

Work Session
Public Informational Meeting on Route 5 -
New York State Department of Transportation
October 4, 2004
5:30 p.m.
S-6100 South Park Avenue
Hamburg, New York 14075

Supervisor Hoak explains that they normally start the Work Session at 6:00 p.m., but tonight they are starting at 5:30 p.m. with a meeting with the DOT that the public has been invited to attend. They will be looking at some proactive steps from the study that they had done over the last few years.

Councilwoman Hochul comments that following the meeting where it was determined that the DOT would not continue with the pilot project, they were contacted by residents along Lakeshore Road, who have been involved with this for many years and there was a desire on their part to have the opportunity to sit down with the Town Board and the DOT all at one table to talk about the ideas that they have had as well and what they think would work. They are not trying to rehash old issues they are trying to move forward and say there was a decision made to not continue with an experiment, however it is still a bad road and we need to take some steps. They are looking for input from residents who have lived this issue for a long time. They will also have the DOT give additional thoughts and options.

Ken Kaminski, NYSDOT, comments that the pilot project has ended and they are still in a traffic calming mode and they scheduled an advisory meeting for next week Tuesday to try and get input from the advisory group as to what traffic calming measures they can do this year and to continue next year with the construction that will take place. For the traffic calming measures they will be implementing narrower lanes throughout the corridor, which will give them another foot or two on the shoulder width. They will also be looking at an experimental type of marking which has proven to be more reflective during wet weather. They will be adding crosswalks with perpendicular lines between the longitudinal lines so that they will be highly visible. They will be basically at the signalized intersections and at the beach and Windsor Terrace. They will be tearing the pavement markings around the side streets around the radius. The pavement marking will be wider, 6 inches rather than the narrower 4 inch so this will add more to the illusion of a narrower lane in order to calm traffic. They met with Chief Coggins last week and identified two areas to build a police pull-off area. One of those areas is just opposite Kelsey Drive. They will pave a small area just enough for a car to stand safely. Then there is another area done towards Old Lakeshore where there is a driveway that goes down to a water pump station and they felt this would be a good place to pave another spot for a car. There aren't a lot of areas that are on the right-of-way now where they could safely build a police pull-off area without acquiring property or damaging trees. In addition, they will be looking at providing pedestrian push buttons at the areas where there are cross walks. They received a letter today from the Lakeshore Road Preservation Coalition listing a page of traffic calming features, many of those he just mentioned and other ones they will discuss next week at the meeting with the advisory group. They can try and incorporate some into the big project scheduled for 2010.

Councilwoman Hochul questions when the gateway features will be incorporated in. She thought that was a major component of traffic calming. Mr. Kaminski responds that this will be part of the project also. Councilwoman Hochul questions if this could be incorporated into this project. Mr. Kaminski comments that they were talking about medians and trees and that is above and beyond what they had scoped for right now. Councilwoman Hochul questions if someone could quickly design this into the project so they don't have to wait. Mr. Kaminski responds that it is too late to put it into this project, but that doesn't preclude maintenance doing it if something evolves with the advisory group meetings. Councilwoman Hochul comments, so it won't have to wait until 2010. Mr. Kaminski responds there is a possibility, he can't say yes or no. Funding is a big part of it and how that affects the environmental scope of the big project. Councilwoman Hochul comments that she knows segmentation isn't the way the DOT normally likes to conduct projects, but she would ask that they make an exception. Even though this isn't planned for the interim project maybe they could make an exception and get it done before 2010. As much as they can do, as soon as possible is their goal. 2010 is too far off for them. If there is any pressure to make sure there is sufficient funding out of Albany, they will assist with that. They are hoping to the State will treat this a little more uniquely than just other highways because they know the history.

Supervisor Hoak questions if the police pull-offs can be implemented in the fall. Mr. Kaminski comments that it will be. Supervisor Hoak comments that this will be a major help.

Councilwoman Hochul comments that she wants to add that she feels the speed limit should be reduced. She was out there the other day and you hit that area where you are supposed to slow down rapidly and it doesn't happen. The natural inclination is to just keep cruising through the Wanakah area at high speeds. She feels that just changing the signage and putting police enforcement out there at the same time will make the difference towards traffic calming that just has been left at the road side. This has been on the table for many years and they are continuing to be told no on that and they feel that is wrong. There are a lot of residents out there who really wish they could slow this traffic down, the fatalities notwithstanding.

Councilman Quatroche comments that one of the concerns that was voiced was that there were bottle necks occurring at the light. On average there were times when the people thought it took double the time. They have now opened this back up to four lanes but, with the narrower lanes is there any consideration to reducing the speed even further along that road. His estimation, in doing a lot of driving along there, is that people do 10mph over the speed limit on average because of their perception of getting caught by the police. So is there any consideration for reducing the speed to 30 or 35 mph.

Mr. Kaminski responds, at this time no. Studies have shown that if you lower the speed limit and enforce it, sure you will get a lot of tickets but you cannot be there 24/7. You will get people going the lower speed limit and then get people traveling at what they feel comfortable with and you have a greater differential in speeds and that proves to be more unsafe. It is a tough call. That is the whole gist of traffic calming, to put some geometrics into a road so that people feel that they should be traveling slower rather than an artificial speed limit.

Councilman Quatroche comments that he has heard in the past that the DOT will consider lowering the speed limits if they timed cars and if the speed is reduced then they will lower the speed limit. If driver speed does reduce on that road would they consider that. Mr. Kaminski comments that is something traffic and safety should handle. They would have to undertake that study. He would not rule anything out at this point.

Joe Kilian questions if they could do a speed study on the road after they change and restripe to see if it actually works or not because commuters are exceptionally resistant. They just do what they feel like. There are about 3 or 4 things they can do to calm the road. If that doesn't work then what do they do. Mr. Kaminski responds that is why they have an advisory group.

Councilwoman Kesner comments that she has a couple of concerns. First of all she wants to bring to his attention her request to make sure that the crosswalk at the Hoover Road/Route 5 intersection is suited for pedestrians and bicyclists. That is the area where they will be crossing for their bike path. Obviously there is no room for a bike path with this design along Route 5 which really shortchanges their residents, once again, connecting with the Town of Evans. She is very concerned with this 10 foot lane. Everything she has read through Federal requirements, they are encouraging highways built at 12, is that correct. Mr. Kaminski responds the Federal guidelines are between 10 and 12 feet. Councilwoman Kesner comments that there is no margin for driver error with the roads being 10 feet. She doesn't feel comfortable with that design and wants to go on record saying that. In this day and age, with all the information that we know and the history this highway has with accidents she is really against this.

Councilman Cavalcoli comments that he wants to go on record with Councilwoman Kesner. When you look at the type of vehicles that are traveling this road, for example the large SUV's, and a 10 foot lane doesn't leave a lot of room for error. He is in favor of the wider lanes and more diligent enforcement to maintain the speed limit. To let the people know when they travel this route that this is a route that is patrolled and will be ticketed if you speed and to get that message out there.

Councilwoman Hochul comments that one of the things they wanted to do at this meeting was to allow the residents a chance to speak. With their time constraints she wants to make sure they have time to speak. She asks if the list will be the topic of discussion at the next meeting. Mr. Kaminski responds yes. Councilwoman Hochul questions if they could have representation at that meeting from Jim Barnacks Office as well, because he is the one who handles all requests regarding speed limits. Mr. Kaminski comments that he will mention it to him.

Donna Gonsler, resident, comments that their concern as residents is the taking of property and the wider the lanes, the more property and the less shoulders and the less pedestrian access. So, although she can understand their concerns regarding wider lanes being safer she would advocate for a slower speed limit, given the ten foot lanes because the design speed of the roads is based on the width of the lanes. Now there is temporary road stripping and with the wider lanes people are flying through there, even with the road being torn up and textured. She agrees with Councilman Quatroche's observation, you can't enforce it enough. They need to be out there during rush hour when the average speed is still 55 mph. If they could consider the 10 foot lanes along with the reduction in speed, if the road design given the 10 foot lanes would warrant that, they are all in support of this reduction in speed and that is their number one request on the list.

Councilman Quatroche comments that from the very beginning of this project he has been in favor of a reduction in speed and he would like it tested if possible.

Donna comments that Abbott Road in Lackawanna is a five lane highway with a center turn lane and that speed limit is 30 mph and how is that justified as being safe. That should have an even higher design speed than a four lane 10 foot width. She repeats that their number one request is to reduce the speed limit. They would also advocate that in Lake View where the speed limit is 55 mph they would ask that be looked at and lowered as well. There are a lot of housing developments and people making left hand turns.

Supervisor Hoak comments that he has concerns too and what hasn't been discussed is that there are older home along Route 5 and those structures are in the State right-of-way. If there is going to be any widening of that road will they be in jeopardy and has this been brought up. Mr. Kaminski comments that will be addressed, most of them are set back, there maybe a few garages and masonry walls. Mr. Kaminski comments that they are looking at that now so they will know where the highway boundary is and depending on the alternative they will need to acquire right-of-way which would mean acquiring property all along the corridor.

Councilman Cavalcoli comments that after hearing everyone there is a safety factor that is unanimous. The accident rates come from a number of factors, not just the road design. It comes from how the drivers approach the road, attitudes, ages and some of the factors will not change no matter how you design the road. If they can look at reducing the speed and keeping the lanes safe is what they are all after. He feels that with increased enforcement and increased surveillance they can have a big impact on this and if they design the road with the safe lanes that's the best they can do at this time.

Councilwoman Hochul comments that they need to do what they can to get a larger shoulder with the existing right-of-way without taking anymore. People ride their bikes and walk along there trying to use the waterfront vista and they are taking their live in their hands. If the 10 foot lanes make you go slower, then that's how it should be. If the 12 foot lane makes you feel safer you would tend to go a little faster that is the concept behind the 10 foot lanes. This also allows for a wider shoulder for those who may need to pull over or for pedestrians. She supports what the DOT is proposing.

Joe Kilian comments that some Towns are putting 9 foot lanes in to slow down the traffic. The wider you make the road the easier it is to go faster. They are doing 60 mph in 11 foot lanes now, you put in 12 foot lanes and they will go 70 mph. The thruway has 12 foot lanes. Reducing the width changes the perception of the road.

Councilwoman Kesner comments that there are people who have called on this project and they represent them. They are very concerned about the narrow lanes. There has to be some margin for human error, we need a safe highway.

Donna Gonsler comments that if they had 10 foot they need a reduced speed limit. If you have 10 foot lanes with the 55 mph speed limit then there is a safety concern, but if you lower the speed limit and do the 10 foot lanes you have the benefit of making it a pedestrian area as well because you allow for more shoulder. If you do a combination you have a good result.

Janet Woelfling comments that their understanding was that the Town was waiting for the DOT's recommendation. Now the DOT is recommending the 10 foot lanes and they were all depending heavily on the studies and if there is credibility to it, why are they not taking their advice. If they put it back in the same configuration they will have the same result. They have too many fatalities which is what brought them to this in the first place. If the DOT feels, through their studies, that this is the best alternative then she feels they should take their advise.

Tim Ellis, Traffic Safety Consultant, wonders if the DOT is taking speed counts now so they can see what the difference is.

Mr. Kaminski comments they will do this after the project is complete.

Donna Gonser comments that they basically have the same configuration now so the old speed counts should be fairly accurate.

Joe Kilian comments that they are putting 10 foot lanes in now because that is all the footer they have under the road. Mr. Kaminski responds that is part of the reason. A portion of the road was 10 foot before. It was wider in the eastern section coming off the Ford Plant and then there will be a transition zone so the 10 foot lane will be starting sooner and will be continuous. Before there was 10, 10 ½ & 11.

Councilwoman Hochul comments to Mr. Kaminski, as a resident expert on Route 5, would he say the 10 foot lane works better with a lower speed. She asks him to go back and lobby with his fellow DOT members.

Supervisor Hoak comments, just to clarify, there is a meeting next week at the Frontier Administration Building on October 12th at 4:00 p.m.

Donna Gonser questions what is the speed enforcement program.

Supervisor Hoak comments that there are two sites on Route 5 that will be pull over sites. The DOT offered to do some paving so they would be able to have designated sites. One area is at Kelsey Drive and the other area is towards Old Lakeshore where there is a driveway leading down to a water pump station.

Joe Kilian questions how many tickets do they give out a month now.

Chief Coggins responds that last year they wrote 6,200 speeding tickets in the Town of Hamburg. About 400 a month along Route 5. The safety factor is big. It is hard to pull over cars and find a safe location to do it. The Chief comments that during rush hour they have a car driving along there and even that helps to slow traffic down.

Councilman Quatroche comments that they should set up a speed trap every now and then. Right now the people know there is no one there.

Councilman Cavalcoli comments that there are creative things that can be done and that is what they are asking him to look at. To increase the surveillance and driver awareness of being caught.

Chief Coggins comments that they will do what they can. It is difficult to do it safely.

Councilwoman Hochul comments that just having police presence should help to slow them down.

I.

RESOLVED, that the Town Board adjourn to continue with regular Work Session at this time.

Moved: Hoak

Seconded: Cavalcoli

Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche

Noes: None

Carried

Work Session
October 4, 2004
S-6100 South Park Avenue
Hamburg, New York 14075

Roll Call: Patrick H. Hoak Supervisor
D. Mark Cavalcoli Councilman
Kathleen C. Hochul Councilwoman
Joan A. Kesner Councilwoman
Thomas Quatroche, Jr. Councilman

Also Present: Catherine Rybczynski Town Clerk
James Spute Finance Director
Richard Boehm Deputy Town Attorney
Gerard Kapsiak Town Engineer

Supervisor Hoak comments that before they start he asks for a moment of silence in honor of Robert Braman who passed away suddenly. He was as dedicated and loyal as any employee they have ever had.

II.

BE IT RESOLVED, that the Town Board appoint Paul Darling to the vacant position of Working Crew Chief at the rate of \$21.43, funds available in SS50-8120.100. Effective 10/05/2004.

Moved: Quatroche Seconded: Cavalcoli
Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche
Noes: None
Carried

III.

RESOLVED, that the Town Board grant permission for Ryan Clark, 3730 Heatherwood, Hamburg, N.Y., to do internship in the Police Department at no cost to the Town.

Moved: Hoak Seconded: Hochul
Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche
Noes: None
Carried

IV.

RESOLVED, that the Town Board authorize the Adult Day Services Department to purchase a Toshiba e-Studio 230 Digital Copier to replace its current 9 year old copier. State Bid price for the copier is \$2,859 + 1 year service agreement of \$174.24 for a total of \$3,033.24

Funds are available in Capitol Account H24 6780-303

Moved: Cavalcoli Seconded: Kesner
Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche
Noes: None
Carried

V.

RESOLVED, that the Town Board approve the hiring and termination of personnel for the Senior Services Department as follows:

1. Wyler, Cheryl	P/T Clerk Typist	09/30/2004	Terminate
2. Wyler, Cheryl	P/T Seasonal Clerk Typist	10/01/2004	\$9.66

Moved: Cavalcoli Seconded: Quatroche
Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche
Noes: None
Carried

VI.

RESOLVED, that the Town Board approve the hiring of personnel for the Recreation Department as follows:

1. Reynolds, Brigit	A7270.238 Rec. Attendant	09/30/2004	\$8.60 Seasonal
2. Bermingham, James	A7180(215) Rec. Attendant	10/04/2004	\$9.00 P/T
3. McSkimming, Campbell	B7310(320) Rec. Attendant	10/11/2004	\$9.50 P/T
4. McFeely, Elizabeth	ER7251(225) Rec. Attendant	10/11/2004	\$7.25 P/T
5. Castanza, Patrice	B7310(320) Rec. Attendant	10/04/2004	\$9.25 P/T
6. Schmitt, Christine	B7310(320) Lifeguard	10/04/2004	\$9.50 P/T
7. DiOrio, Christine	B7310(320) Rec. Attendant	10/12/2004	\$9.50 P/T
8. Omphallius, Ellen	ER7251(225) Rec. Attendant	10/04/2004	\$7.25 P/T
9. Schulz, Gregory	ER7251(225) Rec. Attendant	10/04/2004	\$8.75 P/T
10. Kuhrt, Timothy	B7310(320) Lifeguard	10/04/2004	\$8.25 Seasonal
11. Wicka, Nathan	B7310(320) Lifeguard	10/04/2004	\$8.25 Seasonal
12. Grosjean, Kristian	B7310(320)	10/04/2004	\$7.75 P/T

Moved: Quatroche

Seconded: Kesner

Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche

Noes: None

Carried

VII.

RESOLVED, that the Town Board authorize the Recreation Department to issue alcohol waivers for the following October Taylor Road rentals:

10/01/04	10/02/04	10/03/04	10/08/04
10/09/04	10/10/04	10/13/04	10/14/04
10/15/04	10/16/04	10/17/04	10/18/04
10/22/04	10/23/04	10/24/04	10/29/04
10/30/04	10/31/04		

Moved: Quatroche

Seconded: Hochul

Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche

Noes: None

Carried

VIII.

WHEREAS, the New York State Dept. of Transportation (NYSDOT) is planning a February 2005 bid opening for the replacement of the Lake Shore Road (NYS Route 5) bridge over Berricks Creek; and

WHEREAS, a Town owned 10 inch diameter waterline which is attached to the existing bridge will require relocation and replacement due to the NYSDOT project, and adjacent water valve boxes will require adjustment to correspond with changes in grade associated with the project; and

WHEREAS, Subdivision 24 of Section 10 of State Highway Law enables NYSDOT to provide for the relocation or adjustment of municipally owned utilities at the expense of the State, when such work is necessary as a result of State highway work,

THEREFORE BE IT RESOLVED, that the Town Supervisor is authorized to enter into an agreement with NYSDOT in this regard, granting the State of New York authority to perform required utility relocations or adjustments as part of the project and at no cost to the Town of Hamburg, and agreeing that the Town will resume maintenance of such relocated or adjusted facilities following the completion and acceptance of the construction work associated with the NYSDOT project.

BE IT FURTHER RESOLVED, that four (4) certified copies of this resolution be provided to the Town Engineering Department, for transmittal to NYSDOT together with the executed utility work agreement.

Moved: Cavalcoli

Seconded: Hochul

Roll Call: Ayes: Hoak, Cavalcoli, Hochul, Kesner, Quatroche

Noes: None

Carried

Councilwoman Hochul questions if there is anything they can get the DOT to do while they are there. Mr. Kapsiak comments that he has requested that they install a protected sidewalk on that bridge. Councilman Cavalcoli comments that he should re-attach that written request when he sends back the certified copies of this resolution stating that it is the Town Boards expectation that the sidewalk will be put in and if they don't agree to contact Councilman Cavalcoli.

