses. She would like the stop sign closer to the intersection or "Cross Traffic Does Not Stop" signage.

Chairman Fraas expressed the belief that the current stop control at the intersection of Homecrest and Hillcrest Drive is not properly oriented. He suggested that the "No Parking" sign and the stop

sign should be swapped to position the stop sign closer to the intersection. Chairman Fraas recommended consulting the Highway Department to verify the correct placement of the stop sign and "No Parking" sign. The discussion included factors such as traffic patterns, pedestrian traffic, the intersection's proximity to a school, and the misalignment of the street. Chairman Fraas made a motion, seconded by Greg Dionne, to install an all-way stop sign at the Homecrest and Hillcrest Drive intersection. Approved 8-0. Hold until October waiting for traffic count during school days.

4. Marine Drive – Request for additional curve warning signage. The resident has requested additional curve warning signage for Marine Drive, as shown on the screen. Current signage includes curve warning signs with advisory speed limits. Chris Schregel displayed various signage options on the screen that could be considered to enhance the existing signs. No accidents have been reported at this location in the past five years. Chairman Fraas proposed to receive and file the request for additional signage. All members in favor of receiving and filing the request.
5. Hilton Boulevard – Speeding concerns. The resident contacted the Town with concerns about cut-through traffic and speeding. They are seeking measures to reduce speeds on Marine Drive. Speed and volume counts have been conducted, revealing that the highest speed range is between 31-35 mph. The 85th percentile speeds are 35 mph in the eastbound direction and 34 mph in the westbound direction. During peak traffic periods, an average of 3.5 vehicles exceed 40 mph. One reported accident in the past five years.

Chairman Fraas opens the public comment period for this item:

- a) Megan Ciesla, 81 Hilton Boulevard. After listening to other items this evening she has decided there is not a traffic issue on Hilton Boulevard, but rather more of an issue with unsupervised children. She would like to withdraw her complaint.

Item withdrawn.

6. Getzville Road and Elmhurst Road Intersection – Request for an all-way stop. Chris Schregel initiated the discussion regarding the intersection of Getzville Road and Elmhurst Road. He explained that the Town received an email request from a resident advocating for additional traffic control measures at this intersection. Chris Schregel noted that the Traffic Safety Board has previously received several requests for stop signs on Getzville Road. Recently, the board recommended that Daemen University install a mid-block crosswalk near this intersection. Chris Schregel presented a map highlighting the existing traffic control at Getzville Road and Elmhurst Road. Recently the Traffic Safety Board recommended relocating stop signs at two locations on Getzville Road.

The Engineering Department has developed a plan to enhance the mid-block crosswalk installed by Daemen University. A newly designed sign plan, aimed at improving traffic control at the intersection, was displayed for review. The Traffic Safety Board will evaluate the new proposal and gather additional input before making a final recommendation.

Chairman Fraas opens the public comment period:

- a) Robert Lamantia, 65 Elmhurst. He is at the meeting to bring the concerns of the Neighborhood to the Amherst Traffic Safety Boards attention. He has also brought a petition with 14 of his neighbors' signatures. They all agree that this intersection is extremely dangerous. He explains it's a blind curve to the right so vehicles coming from the north on Getzville Road cannot see vehicles or pedestrians coming out from Elmhurst. He goes on to explain speed calculations related to site distance that he has completed. He describes this intersection as very difficult to exit from Elmhurst safely. He comments that numerous elderly residents, children and disabled individuals walk and drive in this area he would like something done to make it safer for everyone.

- b) Joe Stalteri, 23 Rinewalt Street. He is very familiar with Getzville Road he has lived in the area all his life. He explains that years ago only one stop sign was on Getzville Road. Several years ago additional stop signs were added. He adds that the placement of those stop signs have caused issues for years. He feels the original stop signs had been put in to reduce the speeds but all that needs to be done to reduce the speeds is enforcement. He questions the locations and reasons for the current stop signs. Mr. Stalteri thinks that speeds are the issue and enforcement is the only answer.

Chairman Fraas closed the public comment period and opened the discussion to the members. Chairman Fraas explained that the item under consideration was a request for an all-way stop sign at the intersection of Getzville Road and Elmhurst Road. Dan Rider raised a concern about the Daemen University driveway being obscured. He suggested that a sign indicating the presence of the driveway be installed. Chris Schregel agreed with Dan Rider's suggestion and proposed that Daemen University should install signage to make the driveway more visible to drivers. Chairman Fraas asked if any member opposed the signage plan displayed on the screen. Approved 8-0. Refer the plan to the Highway Department for the installation of proper signage at the crosswalk installed by Daemen University.

Chairman Fraas addresses the resident's request. Chairman Fraas noted that a stop sign warrant analysis would need to be completed before considering the installation of an all-way stop sign. Chairman Fraas made a motion to refer the request for an all-way stop sign to the Highway Department to be reviewed when Daemen University is in session. The analysis and decision on this matter will be held until the October meeting. Hold Hidden driveway discussion until stop sign analysis is completed.

- 7. Hopkins Road and Klein Road intersection – Pedestrian safety concerns. Chris Schregel provided a brief overview of the safety concerns related to the Hopkins Road and Klein Road intersection. He begins by saying that Klein is a Town owned road, Hopkins Road is a County road and the signals at the intersection is owned and operated by the Town of Amherst. The Amherst Traffic Safety Board received a request concerning pedestrian safety at this intersection. A nearby camp group experienced a near miss while attempting to cross. A smart signal is located at this intersection that allows for viewing of video. Chris Schregel displays the video of the campers crossing on the screen for the members to view. The representative from the camp is requesting improvements to enhance pedestrian safety at the intersection.

Chairman Fraas opens the public comment period for this item:

- a) Veronica Borzyoski, 855 Hopkins Road. She explains that she was the first person on the video to walk into the road, she feels the video doesn't reflect how close the vehicle was to her. She goes on to say numerous camp groups and families cross at this intersection and she would like a crossing guard or additional signage to improve the safety for pedestrians. She has witnesses numerous hazardous drivers at this intersection. She would like something to help drivers to be aware of pedestrians in this area.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members. Greg Dionne suggested upgrading the crosswalk to an LS (ladder-style) crosswalk and installing a "Turning Vehicles Yield to Pedestrians" sign. This sign could be mounted on the span wire or added to existing ground-mounted signage. Chairman Fraas expressed support for high-visibility crosswalks and noted that the intersection had previously been reviewed by the Amherst Traffic Safety Board. At that time, the Board was asked by the County to compile a list of needed improvements for the entire corridor. Chairman Fraas also mentioned that adding right-hand turning lanes on all legs of the intersection could be beneficial. Chairman Fraas proposed referring the intersection to Erie County for a review and to check the status of the original list of improvements submitted by the Traffic Safety Board. A motion was made by Nick Alterio and seconded by Greg Dionne to refer the proposal for high-visibility crosswalks and ground-mounted "Yield to Pedestrians" signage to the Highway Department. Approved 8-0.

8. Royal Parkway –Parking and wayfinding signage. Chris Schregel begins with a brief explanation of this item. This item is in reference to a Town Park with sports complex that is currently under construction. The approved plan is displayed on the screen for the members to review. This is a multi-use field with stadium seating along with tennis courts, pickleball a playground, splash pad and basketball courts. The project managers of this project had meetings with the public. The public had concerns was how traffic would be impacted. The residents wanted the Traffic Safety Board to hear all concerns prior to the building of the complex. They wanted to discuss parking restrictions and way finding signage and any additional improvements. Chris Schregel displays the location of the park on the screen. Parking is being constructed but area residents are concerned about over flow parking. Chris Schregel displays the existing parking restriction throughout the neighborhood on the screen. He adds this area is uncurbed and has fairly narrow streets with no sidewalks.

Chairman Fraas opens the public comment period for this item:

- a) Christopher Gray, 163 Royal Parkway East. He has lived in his home for 15 years. He informs the board that this neighborhood is fairly active with pedestrian traffic and biking all using the street as there is no sidewalks. He agrees that wayfinding signage is needed. He is concerned with the possibility of increased traffic in the neighborhood. He likes one-sided parking on both Royal Parkway East and West as both roads are narrow and cannot accommodate parking on both sides. He adds that there is not enough space for a school bus to drive in this area when vehicles are parked on both sides of the street. He also suggests no parking at entrances to the park and curves in the road. He also asks for instruction on how to raise a resolution with the Town to overcome the lack of interest in speed humps or bumps.
- b) Lynn Gray, 163 Royal Parkway East. She would like to add that she has concerns with cut through traffic speeding down the street with no regard to children and young families in the neighborhood. She feels with the increase in vehicle and pedestrian traffic using the park, the speeds need to be lowered and she would like to see a speed bump installed as this would be a good solution for slowing speeds. She would like the Traffic Safety Board to take into consideration safety for those using the park and living in the area.
- c) Tony Delgobbo, 72 Lafayette Blvd. He begins by saying that there is a problem in the neighborhood with speeding vehicles. He comments that cut through traffic travels at high speeds trying to reach the light at Main Street before it turns red. He adds that speeding vehicles are very dangerous for the numerous children living in the area. He remarks that with the addition of the park and adding pedestrians using the park, the speed limit should be lowered to 25 mph in the entire neighborhood. He would also like the addition of the radar speed signs. He asks if a traffic study has been conducted in advance of the Park construction. He is very concerned for the safety of the children he would like something done, speed bumps, lowering the speed limit or even block the road off.
- d) Lynn Pasternak, 150 Royal Parkway West. She asks the members if they know how much additional traffic will be in her neighborhood as a result of the newly constructed park. Chairman Fraas explains that the Traffic Safety Board has been asked to review the parking and way finding signage no other information has been provided to the Amherst Traffic Safety Board for review. Chris Schregel also clarifies that a traffic study would only be done if it met criteria for a study and this park did not meet the criteria. He goes on to say that it would be very difficult to predict how many people are going to use the Park until it has been built. Ms. Pasternak asks if more signage can be added after the construction of the park if needed. Chris Schregel explains that normally this area would be looked at after being built to better understand what is needed.

Chairman Fraas closes the public comment period for this item and opens the discussion to the members.

Chris Schregel explained to the residents that the Manual on Uniform Traffic Control Devices is a standard reference used across states, outlining legally permissible signage for municipalities. He clarified that a "No Thru Traffic" sign is not an approved sign under this manual. Chairman Fraas addressed the request for speed bumps, stating that Town Departments (Highway, Police, and Fire) must support any installation of speed bumps. He emphasized that criteria need to be established to determine appropriate locations for speed bumps to prevent unwarranted requests. Chairman Fraas also discussed common complaints from residents regarding speed bumps, including issues related to maintenance and effectiveness. Chairman Fraas informed the residents that the Town is unable to lower the speed limit on any Town road below the minimum set by state regulations. Chairman Fraas expressed support for Radar Feedback signage as a potential traffic control measure. However, he noted that speed studies and resident approval would be necessary to justify the placement of such signs. This would help ensure that the signage is effective and appropriate for the area. Nick Alterio proposed the use of median guards to block traffic flow between Main Street and South Forest, as well as at Queen Place just before Royal Parkway East and at Pierpont. The idea is to prevent through traffic from Main Street to South Forest Road. Max Kahn acknowledged the potential benefits of median guards but raised concerns about potential resident opposition. Additionally, he pointed out that Police and Fire departments might be against this solution due to the potential delays in emergency response times caused by blocked routes.

Chairman Fraas redirected the discussion to the agenda item concerning parking restrictions. A map is displayed showing the proposed parking restrictions for review:

- No Parking on the East Side of Royal Parkway West: Indicated by a red line.
- No Parking on the West Side of Royal Parkway East: Also indicated by a red line.
- No Parking on Both Sides of Queen Place.

Chairman Fraas made a motion, seconded by Cynthia Selden, to implement the "No Parking" restrictions as indicated on the displayed map for Royal Parkway East, Royal Parkway West, and both sides of Queen Place. Jennifer Michniewicz proposed an amendment to include additional "No Parking" restrictions on the curves of Royal Parkway East and Royal Parkway West. The motion was updated to include "No Parking" restrictions on the curves as indicated by both red and blue lines on the map. Approved 8-0.

Chairman Fraas discusses the proposed wayfinding signage starting by displaying the locations and signs on the screen. Chris Schregel explained the proposed signage and noted that approval from the New York State Department of Transportation (NYSDOT) would be required for some signs, as they fall within their jurisdiction. Chris Schregel opens the discussion to the members. Greg Dionne expressed support for the proposed signage plan but suggested adding an arrow pointing to South Forest Road on the exit signage. Kevin Cantwell recommended adding additional arrows to guide park visitors to South Forest, though he acknowledged this might not be permitted by the Manual on Uniform Traffic Control Devices (MUTCD). Motion by Greg Dionne second by Dan Rider to install the wayfinding signs as indicated with the addition of the arrow to exit South Forest Road. Approved 8-0. Dan Rider suggested discussing the installation of smaller speed humps and encouraged residents to gather and attend the Town Board meeting to express their opinions regarding speed humps.

9. Collins Lane – Request for an all-way Stop. Chris Schregel begins by displaying the current signage on the screen. An all-way stop warrant analysis was conducted the results showed warrants have not been met and no recorded accidents. Motion by Dan Rider second by Nick Alterio to receive and file. Approved 8-0.

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

OLD BUSINESS

- A. Sundridge / Cascade – Hold until October for Traffic counts during school.
- B. Windermere Boulevard – 2nd speed count results. Chris Schregel provided an update on the speed counts conducted on Windermere Boulevard. A new count was performed at a different location as requested by the Amherst Traffic Safety Board during the previous month's meeting. Chris Schregel also investigated the possibility of installing speed humps at this location. The Highway Department has indicated that speed humps will not be considered for this area. The results of the new speed count showed no significant change from the previous count. The speeds recorded were not found to be excessive. Motion by Chairman Fraas second by Jennifer Michniewicz to receive and file. Approved 8-0.
- C. Chateau Terrace – Preliminary discussion on Traffic Study. Chris Schregel provided an update on the request for a traffic study in the Chateau Terrace area. He noted that a resident has been advocating for this study at the Town Board meetings. Chris Schregel mentioned that the Amherst Traffic Safety Board has previously reviewed this neighborhood multiple times. Chris Schregel asked the members what specific aspects they would like to be studied in the Chateau Terrace area. Chairman Fraas questioned whether a traffic study could be accurately conducted given ongoing construction in the area. Chairman Fraas reminded the members that one proposed solution for addressing traffic and speed issues on Chateau Terrace was to block off the Park School driveway. However, closing the driveway, as identified in the original approved site plan, cannot be enforced. Chairman Fraas would like speed and volume counts along with a count of vehicles entering and exiting the Park School lot. Hold for counts.
- D. Lamarck Drive – Speeding concerns. Chris Schregel provided an update on the ongoing issue of speeding on Lamarck Drive. He explained that this matter has been reviewed previously by the Amherst Traffic Safety Board. The Board had previously recommended a new striping concept for Lamarck Drive aimed at slowing traffic. This recommendation was forwarded to the Highway Department for implementation. The Highway Department chose not to implement the proposed striping concept. He adds "No Parking" is already in place between Kensington and Stanwick.

Chairman Fraas opens the public comment period for this item:

- a) Edward Kisailius, 276 Lamarck Drive. He talked to Highway Superintendent Floss and was told the reason the striping concept was rejected was the street was too narrow. He also told Mr. Kisailius that speed humps or bumps would not be possible. Mr. Kisailius explains a speed trailer was put in front of his house and he was able to see first-hand that vehicles were in deed speeding down his street. He would suggest adding a speed radar sign or a speed cushion. He would like to know if he has any other options, and wonders if he should go before the Town Board with his concerns.

Chairman Fraas closes the public comment period and opens the discussion to the members. Greg Dionne expressed support for installing a Radar Speed Sign due to the high volume and speeds observed on Lamarck Drive. Kevin Cantwell asked about any measures taken by the Town of Cheektowaga to address speeding on the section of Lamarck Drive within their jurisdiction. Chairman Fraas informed the members and residents that the Traffic Safety Board has exhausted its options for addressing speeding on Lamarck Drive. He indicated that while the Board supports the installation of a Radar Feedback sign, resident support and available funds are necessary for its implementation. Motion by Greg Dionne second by Chairman Fraas to refer to the Town Board to find funding for the installation of a Radar Feedback sign on Lamarck Drive. Approved 8-0.

- E. Getzville Road – Stop signs. No additional information.

Chairman Fraas asks if there are any other old items to bring forward. Jennifer Michniewicz noted the installation of the island at Maynard and Crosby and commented positively on how good it

looks. She expressed her gratitude to the Highway Department for their work on this project and wanted to publicly thank them. Greg Dionne also extended his thanks to the Highway Department for installing crosswalks and stop bars at Eggert and Sweet Home, as well as at Rosedale. He appreciated their efforts and wanted to acknowledge their contribution.

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 Boulevard South – Walkway, ATM, Sewer, Refuse Area Revisions
ADDRESS: 1501-1551 Niagara Falls Boulevard
PETITIONER: Benderson Development

X MINOR SITE PLAN IS
X DENIED

1. Drive-thru ATM location not in an acceptable location as shown.
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Meeting adjourned at 10:30 pm. The next meeting is scheduled for September 4, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator