

MEETING MINUTES

VILLAGE OF WILLIAMSVILLE TRAFFIC AND SAFETY COMMITTEE

Date: June 5, 2025

Time: 6:37

Meeting called to order by: Wally Pacer

IN ATTENDANCE

Wally Pacer (Chair), Tom Petrocelli (Minutes Taker), Bill Tuyn, Doug Richardson, Jim Celeste (Board Liaison), Matt Schery, Isabella Bakshi, and Nick Roth.

Absent: Marilyn Alfes, Dan Rider

A quorum was present.

APPROVAL OF MINUTES

A motion was made to approve the minutes of May 22, 2025 meeting by Mr. Roth and seconded by Mr. Tuyn. The motion passed unanimously.

RECOMMENDATION TO THE BOARD OF WATTS REPORT.

The only new business before the committee was the consideration of recommendations to the Village of Williamsville Board of Trustees based on the advice from Watts Architects and Engineers regarding traffic safety concerns in the Eagle-Evans corridor.

Mr. Petrocelli read back to the committee the list of possible recommendations from the last meeting. They were:

- Speed *humps* on Eagle and School Streets, starting with temporary speed humps, as outlined in the Watts report.
- Lighted, solar power, Stop sign at the north and south sides of the Evans-Eagle intersection. The committee previously had entertained the idea of starting with reflective signs on a reflective colored pole, before stepping up to a full reflective sign.
- Raised crosswalks at School. Start with a temp speed hump first.
- Tree Trimming around signs so that they are not more visible to vehicles.
- The use of reflective paint on crosswalks, so that they are more visible to vehicles.

Mr. Pacer reported that he had spoken with Ben Vilonen, DPW Crew Chief, who said he could have the temporary speed humps installed using only DPW personnel. Mr. Roth asked about signs ahead of the speed humps that would alert drivers to their presence. The committee

agreed that we would need to have the signs. It's not clear if we could install the raised crosswalks ourselves. Mr. Celeste thought that would be unlikely.

There was discussion about the raised crosswalk in front of Christian Central Academy on School Street. The committee's consensus was that the raised sidewalk might be a worthwhile feature for pedestrian safety even with the speed humps calming traffic. The Committee felt that upgrading the crosswalks with reflective paint and using the speed humps would likely be effective enough at calming traffic, and the raised crosswalk unnecessary.

Mr. Schery noted that school would be out of session when we might install the speed humps and signs. Mr. Tuyn agreed that school would be out of session when we installed them but that wouldn't be the case when we evaluated their efficacy.

A discussion ensued about how the Village could finance the changes at Eagle and Evans, who had liability (the Village or Erie County) if there was some damage or accident due to the changes in the intersection, and who could do the work. It seems that we can do more than we thought but would inform the County ahead of time.

Mr. Pacer brought up the Stop Ahead sign. Concerns were that there would not be a place to put it. After the committee reviewed the intersection, it appeared that there was room for the sign.

Mr. Pacer also told us that Mr. Vilonen informed him doesn't have the ability to paint crosswalks using long-lasting and reflective paint. The Committee recognized that that was fine for the side streets but not the Eagle/Evans intersection and some other spots as recommended. Mr. Celeste said it might be a good idea for the Village to build the capacity to do this, given the number of crosswalks we have.

Recommendations to the Board of Trustees.

The Committee's final set of recommendations were:

- Tree Trimming around signs in the area.
- Replace the Stop signs on Evans north and south of Eagle with reflective signs. Install lighted signs if reflective signs are not effective. We also recommend the Stop Ahead sign on the south side of Evans, placed according to Watts' advice.
- Add the temporary speed humps with "Speed Hump" ahead signs on Eagle Street and School Street, in the locations recommended by Watts. The Committee further recommends moving to permanent ones if the temporary speed humps calm traffic.
- Apply reflective paint to the crosswalks at Eagle and Evans and in front of Christian Academy.

Mr. Tuyn motioned to adopt these items as recommendations to the Board of Trustees, with Mr. Pacer seconding the motion. The motion passed unanimously.

ADJOURNMENT

Mr. Petrocelli made a motion to adjourn the meeting. Mr. Pacer seconded the motion. The motion passed unanimously, and the meeting was adjourned.



phone call Re: S. Cayuga and Deer

From Boeck, Carol <cboeck@village.williamsville.ny.us>

Date Mon 9/22/2025 1:35 PM

To Vilonen, Ben <bvilonen@village.williamsville.ny.us>; Kephart, Sophie <skephart@village.williamsville.ny.us>; wpacer@hotmail.com <wpacer@hotmail.com>

Cc Nicholas McCormick <nmccormick@village.williamsville.ny.us>; Hunt, Christine <chunt@village.williamsville.ny.us>

Good afternoon,

I received a phone call from a resident on S. Cayuga; she states that there are many deer in the area and and concern over people speeding down S. Cayuga.

She wondered if it could be considered to get deer crossing signs to be placed in a few areas to hopefully prevent deer / car collisions.

Sincerely,



Carol Boeck
Building & Zoning Clerk
Village of Williamsville
cboeck@village.williamsville.ny.us

AGENDA
ITEM # 1



FW: VOW Traffic

From Bob Baker <bob@admarksales.com>

Date Wed 9/24/2025 1:39 PM

To jceleste@village.williamsville.ny.us <jceleste@village.williamsville.ny.us>

Cc wpacer@hotmail.com <wpacer@hotmail.com>; 'Schregel, Chris' <CSchregel@amherst.ny.us>

Hi James,

Having spoken with Chris, I grew up in Eggertsville, St Benedit however spent 4 years in Los Angeles for college and 22 years in San Francisco south of the airport. I have seen heavy traffic, population and pedestrian safety issues addressed.

The Village of Williamsville is a well-preserved area and gathering place for many events, Music on Main, Old Home Days, Moonlight Run, etc. When parked along Main Street an open door extends into the traffic lanes. My concern is for PEDESTRIAN SAFETY along Main Street. I believe it was posted 40 mph with many going 45-48. Chris mentioned the limit recently has been reduced to 35. (40-42)

With above average pedestrian traffic in the Village area, especially during event times 40 mph seems very unsafe to me regarding pedestrian safety.

Elmwood Avenue, a major 2 lane road in a congested urban area is posted 30 mph South of Sheridan. I believe Main Street in the Village is a State controlled Road. However please consider this "Chime in" at an upcoming Pedestrian Safety Action Plan meeting.

Perhaps run it up the flagpole to consider a (test) 30 MPH zone from Reist Street to past the High School, with enforcement over 38 mph. I believe this would not only reduce pedestrian/vehicle incidents however also add ambiance and quality of life for the Village itself to SLOW things down and allow for greater pedestrian relaxation and safety, especially during event times. With a top-quality Police force and many new Pedestrian Crossing areas added, slowing traffic through the Village, to me, is a next step in preserving quality of life for the Town of Amherst.

Best regards,

Bob Baker
716 210 3153
650 339 1645

AGENDA
ITEM #2

AGENDA
ITEM #3 1

From: Kelly Gallagher <kgal1244@yahoo.com>
Sent: Monday, June 2, 2025 7:40 AM
To: toa info <toainfo@amherst.ny.us>
Subject: Wehrle Dr

CAUTION: This email originated from outside of the organization.
Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning.

Kindly share this with the appropriate party.

Please consider the following two requests. 1. Slow down traffic speed from Colombia to Garrison to 20 mph. From Youngs to Garrison the traffic pattern goes from two lanes to one encouraging traffic to speed up to race in line. Traffic speeds up to make it through the Garrison light making Wehrle very dangerous. Traffic is constantly driving up on the sidewalk to avoid collision due to high speeds. We are fearful when walking as this has happened numerous times. This is proof of the numerous accidents and continued downed trees along Wehrle. Please increase police presence. Why are the deafening and painfully inappropriate engine sounds allowed to disturb entire neighborhoods? Loud, popping engines and constant racing of cars and motorcycles in this area deem it unsafe for the pedestrian foot traffic. All day (and nighttime I might add) long there are racing cars at dangerously high speeds rounding the Garrison yield area. There are numerous new families with pets and children who use this location to traverse on foot. Crossing Wehrle is a death waiting to occur 2. Please install a pedestrian crossing at Monroe and Wehrle or Cadman and Wehrle. Crossing at the Garrison light is inconvenient and dangerous. Most foot traffic attempt to cross at Monroe or Cadman. Crossing at the light with the yield is dangerous as people race to beat the light and do not stop at the yield sign. Also please do spot police checks on the pedestrian crossings as traffic does not yield to pedestrians. Especially when the signs cannot be seen behind full in bloom summer trees. We are still considered the village and walkability is why we live here. Please make it safe as it is very dangerous as it is. Thank you for your time.

Regards,

Kelly Gallagher
1565 Wehrle Dr

Wally:

This was sent to ATSB
by mistake

Eric Reid

Summary of Resident Concerns – Wehrle Drive Area

(Submitted by Kelly Gallagher, 1565 Wehrle Dr)

1. Traffic Speed and Safety Issues:
 - Request to reduce speed limit to 20 mph from Colombia to Garrison.
 - The lane reduction from two to one (near Rubino) encourages speeding and dangerous merging behavior.
 - Vehicles often mount the sidewalk to avoid collisions, creating a safety risk for pedestrians.
 - Loud engine noises and frequent racing (cars/motorcycles) are disruptive and hazardous, especially near the Garrison yield area.
 - Request for increased police presence requested to deter speeding and noise disturbances.
2. Pedestrian Safety Enhancements:
 - Request for a new pedestrian crossing at Monroe & Wehrle or Cadman & Wehrle, as the Garrison light crossing is unsafe and inconvenient.
 - Current crossings are often ignored by drivers, especially when yield signs are obscured by summer foliage.
 - Calls for spot police enforcement at pedestrian crossings to ensure driver compliance.
 - Emphasizes the area's walkability and urges improvements for the safety of families and pedestrians.

MEETING MINUTES

VILLAGE OF WILLIAMSVILLE TRAFFIC AND SAFETY COMMITTEE

Date: August 7th, 2025

Time: 2:15 PM

Meeting called to order by: Wally Pacer

IN ATTENDANCE

Wally Pacer (Chair), Tom Petrocelli (Minutes Taker), Dan Rider, Bill Tuyn, Nick Roth
Absent: Matt Schery, Isabella Bakshi, Doug Richardson, and Marilyn Alfes
Jeff Hahn, member of the Board of Trustees, was in attendance in place of Jim Celeste

Since there was no quorum present, the meeting purpose was changed to a working session

APPROVAL OF MINUTES

As there was not a quorum, there was no vote to approve the minutes of the June 5, 2025 meeting.

WEHRLE DRIVE TRAFFIC AND SPEED CONCERNS

A village resident, Kelly Gallagher, petitioned to the Traffic and Safety Committee regarding concerns she and her husband have about the traffic on Wehrle Drive where it enters the Village. She sent a list of issues she had identified. These were provided to the committee with the agenda.

Mr. Pacer met with Ms. Gallagher and her husband, before the meeting, about their concerns. He also brought accident data from the Amherst Police Department. The number of accidents never exceeded seven in a year.

Mr. Tuyn pointed out that it is a County Road and that widening it has made it easier to drive too fast. Mr. Roth recounted his experiences with Wehrle. Mr. Petrocelli pointed out that the Gallaghers were asking for a crosswalk on Wehrle and increased police performance. These are issues that have been discussed for a while.

Ms. Gallagher, in her letter, discussed trees that were being hit by vehicles and damaged. Mr. Rider mentioned that the car owners' insurance should be paying for the damaged trees. There was then a discussion about asking the Town to add some speed enforcement officers to their upcoming budget. Mr. Roith suggested that we recommend to the Mayor to bring this up with both Town Supervisor candidates.

Mr. Tuyn suggested that we get some data on whether the flashing speed signs slow people. A discussion ensued about pedestrians crossing Wehrle.

Mr. Hahn asked the committee for its opinion on hiring a code enforcement officer. The committee was in favor of doing so. Mr. Petrocelli suggested that there also be a tow law for situations where safety is an issue such as parking in front of a hydrant.

The discussion about speed and safety on Wehrle continued. Mr. Rider said that the Town received a traffic study as part of a site plan review for a new apartment complex. The developer has agreed to use their traffic engineer to figure out the "math" for the Garrison and Wehrle. Mr. Roth suggested bring someone from the Town to talk about this traffic light.

THREE-WAY STOP AT MILL AND GLEN

Some residents of the Village have been asking for the three-way Stop at the intersection of Mill and Glen, mostly to control speed. Mr. Tuyn pointed out that Stop signs are used to control flow not speed; In fact, it could create queuing issues.

Having no quorum, the committee cannot vote on a recommendation at this time.

MEMORY TRAIL PARK

Committee member Dan Rider discussed concerns with the safety of parking lot at trailhead of the Lehigh Valley Memory Trail Park. Mr. Rider had seen a near miss with a car backing up. Everyone agrees that we need to relocate the parking lot. The DPW is using the place that would logically be the parking lot as a place to dump refuse. Mr. Petrocelli noted that the facility doesn't conform to Village zoning codes or anti-dumping regulations for Village parks.

EBIKES AND ELECTRIC SCOOTERS

The committee discussed the use of ebikes and scooters in the Village. It was agreed that they are really vehicles, and the Village needs to treat them as such. They should be disallowed from the parks and sidewalks. There is a sign at one end of the Memory Trail that says ebikes (listed as Motor Driven Cycles) are prohibited from the Memory Trail Park but only at one end. Having no quorum, the committee cannot vote on a recommendation at this time.

ADJOURNMENT

Having no quorum, no vote to adjourn was taken. Mr. Pacer adjourned the meeting himself.