NEW BUSINESS

1. Klein Road & Paradise Road Intersection – Horizontal alignment of Paradise Road southbound thru lane. D. Ulatowski is requesting the Amherst Traffic Safety Board review the horizontal alignment of the southbound leg of Paradise Road at the intersection of Klein Road. Amherst Traffic Safety Board member D. Ulatowski explained that drivers travelling south on Paradise Road through the intersection encounter a quick jog to the right to avoid the opposing northbound left turning lane of Covent Garden Lane. Further adding that the intersection is too wide and inhospitable to pedestrians. D. Ulatowski has also submitted a parallel request with a neighbor for a sidewalk along the east side of Paradise Road. By narrowing this north leg, it would reclaim some of this pavement for a walkway. As the Town's Highway Department is re-milling and paving this intersection in 2014, Mr. Ulatowski thinks this is an opportune time to review the possible elimination of the existing designated southbound right turn lane and making it into a right / thru lane. L. Fontana Tierney expressed concern of the heavy right-turn movements and suggested to take vehicle counts when school is in session. C. Schregel stated the Town could collect the intersection turning movements when school is in session. C. Schregel will question the Highway Department to determine if they require anything more than an in-house data collection before this type of striping change is implemented. Item Held.

2. Northpointe Commerce Parkway – Request for mid-block crosswalks. Greg Zaepfel, representative for Zaepfel Development Company, spoke to the Amherst Traffic Safety Board during the public comment period. Mr. Zaepfel is requesting the installation crosswalks in two locations across Northpointe Parkway. One is from a vacant parcel of land that is currently a temporary parking lot to go across to 170 to 220 Northpointe Parkway. Zaepfel Development Company would install it at their own expense and to the Town specifications if approved.
D. Ulatowski reviewed the other crosswalk request at #20 and #25 and he observed unsafe turning movements from the nearby driveways at the proposed crosswalk location. He suggests that an internal pedestrian plan be put together to show interconnectivity between buildings and logical points of connection from the buildings to the public walk and consolidate driveways at #20 and #25 Northpointe. D. Ulatowski offered a recommendation that the Amherst Traffic Safety Board support the request at 170 Northpointe if Zaepfel Development Company can produce a design drawing for C. Schregel to review and implement with the Highway Department. This drawing must be ADA compliant and have a concrete sidewalk to each side of the crosswalk. A motion was made by D. Ulatowski, seconded by R. Stoll, to approve a crosswalk at 170/220 Northpointe Parkway with an ADA compliant sidewalk connection. Approved, 8-0.

3. Canalway Trail – Review bicycle safety concerns on the trail. Suzanne Toomey Spinks addressed the Amherst Traffic Safety Board during the public comment period. Ms. Spinks spoke of her background in area cycling and her concerns when she and a partner encountered necks downs along the Tonawanda Canal Trailway. As a volunteer coordinator of "Cycling Erie Canal", she is concerned about safety and has been warning bicyclists of the neck downs. She submitted a Notice of Deficiency to the Amherst Traffic Safety Board. S. Marshall commented the neck downs were installed early 1980’s by the Highway Department after a car intentionally drove on the pathway. These neck downs were installed to prevent vehicular travel on the path. Scott Marshall reported that current design guidelines do not allow any vertical elements within 3 feet of the edge of the pathway. G. Palumbo visited the bike path and noted there are some places that needed improvement. L. Hunter suggested the Amherst Traffic Safety Board ask the Highway Department to review the trail and see what accommodations can be made to prevent any vehicles access through bollards and look to correct the specific concerns noted on the notice of deficiency. Item to be forwarded to Highway for review. Item held pending review from the Highway Department.

4. 852 Sweet Home Road – Roadside parking vehicles interfering with visibility. Irene Princess, 852 Sweet Home Road, addressed the Amherst Traffic Safety Board during the public comment period. Ms. Princess spoke of the parking situation and her difficulty in pulling out of her driveway when neighbors are parking along Sweet Home Road. She states residents are parking their personal and work utility vehicles on the shoulder of the road, off the pavement, side by side, and sometimes vehicles are parked over the sidewalk. Pictures are reviewed. The Amherst Traffic Safety Board directs C. Schregel to refer the matter to Erie County as Sweet Home Road is the jurisdiction of Erie County and to ask the County to take this under advisement from the resident to correct the conditions and to assist in this request.

5. Youngs Road between Maple Road and Klein Road – Request for “Do Not Drive On Shoulder” signs. Question had on if the Manual on Uniform Traffic Control Devices contains this sign. Captain McKenna said a "Do not Pass on Shoulder" sign exists in the Manual, confirmed by C. Schregel and Lisa Fontana Tierney. L. Hunter has observed many northbound vehicles turning into medical facilities and vehicles are driving over the lines onto the shoulder of the road. L. Hunter explains that if the Town starts to place these signs of this nature, then drivers are less likely to pay attention to the road.
J. Frese commented that the medical centers are very busy and this could create a problem. He added if drivers do pay attention to the signs, traffic will back up to Maple Road and that the majority of people going into the medical offices are elderly and they will not make a left turn until it is absolutely clear. Captain McKenna checked the V&T and reported that passing on the right shall not be made by driving off the pavement or main travel portion of the roadway except permitted by Article 31, only at the direction of a Police Officer. Article 11.31, no motor vehicle shall be driven over or cross along within any shoulder or sloop of any state controlled access highway. G. Palumbo does not think this sign is warranted. Amherst Traffic Safety Board agrees. Item received and filed.

6. Ayer Road – Request for speed reduction between Sheridan Drive and Maple Road. Captain McKenna reported that his last count was from 2006 and it recorded 6,652 vehicles with an 85th percentile speed of 40 mph. The posted speed limit is 35 mph. Police to place a speed trailer on Ayer Road again to attempt to bring attention to the speeding vehicles who travel Ayer Road.

7. Sunset Court – Request for stop sign. C. Schregel commented that this resident is requesting a stop sign somewhere internal on Sunset Drive but not specific to a location. In 2011, various vehicle counts done by Police Department and Highway Department found the 85th percentile speed between 30 mph and 24 mph. A recent vehicle count conducted by the Police Department recorded a 28 mph 85th percentile. In addition, a previous vehicle count at Naples Lane and Wegman's access road did not meet the minimum warrants for an all-way stop sign. Being that the internal intersections are less likely to have more traffic volume than the previously studied intersection, it is the opinion of the Amherst Traffic Safety Board that the minimum warrants are not met for any additional stop signs on the major streets within the subdivision. Item received and filed.

8. Hopkins Road & Dodge Road Intersection - Request for left turn arrows at all legs of intersection. Request for various left turn restriction signage. L. Hunter stated this request is likely more for convenience of a single driver instead of the entire driving population that enters this intersection. The previous study on record shows that the overall intersection level of service (delay) would be degraded if additional left turn arrows were added. ATSB does not recommend a change. Item received and filed.

9. Niagara Falls Boulevard & Tonawanda Creek Road - Request to modify signal timing. C. Schregel commented the road width is 77 feet across. When the push button to cross is actuated, it provides pedestrians 38 seconds, which is sufficient time to cross. If the button is not pushed, the signal only provides 17 seconds, which is an insufficient time to cross. According to calculations, the average walker should be provided 29 seconds to cross this specific intersection. Meaning, pedestrians must push the button at this intersection for sufficient crossing time to be provided. It was noted that there is signage that states “Push the Button to Cross”. It was also noted that there are no pedestrian heads. C. Schregel reported that NYSDOT is improving accessibility to add pedestrian heads at various intersections along Niagara Falls Boulevard but he does not know if this intersection is targeted. D. Ulatowski suggests the Town request NYSDOT consider improving pedestrian accommodations by adding pedestrian heads.
Judy Eberhardt, 267 Tonawanda Creek Road, addressed the Amherst Traffic Safety Board stating there has been a change in the timing for westbound vehicles on Tonawanda Creek Road and now left turning vehicles must wait more than one cycle to turn. This was confirmed by the Engineering Department. L. Hunter requests that C. Schregel send a letter to NYSDOT, as Niagara Falls Boulevard is the jurisdiction of New York State, to review signal timing for left turns and improve pedestrian accommodations with the installation of pedestrian heads.

10. Country Parkway – Request for traffic signals at intersections with Maple Road and Sheridan Drive. Request for count. C. Schregel doubted it would meet the signal warrants. L. Hunter stated that we cannot use a stop sign to control speed. Captain McKenna added that his several reports on the intersection show an 85th percentile ranging from 34 to 36 mph. Also noting that they have a crossing guard AM and PM he did not receive any complaints from the crossing guard of any vehicles running stop signs. Item received and filed.

11. Reist Street & North Long Intersection – Review stop signs, signage, and pavement markings. David Cappiello, 247 North Long Street addressed the Amherst Traffic Safety Board during the public comment period. Mr. Cappiello spoke of vehicles not stopping at the Reist Street stop signs at this intersection when travelling Reist Street as a short cut to North Forest Road, Sheridan Drive, or Main Street. Mr. Cappiello also reported that the stop signs are at different heights. He suggested lowering the eastbound sign on Reist Street and add stop lines, crosswalks, or an advanced warning sign for the stop sign. Don Smith, 201 North Long Street commented vehicles from the Town habitually drive thru the stop sign toward North Forest Road more often than the other direction. L. Hunter closes the public hearing portion of the public hearing. L. Hunter commented that the reason drivers are running the stop sign is because the stop sign should not be there and is not warranted. If the stop sign was not there, it would be a safer intersection and people would be more conscious. J. Sexton agrees to an extent that vehicles go through stop signs because there are too many of them and they are not warranted. But it doesn’t mean we are to take one out that is already there. He continues stating maybe we could use other measures hoping people will take notice such as stop bars. C. Schregel reported that a “Stop Ahead” sign is normally used when you cannot see the intersection stop sign. This is not the case at this intersection so this sign is not recommended. A motion was made by G. Palumbo, seconded by D. Black, to ask the Highway Department to review that the stop signs are installed at a uniform height according to the Manual on Uniform Traffic Control Devices and review the intersections for the possibility of adding stop bars on the east and west legs of the intersection. Approved, 8-0.
12. Mill Street – Request for stop signs. L. Hunter stated that the Town cannot use a stop sign to control speed. J. Frese stated there are times when this roadway experiences speeders, but a stop sign will only back up traffic. Captain McKenna submitted his report as follows:

<table>
<thead>
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<th>Details</th>
<th>Tickets</th>
<th>Warnings</th>
<th>85th Percentile</th>
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<tr>
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<td>5</td>
<td>22</td>
<td>11</td>
</tr>
<tr>
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<td>16</td>
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<td>2009</td>
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<td>36</td>
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<td>2011</td>
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<td>21</td>
<td>8</td>
</tr>
<tr>
<td>2012</td>
<td>15</td>
<td>26</td>
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</tr>
<tr>
<td>Total</td>
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<td>143</td>
<td>80</td>
</tr>
</tbody>
</table>

No stop sign is being recommended by the Amherst Traffic Safety Board. Item received and filed.

13. L. Hunter requested to add to the September agenda: Maple Road and North Forest Road Intersection – Review “no turn on red” restriction westbound on Maple Road.

14. The Amherst Traffic Safety Board to refer the matter of the synchronization or signal timing adjustment at the intersections of Sheridan Drive / Sweet Home Road, Sheridan Drive/Wal-Mart, Sheridan Drive/Bailey Avenue, and Sheridan Drive/Alberta Drive to NYSDOT for review. Sheridan Drive and its signal system is the jurisdiction of New York State.

OLD BUSINESS

A. Crossing Guard Subcommittee. C. Schregel requested any comments, changes, or revisions to the Crossing Guard Policy so it may be adopted by the Amherst Town Board. None being heard, a motion was made by D. Black, seconded by J. Sexton, to approve the Crossing Guard recommendations as submitted. Approved, 8-0.

B. Patrice Terrace & Fifth Avenue Intersection – Request for 4-way stop sign. Awaiting a review of the recent Highway counts by C. Schregel. Item held.

C. South Cayuga Road – Request to increase the speed limit. C. Schregel reported that the Village of Williamsville did not approve the resolution to raise the speed limit from 30 to 35 mph on South Cayuga Road. Item received and filed.
D. Essjay Road at International Drive – Pedestrian Study. C. Schregel reported the difference between the two collected counts, 2012 was collected with notification to Independent Health, 2013 was collected without notification:

- **Essjay Road**
  - 2012: 342 total
  - 2013: 27 total

- **International Drive**
  - 2012: 89 total
  - 2013: 48 total

C. Schregel is requesting new Highway traffic and speed counts be taken before making a final recommendation for a mid-block crosswalk with an all-way stop at this intersection without notification.

E. West Klein Road & Birchwood Drive / Ranch Trail Drive Intersection - Request for all-way stop. Awaiting Highway speed counts.

F. Youngs Road, North of Klein Road – Request for improved bicycle accommodations. D. Ulatowski in favor of correcting the constrained pavement section for this stretch from Klein Road north to where it fans out into a wide shoulder for a consistent pavement section on Youngs Road. G. Palumbo said this widening would improve the facilities bicycling. L. Hunter confirms that this is not a recommendation for a bike path, but an alternative.

G. North Forest Road at John James Audubon Parkway Intersection - Review of various traffic concerns. C. Schregel reported that the Town’s Highway Department is not in favor of modifying the intersection without a study. As this intersection is County jurisdiction, the Amherst Traffic Safety Board directs the Traffic Coordinator to send a letter to Erie County requesting a study to determine if the intersection should add a right turn lane in the northbound direction.

H. St. Gregory Court - Request for mid-block crosswalk. C. Schregel reviewed history on the removal of the previous St. Gregory crosswalk. Removal was requested by the Amherst Traffic Safety Board and ultimately removed by the Highway Department. Mid-Block Crosswalk criteria was reviewed for this location and it would likely not meet the 25 pedestrians per hour for a four hour period. In addition, the crosswalk is located too close to nearby driveways (minimum 100’ away). L. Hunter recalls that a crosswalk was requested at the intersection of Maple Road and St. Gregory Court. C. Schregel to look into this request and follow-up. L. Hunter does not see how this specific mid-block crosswalk location is warranted. The Amherst Traffic Safety Board agrees. L. Fontana Tierney does not think this crosswalk would benefit the protection of pedestrians. Item received and filed.
SITE PLANS / REZONING

SUBJECT: Request to amend the Audubon Development Plan for 2.59± acres from NCD-SA to NCD-ND
ADDRESS: 2493 & 2497 Sweet Home Road (NCD) Aud. Amend. #62
PETITIONER: Mark Tiedemann

X REZONING IS
X APPROVED WITH CONDITION

1. Include a sidewalk connection from internal sidewalks to public sidewalk along Sweet Home Road.

SUBJECT: Major Site Plan Review, SP-1985-48C
Proposed Getzville Fire Company Storage Building
TOA Job #1985.118C
ADDRESS: 630 Dodge Road
PETITIONER: Getzville Fire Company

X MAJOR SITE PLAN IS
X APPROVED AS SUBMITTED

SUBJECT: Major Site Plan Review, SP-2013-10
Proposed Mixed-Use Development – Building Expansion
TOA Job #2013.025
ADDRESS: 3963 – 3975 Main Street
PETITIONER: John R. Felgemacher

X MAJOR SITE PLAN IS
X APPROVED AS SUBMITTED
SUBJECT: Major Site Plan Review, SP-1983-23T
        Proposed Maintenance Garage & Parking Area
        TOA Job #1980.45
ADDRESS: 4380 Main Street
PETITIONER: Daemen College

MAJOR SITE PLAN IS
APPROVED AS SUBMITTED

1. Strongly in favor of additional on-campus parking.

SUBJECT: Sketch Plan Review, SUB-2013-02-SK
        Proposed 9-Lot Subdivision “Unnamed”
        TOA Job #2013.032
ADDRESS: 460 Casey Road
PETITIONER: Henry Sicignano

SKETCH PLAN REVIEW IS
APPROVED AS SUBMITTED

Meeting adjourned at 9:30 p.m. Next meeting is scheduled for September 4, 2013 at 7:00 p.m. in the Town Board Chambers.

Respectfully submitted,

Christopher P. Schregel,
Traffic Safety Coordinator

CPS/jm