

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

October 9, 2024

The October meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on October 9, 2024, Vice Chairman Greg Dionne presiding in place of absent Chairman Fraas. Vice Chairman Dionne begins by asking if any changes or corrections are needed to the September 4, 2024 meeting minutes. Kevin Cantwell begins asking that on page 2, second paragraph, the lower-case 'b' in board be changed to Board; page 3, #5 add the word "during"; and on page 4 change the cases of Business and Hearing to lower case b and h. Greg Dionne would like the first paragraph, 5 lines down, corrected to read "to approve"; and points out that Jennifer Michniewicz name is misspelled. Nick Alterio would like his name corrected to "Nicholas". Motion by Maxwell Kahn, second by Kevin Cantwell, to approve the minutes as corrected. Vote to be done at the November meeting. Members in attendance are Vice Chairman Greg Dionne, Dan Rider, Maxwell Kahn, Kevin Cantwell, Nicholas Alterio, and Helaine Sanders (late). Departmental Liaisons included William Prenevau from the Building Department, Scott Marshall from the Planning Department, Al Spoth from the Highway Department, Capt. Charles Persons from the Police Department and Chris Schregel, Traffic Safety Coordinator/Engineering Liaison. Guest list is on record at the Town's Engineering Department.

NEW BUSINESS

1. Mill Street – Request for a crosswalk and crossing system on Mill Street near Amherst State Park. Chris Schregel begins the discussion, stating that a resident contacted the Town regarding several students who travel to Mill Middle School using the Amherst State Park pathway system, which connects the Reist Street area to the school. Since the students face an absence of pedestrian accommodation for crossing when they reach Mill St., this request is to establish a mid-block crosswalk, along with suitable safety devices, to ensure safe crossing for both students and local residents utilizing the park. The vehicular traffic counts on record indicated that the 85th percentile speeds were 38 mph with a daily volume of 6122 vehicles; the pedestrian count indicated nineteen pedestrians in the afternoon and twenty-two in the morning. Vice Chairman Dionne opens up the public comment period:
 - a) Craig Alexander, 153 Mill Street. He is in favor of a crosswalk at this location as a safer way to cross when using the park, and for the neighborhood children crossing when walking and biking to school. He references NYSDOT safe routes to school initiative that encourages children walking and biking to school as beneficial physical activity. He notes that Williamsville Central Schools will not allow students to cross Mill Street to access busses on this road, stating it is unsafe to do so. He goes on to say Amherst State Park has received improvements to the pathway, so he would like to add to the improvements by including a crosswalk with RFB at this location.
 - b) Lauren Schellinger, 178 North Long. Lauren has a 6th grader at Mill Middle and is also in favor of the crosswalk at this location, feeling that such an improvement would benefit the children crossing when going to and from school.

Vice Chairman Dionne closes the public comment period and opens the Board discussion by saying he supports pedestrian improvements, including ramps and a crosswalk, and suggests installing a Rectangular Rapid Flashing Beacon (RRFB) when funding allows. Ensuing discussion concerning the crosswalk's exact location led to the Board deciding it would be best for the Engineering Dept. to explore placement options and report back to the Traffic Safety Board. Motion by Kevin Cantwell, second by Maxwell Kahn, to refer to Engineering to come up with appropriate locations for the crosswalk and ramps, and also look ahead to the placement of an RRFB when funding allows. Approved 6-0.

2. Casey and Dodge Intersection. Chris Schregel leads off this item by saying two different residents had concerns with the same intersection. He displays the current sidewalk details on-screen, explaining that the residents are requesting the addition of a sidewalk on the east side of Casey Road, extending past the curve. Additionally, they are seeking crossing accommodations at the intersection, including a request for a left turn arrow. Traffic counts revealed that this intersection fails to qualify for a left turn arrow when checked against established installation criteria. Chris also remarks that typically a crossing system is installed where there are pedestrian facilities, but here he points out the absence of sidewalks on the north side and the southeast corner. Vice Chairman Dionne opens the public comment period for this item:

- a) Colleen Ryan, 208 Shellridge. She has been a resident in this general area for 13 years and her children attend both Casey Middle and Williamsville North High Schools. Her neighborhood is within walking distance of both schools, and she remarks that the only intersection that lacks a crosswalk or safety measures of any kind is this Casey/Dodge intersection. This intersection also falls short in that the wait time for making the left-hand turn is already too long, and that the projected new developments will just add to the volume of traffic. She would like a safe walking mechanism for the children in all the surrounding neighborhoods.

Vice Chairman Dionne closes the public comment period and opens board discussion. Maxwell Kahn begins the discussion by agreeing some type of pedestrian improvements should be considered, suggesting the addition of sidewalks and crosswalks to make this intersection safer for the children walking to the schools. Kevin Cantwell would like to see a pedestrian count done to see how many pedestrians are crossing at this intersection, but this is thought to be premature since better data would be available once there are sidewalks and crosswalks established. Motion by Greg Dionne, second by Nicholas Alterio, to request a crosswalk connecting the corner of Casey to the north side of Dodge as indicated on the displayed diagram, and adding a sidewalk to connect to the sidewalk further down Dodge Road. Approved 6-0.

Regarding the westbound left turn arrow, Vice Chairman Dionne states that based on the traffic counts he is not in favor of the addition of a left turn arrow, to which the Board concurs. Receive and file.

Discussing sidewalks on east side of Casey, the Board feels that the connectivity on Casey Road has vastly improved over the past few years. None of the members feel it necessary to add sidewalks on the east side of Casey Road at this time. Receive and file.

3. Muegel Road – Speed concerns. Chris Schregel begins discussion of this item by saying that a resident alerted the Town to excessive speeding on Muegel Road, a collector road connecting Paradise to Transit Road. Located just north of the Transit Valley Country Club with residences primarily on the north side, this street has no sidewalks and has a posted 30 mph speed limit. A traffic counter was placed by the Highway Dept. to collect speed and volume data: the total volume was 1,526 vehicle per day, of which 515 were traveling over 40 mph; the 85th percentile speed in the eastbound direction was 44 mph; westbound the 85th percentile speed was just under 42mph, both of which are high for a 30-mph zone. No accidents are on record in the last three (3) years. Pedestrian safety concerns on Muegel were brought before the Traffic Safety Board a year ago, at which time the Board advocated adding sidewalks on the south side of Muegel Road

using a TIP grant for funding. The grant came through, but the funding went to an alternative location. Vice Chairman Dionne opens the public comment period for this item:

- a) Rocco Roshong, 148 Muegel Road. He has lived at this location for almost 20 years, and safety is his number one concern. He references the speed and volume study done on Muegel, remarking that the continued excessive speeding is very concerning. He goes on to say that Muegel is posted as a 'No-Commercial Vehicle Road', but he has witnessed many commercial vehicles using Muegel Road as a cut through to Paradise and Transit. He adds that East Amherst Fire Hall is on the corner of Muegel and Transit, and that on their property are baseball fields, recreation shelters and a pickleball court in close proximity to Muegel Road. He feels that the speeds on this street are way too high for a residential area with walkers, bikers and children playing. He would like the sidewalk installation reconsidered or some type of electronic speed sign. He would just like to see the speeds reduced for the safety of everyone.
- b) Robert Herr, 410 Muegel. He and his wife have lived on Muegel Rd. for 36 years. He has seen a lot of changes throughout the years including a lot of problems with speeding. He comments that a playground and pickleball court is right across the street, and the pickleball court is only 8 feet from the road. He says that numerous walkers, runners, bikers, and parents with strollers are using Muegel Road, but Muegel does not have sidewalks and has very small shoulders for pedestrians. His main concern is the speeds on Muegel, and he would like something done to slow the traffic.

Vice Chairman Dionne closes the public comment period for this item and leads off the Board discussion by saying that the last time the speeds on Muegel Rd. had been discussed by the Amherst Traffic Safety Board, the members wanted to add sidewalks on the south side of the street -- he would like to press that recommendation again. He would also like to remove the passing zones and encourage police enforcement. Discussing the Fire Hall pickleball court proximity to the roadway, the members would like to see safety measures put in place -- Bill Prenevau from the Building Dept. will follow up on by contacting the Fire Hall to request some improvements to the pickleball court. Motion by Greg Dionne, second by Kevin Cantwell, to have a radar feedback sign installed, add sidewalks on the south side of the street, remove the passing zones and recommend additional street trees. Approved 6-0.

4. Main Street/Getzville Road/Brantwood Road/Berryman Drive – Insufficiently sized turn lanes on Main Street & request to dead-end Brantwood Drive at Main Street. Chris Schregel begins by explaining that a resident reviewed a report from the Planning Department regarding the Main Street corridor plan and expressed safety concerns about the inadequate storage length of the left turn phase, particularly for turns onto Brantwood and Getzville Road from Main Street. The resident recommends that Brantwood be dead-ended at Main Street, Chris Schregel displaying on-screen a proposed dead-end diagram featuring a mandatory turnaround. Vice Chairman Greg Dionne noted that this intersection is under the jurisdiction of NYSDOT, and as such any changes or recommendations the Traffic Safety Board suggests would have to be in the form of a referral to NYSDOT – he then opens the public comment period for this item:

- a) Peter Berning, 30 Brantwood Road. He remarks on a number of deficiencies at this complex intersection:
 - the turn from westbound Main Street onto Brantwood is very dangerous
 - the left turn lanes for Brantwood and Getzville Road are excessively compressed given the posted speed limit of 40 mph on Main Street
 - the space provided for vehicles to slow down and make a turn is much shorter than the norm
 - this section of the road poses significant safety risks due to its unusual configuration, high speeds, and limited turning space.

He feels a simple solution is to remove the left turn lane onto Brantwood and dead-end Brantwood at Main Street, hoping his recommendations can be considered in the Main Street corridor plan.

Vice Chairman Dionne Closes the public comment period and opens the discussion to the members. Kevin Cantwell comments if Brantwood was dead-ended, the current cut through and school traffic would just divert to other surrounding streets, causing issues there. Maxwell Kahn would like to make improvements but does not agree with dead-ending Brantwood. Vice Chairman Dionne notes that if Brantwood was dead-ended, the mandatory turnaround installation would adversely impact the two properties at the end of the street. Furthermore, he remarks that emergency response people would not be in favor of dead-ending Brantwood, and concurs that area residents would most likely complain about the diverted traffic spilling over to the surrounding streets. He does acknowledge the lack of storage length for the vehicles in the turning lanes, and suggests creating a right-in-right-out-only from Brantwood onto Main Street and "Do Not Block Side Street" signage. It's suggested to add a raised median which would physically prevent turns onto Brantwood. Motion by Kevin Cantwell, second by Maxwell Kahn, to refer to NYSDOT for improvements with suggestions of right-in-right-out-only, and eliminating the left turn onto Brantwood from Main Street. Approved 5-0 (requires a quorum vote at the November meeting).

5. Windermere Boulevard School – Speeding concerns. Chris Schregel opens this item by saying a resident contacted the Town with concerns related to speeds around Windermere Boulevard School. Proper school zone signage currently surrounds Windermere School, and counts completed on all sides of Windermere, as requested by the resident, revealed very little speeding on any of the surrounding streets. Vice Chairman Dionne opens the public comment period for this item:

- a) Josh Briggs, 323 Windermere Boulevard. He has lived in this area for 15 years and his commentary concerns speed mitigation in the area, recognizing that children use the playground at all times. He has contacted the Police Dept. on numerous occasions, but is looking for a more permanent solution to what he regards as a persistent speeding problem in the area. He suggests installing speed bumps since he is so frustrated with the speeding he sees.

Greg Dionne closes the public comment period and opens the Board discussion by saying that emergency response services and the Highway Dept. are not in favor of speed bumps, and emphasizes that the speeds around Windermere School are not extreme. The resident is urged to contact the Highway Dept. to discuss the possibility of speed humps if he wishes to pursue this request further. Receive and file.

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. Sundridge / Cascade Florence – Speed and Volume results. Chris Schregel begins with results of the all-way stop counts. Data from counters placed on all legs of this intersection revealed that established warrants are not met for an all-way stop. Receive and file.
- B. Homecrest & Hillcrest Drive intersection. Chris Schregel begins by saying this intersection currently has a stop sign on Hillcrest and the intersection is slightly misaligned. Previously, the Traffic Safety Board felt this intersection could benefit by the addition of a stop sign to make this intersection an all-way stop, but was waiting on counts to clarify the traffic patterns – the subsequent counts indicate that this intersection is not signed correctly and Homecrest should be stop-controlled. Greg Dionne opens the item to Board discussion, where members agree that the previous motion to install an all-way stop, which had been approved pending the counts, is appropriate.

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

SITE PLANS / REZONING

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

X PROPOSED MINOR SITE PLAN IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed University Center – Restaurant Addition
ADDRESS: 4350 Maple Road
PETITIONER: Benderson Development

1. Install no-entry signage to supplement all areas where the pavement marking indicates DO NOT ENTER.

X PROPOSED MINOR SITE PLAN IS

X APPROVED WITH CONDITION

SUBJECT: Proposed Restaurant with Drive-Thru
ADDRESS: 3999 Maple Road
PETITIONER: The Mannik & Smith Group, Inc.

X PROPOSED MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Include N. Bailey Roadway on Title Sheet Location map.
 2. Label Maple Road with ROW width on C200.
 3. Label adjacent roadways on C300.
 4. Place DO NOT ENTER signs internal to supplement the DO NOT ENTER pavement markings.
 5. Provide justification on why no units are being shown on the BCD mitigation cost worksheet.
 6. Clarify if there is or is not a drive-thru order speaker.
-

SUBJECT: Proposed Office Building – Parking Expansion
ADDRESS: 580 Crosspoint Parkway & 3750 Millersport Highway
PETITIONER: Citigroup Technology Inc.

X MAJOR SITE PLAN REVIEW IS

X DENIED

1. TIS showing trips using a restricted access driveway (gated). Access is not permitted off Hopkins Road from at this driveway.
2. The TIS indicates 490 employees based on ParkGen. However, the Traffic Board disputes the methodology used for Site Generated Trips in Table 4. There are concerns about whether the current building will actually add 490 employees. Please revise the TIS to accurately reflect the projected number of additional employees the current building will add.

SUBJECT: Proposed Office Building – Parking Expansion
ADDRESS: 580 Crosspoint Parkway & 3750 Millersport Highway
PETITIONER: Citigroup Technology Inc.

X MAJOR SITE PLAN REVIEW IS

X DENIED

SUBJECT: Request To Amend Figure 6 Of The Bicentennial Comprehensive Plan From
"Recreation , Open Space & Greenways To Medium Residential"
ADDRESS: 1790, 1860 & 1920 North French Road & 999 Campbell Boulevard (Portion)
PETITIONER: SBLC Development Corporation

No concern with request.

Meeting adjourned at 10:30 pm. The next meeting is scheduled for November 6, 2024.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator