

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

December 4, 2024

The December meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on December 4, 2024, Chairman Eric Fraas presiding. Chairman Fraas began the meeting by reviewing the minutes from both the October and November meetings, first asking if there is a motion to approve the October 2024 minutes. Kevin Cantwell asks for a change on page 4, second paragraph, second line from the top, to add "from Brantwood onto Main". Motion by Kevin Cantwell, second by Greg Dionne, to approve the October minutes as corrected. Approved 7-0-1 (Rider abstained). Chairman Fraas asks if any changes or corrections are needed to the November minutes. None being heard, motion by Chairman Fraas, second by Kevin Cantwell, to approve the November minutes as written. Approved 8-0. Members in attendance are Chairman Eric Fraas, Vice Chairman Greg Dionne, Dan Rider, Kevin Cantwell, Maxwell Kahn, Cynthia Selden, Nicholas Alterio, Helaine Sanders (late) and Frances Knab. Departmental liaisons included William Prenevau of the Building Department; Scott Marshall of the Planning Department; Captain Charles Persons of the Police 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. Robin Road – Safety concerns, speeding, & noise. Chris Schregel opens this item by saying a resident contacted the Town with concerns about speeding on Robin Road, requesting speed humps or other solutions to address the issue. This area was reviewed by the Traffic Safety Board about 3 years ago, and vehicle counts conducted then revealed approximately 1,500 vehicles travelling in both directions, with an 85th percentile speed of 34 mph against the posted speed limit of 30 mph. At that time the Board recommended a striping configuration for the road, displayed on-screen, which Chris Schregel says is still being considered when funding allows. Chairman Fraas opens up the public comment period:
 - a) Mary Lou DelaPlante, 757 Robin Road. She has lived in this area for over a decade and has observed speeding occurring at various times throughout the week and during the summer months. She wants to know what needs to be done to make this area a safer community, filled as it is with children, seniors, young families, individuals with disabilities, and a vast amount of wildlife. She feels that some of the speeders are neighborhood residents, and would like some type of a solution to the speeding.

Chairman Fraas closes the public comment period for this item and opens the Board discussion by presenting the road diet plan proposed in 2021, explaining that lane width reduction tends to discourage speeding, and further remarks that in this particular case has the added benefit of providing a wide buffered area for other modes of transportation along the shoulder. Chris Schregel adds that the project will be considered once funding has been secured. So, until then, this item tabled until such funding becomes available to push the project forward, followed by traffic and speed counts for before/after comparison.

2. Bernhardt Dr.– Speeding concerns. Chris Schregel opens this item by saying that a resident contacted the Town with concerns related to the speeding on Bernhardt and requested speed humps. The resident was informed that the Town does not install speed humps on any local streets at this time but would look at other ways to reduce the speeding. One of two sets of speed and volume counts requested on Bernhardt, between Coolidge Drive and Kings Highway, show southbound volume of 289 vehicles, with an 85th percentile speed of 31 mph; northbound the 85th percentile speed is slightly higher at 34 mph, with a volume of 234 vehicles. Chris points out that only a small number of people are traveling at excessive speeds. Three accidents have been reported but none are related to speeding. Chairman Fraas opens up the public comment period:
 - a) Val Liberatore-Szeluga, 136 Bernhardt – She feels the data collected is not a true reflection of what is really occurring. She comments that vehicles are speeding by her house regularly. She would like to see speed humps installed.
 - b) Eugene Szeluga, 136 Bernhardt - He would like to request more police presence. He comments that a few years ago having a police officer on the street helped with some of the speeding issues.

Chairman Fraas closes the public comment period and opens the Board discussion by stating that many stop signs throughout the Town are unwarranted and that stop sign non-compliance is common, which seems to be the situation here. He also explains that the Town is not currently pursuing speed humps due to their potential negative impact on emergency response and snow plowing. Item referred to the Police Department for increased enforcement when time permits.

3. Steinway Court – Request for a 'No Standing' sign at the corners of Maple Road. Chris Schregel opens this item by saying a resident from Steinway Court emailed the Traffic Safety Board requesting that the intersection of Maple and Steinway be designated as a 'No Standing' zone on both sides of Steinway Court for a distance of approximately 35 feet, taking advantage of standing light poles to conveniently post the signs. The resident is concerned that vehicles parking in that space create hazards and safety issues for vehicles turning onto Steinway from Maple at high speeds. Adding to the congestion are vehicles using this location for school bus pick-up and drop-off. No crashes were reported in the past 5 years. Chairman Fraas opens up the public comment period:
 - a) Thomas Rudkowski, 75 Steinway Court. He has lived on Steinway court for 4 years, remarking on how private his street is. He describes dangerous conditions when turning on to Steinway from Maple Road if vehicles are parked close to the intersection – the bottleneck leaves no room for vehicles to enter and exit the street without a head-on conflict. He goes on to say that multiple landscaping contractors park at this location making it impossible to navigate the turn coming from Maple Road.
 - b) Dan Locche, 71 Steinway Court. He begins by thanking the members for considering his request. He then refers to the diagram on the screen explaining that when cars are parked on both sides of the street it bottlenecks the road making only one lane which is a hazard. He would like the members to take all the issues discussed under consideration when making a recommendation related to 'No Standing' at this location. He adds that other streets in the area have 'No Standing' signage posted.

Chairman Fraas closes the public comment period for this item and opens the Board discussion by saying that if this street were to be constructed today, it would be 3 feet wider per current regulations. He goes on to say that the Board can move forward with a discussion and recommendation if desired, but notes that this item would be held pending the notification of the adjacent home owners, those being the people directly affected by any parking restrictions. After reviewing area streets that have already implemented parking restrictions, Chairman Fraas recommends installing similar signage on Steinway Court. Further Board discussion concerns

sign placement, with the Board favoring the resident's suggestion of using the existing light poles. All is formalized in a motion by Chairman Fraas, second by Cynthia Selden, to recommend the installation of "No Standing" signs on both sides of the street for a distance of 40 feet from the stop sign, to be posted on the existing light poles. Hold pending notification of the two residents at the corners. Approved 7-1 (Sanders abstained).

4. Miller's Crossing Subdivision – Traffic Control. Chris Schregel begins by explaining to the new members of the Amherst Traffic Safety Board that whenever a new subdivision is constructed the Traffic Safety Board will give recommendations on where traffic control devices should be placed. The subject subdivision is displayed on the screen, identified as two private roads connecting to Streamsong at T intersections. Addressing the question if these intersections warrant an all-way stop, the members agree that just the private roads should be stop controlled. Motion by Chairman Fraas, second by Maxwell Khan, to install the stop signs as indicated on the displayed map. Approved 9-0.
5. Chestnut Ridge Road – Request for a mid-block crosswalk. Chris Schregel begins by explaining that a resident requested the installation of a crosswalk across Chestnut Ridge Road, as shown on the screen. The resident believes this is an ideal location for a crosswalk, as the sidewalk on the opposite side of the street ends at this point. Chris Schregel explains that this is the only gap in the sidewalk in the area, but this particular section is a difficult section to add sidewalks due to various utility obstructions. A stopping distance calculation confirmed that there is sufficient distance from the curve, but Chairman Fraas is uneasy regarding an uncontrolled mid-Block crosswalk in the face of the speed and volume of vehicles on Chestnut Ridge. Chairman Fraas and Maxwell Kahn would both like to see pedestrian counts at this location for a better idea of the volume in this area. They would also like to refer to the Town sidewalk committee for a plan to install the missing section of sidewalk. Approved 9-0. Hold till March for pedestrian counts.
6. Arcade Avenue – Speeding and cut-through traffic between Millersport Hwy. and Eggert Road. Chris Schregel begins by saying a resident brought forward a request for increased police enforcement or speed humps to combat high speeds on Arcade caused by cut-through traffic. Chris Schregel adds that no crashes were on record in the past 5 years. Chairman Fraas opens up the public comment period:
 - a) John Boser, 88 Arcade Ave. He begins by saying he has lived on Arcade for about 5 years, and has noticed that it's a very heavily trafficked cut-through road, observing unwanted high speed at times. He would like some type of solution, suggesting police enforcement, to make this a safer area for himself and his neighbors.

Chairman Fraas closes the public comment period and opens the discussion to the members. Kevin Cantwell suggests placing counters to record actual speeds, which Chairman Fraas points out would provide the Police Department with data to better understanding of the best times to catch speeders. He also informs the resident that the Amherst Traffic Safety Board supports the possible future installation of a traffic circle at 6 Corners to improve the efficiency of that intersection, which could help with cut-through issues on Arcade downstream. Chairman Fraas recommends referring the matter to Highway for counts when time permits. Greg Dionne inquires if it's possible for the Police Department to station a car at the intersection of Millersport and Arcade to address speeding. Hold for counts.

7. 2025 Amherst Traffic Safety Board meeting dates. Chairman Fraas goes over all the proposed meeting 2025 dates with the members, asking if there are any objections -- none being heard,

motion by Chairman Fraas, second by Cynthia Selden, to approve the 2025 Amherst Traffic Safety Board meeting dates. Approved 9-0.

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

OLD BUSINESS

- A. Heim Road – Count Results. Chris Schregel begins by saying at the last meeting Greg Dionne asked for new counts on Heim Road, resulting in a fresh count conducted at House number 500. The posted speed limit is 35 mph, but the 85th percentile results in the eastbound direction were 43 mph and in the westbound direction were 44 mph with a volume of 4400 total vehicles. The results also show speeding occurring in the 7-8 am hours and again at the 3 pm hour. Greg Dionne remarks that the speed and volume count was done at a different location from the counts from 2021. Chairman Fraas comments that based on counts the speed limit might actually be raised, but that would be unlikely to happen. Chairman Fraas asks for increased Police enforcement to help with the speeding on Heim Road. Receive and file. Approved 9-0.

Chairman Fraas asks if there is any other old business -- none being heard Old and New Business are closed.

SITE PLANS / REZONING

SUBJECT: Proposed Sawyers Landing Mixed Use Project – Residential Unit/Commercial Use Revision and Parcel Split
ADDRESS: 50 Dodge Road (NCD)
PETITIONER: Sawyers Landings LLC

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Hardwire the four (4) proposed RRFB signals on Dodge Road instead of relying on solar. The Town will be taking over these devices and the Town's standard is hard-wiring.
2. If there is a logical way to provide sidewalk connectivity to the northwest corner of the site, please pursue.

SUBJECT: Proposed 4 Lot Subdivision – Miller's Crossing Part II
ADDRESS: 228 Autumn Meadows Lane
PETITIONER: Natale New, LLC

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. In accordance with condition #1 of the attached 284 New Road Rezoning, Resolution 2018-238, a public sidewalk was to be installed by Natale. However, since then, Erie County developed plans for widening New Road and as a result, residents along this section of New Road have now overwhelmingly expressed opposition to the sidewalk, given the wide shoulders to be constructed. Instead of funding the required sidewalk, we are therefore requiring this petitioner to install a pedestrian crossing at the adjacent New Road intersection with Autumn Meadows Lane

and Old Oak Post Road, to allow for safe crossing between these sidewalked neighborhoods. Attached is a concept plan showing ADA ramps, Type LS striping, and Rectangular Rapid Flashing Beacons (RRFBs). Please note that we believe this crossing improvement shall represent a lower cost improvement compared to the originally required sidewalk.

2. It was identified that the frontage and side yards of the conservation and/or common areas in Part 1 of Miller's Crossing do not have a sidewalk installation requirement. Therefore, as part of the Part 2 subdivision, connecting sidewalks should be installed between the lots along these areas.

SUBJECT: Proposed Paradise Park – Restroom Building
ADDRESS: 750 Paradise Road
PETITIONER: Town of Amherst

X MAJOR SITE PLAN REVIEW IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed Warehouse Builders with Shop, Office Space and 2 Upper Story Apartments
ADDRESS: 5500 Millersport Highway
PETITIONER: Stephens Property Holdings

X MAJOR SITE PLAN REVIEW IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed Mixed-Use Development – Vehicular Connection
ADDRESS: 6842-6846 Main Street
PETITIONER: PB Investors

X PROPOSED MINOR PLAN REVIEW IS

X APPROVED AS SUBMITTED

Meeting adjourned at 9:30 pm. The next meeting is scheduled for January 15, 2025.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator