



# TOWN OF CHILI

STATE OF NEW YORK \* COUNTY OF MONROE  
ESTABLISHED IN 1822



David J Dunning  
Supervisor

Virginia L. Ignatowski  
Town Clerk

Jordon I. Brown  
Tracy A. DiFlorio  
Michael S. Slattery  
Mary C. Sperr  
Town Council Members

## TRAFFIC AND SAFETY AUGUST 2019 APPROVED MINUTES

### Minutes of the 08/01/19 Meeting

Present: Brad Grover, Stephen Tarbell, George Bartnett, Jason Marsherall, Thomas Schreck, Dave Lindsay, Michael Tata and Brent Penwarden

Absent: Marlene Kretser, Mary Sperr and Chris Fish-CFD

Advisors: Dave Lindsay-CPW/Highway Super, Brent Penwarden-MCDOT and Chris Fish-CFD

Liaison: Mary Sperr-Town Board member

Guests: None

### OLD BUSINESS 08/3/17 - SPECIAL ATTENTION:

Item #1 South bound traffic of Rt. 259 at the intersection at Rt. 33 needs an improved left turn lane, as well as the intersection at Rt. 259 and Rt. 33A aka Chili Ave. and Union St., Beaver Rd. and Chili Ave. along with Chestnut Ridge and Chili Ave. These intersections need to be updated and are of great concern to this committee. Supervisor David Dunning and the Town Board are aware of these issues and share our concerns. **Dave Lindsay stated there is a new representative at the NYS DOT and he expressed our concerns. He stated he is waiting back for feedback from them and will forward to the committee as soon as he receives. The committee is still waiting for a written response. As of February 1<sup>st</sup>, 2018, we are still waiting for a response. Dave did hear back and the NYS DOT advised thanks for the information but no correction to the intersection are in the present budget. This committee will continue to follow and work to obtain any funding in the future. The committee would like to see a letter drafted by the town board to reinforce the concerns this committee has about the above situations. Dave has sent a letter to the regional director with no response to date. SEE ATTACHED LETTER BELOW**



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David J Dunning  
Supervisor

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David Lindsay, P.E.  
Commissioner of Public Works

## HIGHWAY/DPW DEPARTMENT

Jordon I. Brown  
Mark L. DeCory  
Michael S. Slattery  
Mary C. Sperr  
Town Council Members

January 9, 2019

Kevin Bush, Director  
New York State Department of Transportation  
1530 Jefferson Road  
Rochester, NY 14623

**Re: Traffic and Safety Concerns  
Town of Chili**

Dear Mr. Bush:

I would like to take a moment and make you aware of several concerns that the Town of Chili and the Chili Traffic and Safety Committee have in regards to various New York State (NYS) owned roads and intersections located in the Town. More specifically, there are a number of NYS intersections and roadways within the Town that in our opinion are deficient in terms of either maintenance or they function poorly during peak travel times. Our concern are as follows:

Chili Avenue (NY Rte. 33A) and Union Street (NY Rte. 259) Intersection:

Several years ago this intersection was allocated limited funding for minor modifications. However, the benefits from these modifications seemed to have been be short lived as the Town receives regular complaints about the functionality of the intersection during the peak morning and evening hours. The complaints associated with this intersection are generally related to traffic backups, need for additional dedicated turn lanes, intersection delays and curb radiuses that don't accommodate large truck turning movements.

Chestnut Ridge Road and Chili Avenue (NY Rte. 33A) Intersection:

The Department did asses this intersection several years ago but the Town continues to receive complaints from motorists that southbound left turning vehicles experience significant delays during the morning and evening peak times and that eastbound left turning vehicles experience excessive delays during the evening peak hour.

Beaver Road (NY Rte. 352) and Chili Avenue (NY Rte. 33A) Intersection:

During the evening peak hour, it appears that northbound left turning traffic will back up significantly at this intersection. The backup seems to be due to the high volume of westbound traffic on Chili Avenue which causes excessive delays for vehicles turning left onto Chili Avenue from Beaver Road. As

the traffic backs up, vehicles attempt to bypass the intersection and take either Chili Scottsville Road or Old Chili Scottsville Road.

Beaver Road (NY Rte. 252) from Archer Road to Old Scottsville Road:

The pavement surface exhibits various types of cracking, flaking and potholing. In addition, the paved shoulders have completely degraded in several locations and are no longer present. As you know, Beaver and Ballantyne roads serve as a major connector between the Town of Chili and the commercial centers in Henrietta and the maintenance of this transportation corridor is critical to the residents and businesses that utilize it. American Packaging is now operating in the area and a new housing development with 200+ homes is under construction on Beaver Road. We are concerned that without immediate and adequate maintenance that the road will continue to degrade to a point where costlier measures will be the only option available.

Chili Avenue (NY Rte. 33A) from Archer Road to Old Scottsville Chili Road:

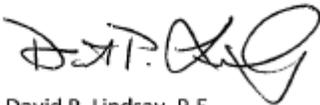
The pavement surface is exhibiting various types of cracking and potholing especially in the stretch between Old Scottsville Chili Road and Grenell Drive. We have had a number of complaints from motorists about the very poor condition of the pavement in this area.

We are aware that the need for maintenance on the State and local highway systems continues to outpace available funding. It's also clear that the State face's real challenges when allocating funds across the various Regions which is precisely why we wanted to make you aware of these concern. As you know, State roads often provide a critical link for motorists as they travel from their homes to places of work, school and various businesses. It's obvious that a well maintained transportation network is critical to the economic stability and growth at the local, County and State levels. Our concern is that if left alone that these roadways and intersections will continue to degrade from both a physical and functional standpoint and soon reach a point where costlier rehabilitation and reconstruction processes will be the only option. As you know, well-timed and targeted preventative maintenance treatments will help to extend the service life of a pavement section and the current lack of maintenance and deficient intersections contribute to a sense of motorist frustration, increases vehicle delays, safety issues and can damage the economic viability of the area.

While the Town of Chili is grateful and appreciative of the Departments past efforts to review and assess these roadways and intersections we are asking that a fresh look be given to each of these. If after that review it's determined that maintenance and/or improvements are not warranted, then I would ask that those findings be shared with the Town so that we may better understand the process and producers utilized by the Department to prioritize funding allocations.

Please feel free to call if you have any questions or if you would like to meet to discuss these concerns.

Respectfully,



David P. Lindsay, P.E.  
Commissioner of Public Works/  
Superintendent of Highways

Cc: David Dunning, Supervisor  
Brad Grover, Traffic and Safety Chairman



Department of  
Transportation

ANDREW M. CUOMO  
Governor

MARIE THERESE DOMINGUEZ  
Acting Commissioner

KEVIN BUSH, P.E.  
Regional Director

File: 26.13-33A

May 31, 2019

Mr. David P. Lindsay, P.E.  
Commissioner of Public Works  
Town of Chili  
200 Beaver Road  
Churchville, NY 14428

Dear Mr. Lindsay:

Thank you for your letter in which you shared the Town of Chili's concerns with several roads and intersections within the town. We have reviewed the concerns raised and offer the following:

**Intersection of Route 33A and Route 259**

We will conduct a review of this intersection in regard to safety and operation. Upon completion of the review, we will notify you of our findings.

**Intersection of Route 33A and Chestnut Ridge Road (West Intersection)**

This intersection was last studied in 2011 for the need for a three-color signal. Based on the crash history and intersection delay, the study found it would not be in the best interest of the traveling public to install a three-color signal. An update of the crash history was conducted and the findings were similar to the previous study. The most recent crash history did not identify a pattern of crashes that a signal might correct. The most common type of crash that occurs is a rear-end type crash. A review of the updated traffic volumes entering the intersection found the volume of traffic has slightly decreased since our last review. Since the review of the recent crash history and updated traffic volumes did not reveal significant changes to the intersection, a three-color signal is not in the best interest of the traveling public at this time.

**Intersection of Route 33A and Route 252**

This intersection was last studied in 2015 for the need for a three-color signal. Based on the crash history, highway geometry, delay and other considerations, the study found it would not be in the best interest of the travelling public to install a three-color signal. An update of the crash history was conducted and the findings were similar to the previous study. The most recent crash history did not identify a pattern of crashes that a signal might correct. The most common type of crash that occurs is a rear-end type crash. A review of the updated traffic volumes entering the intersection found the volume of traffic has not changed significantly since our last review.

Since the review of the recent crash history and updated traffic volumes did not reveal significant changes to the intersection, a three-color signal is not in the best interest of the traveling public at this time.

**Route 252 from Archer Road to Old Scottsville Road**

Consistent with existing system-wide Asset Management principals and based on recent pavement evaluation and identified condition, NYSDOT developed a candidate project to address this section of pavement. This candidate project was submitted to compete for Federal Aid funding at the Metropolitan Planning Organization, called the Genesee Transportation Council (GTC). This location was not chosen by the GTC to receive funding in the Transportation Improvement Program, 2020-2024. Candidates that do not successfully receive funding are then maintained using State funding, when available, and by our maintenance forces.

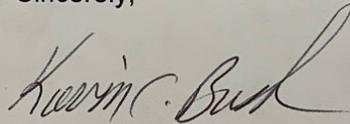
**Route 33A from Archer Road to Old Scottsville Chili Road**

Based on recent pavement evaluation and identified condition, and consistent with existing system-wide Asset Management principals, NYSDOT identified a candidate project to address this section of pavement. Based on relative regional priority, this section of roadway will continue to be maintained using State funding, when available, and by our maintenance forces.

NYSDOT maintenance forces will continue to monitor conditions and address significant issues as they arise on these sections of roadway. Please note, at any time, motorists can report potholes using our pothole hotline **1-800-POTHOLE**. All calls will be routed to the appropriate NYSDOT maintenance residency for action.

As you are aware, we continually evaluate the state highway system for safety and maintenance needs. We will continue to prioritize and address these needs with available funding and ensure the funding is allocated in the best interest of the travelling public.

Sincerely,



Kevin C. Bush, P.E.  
Regional Director

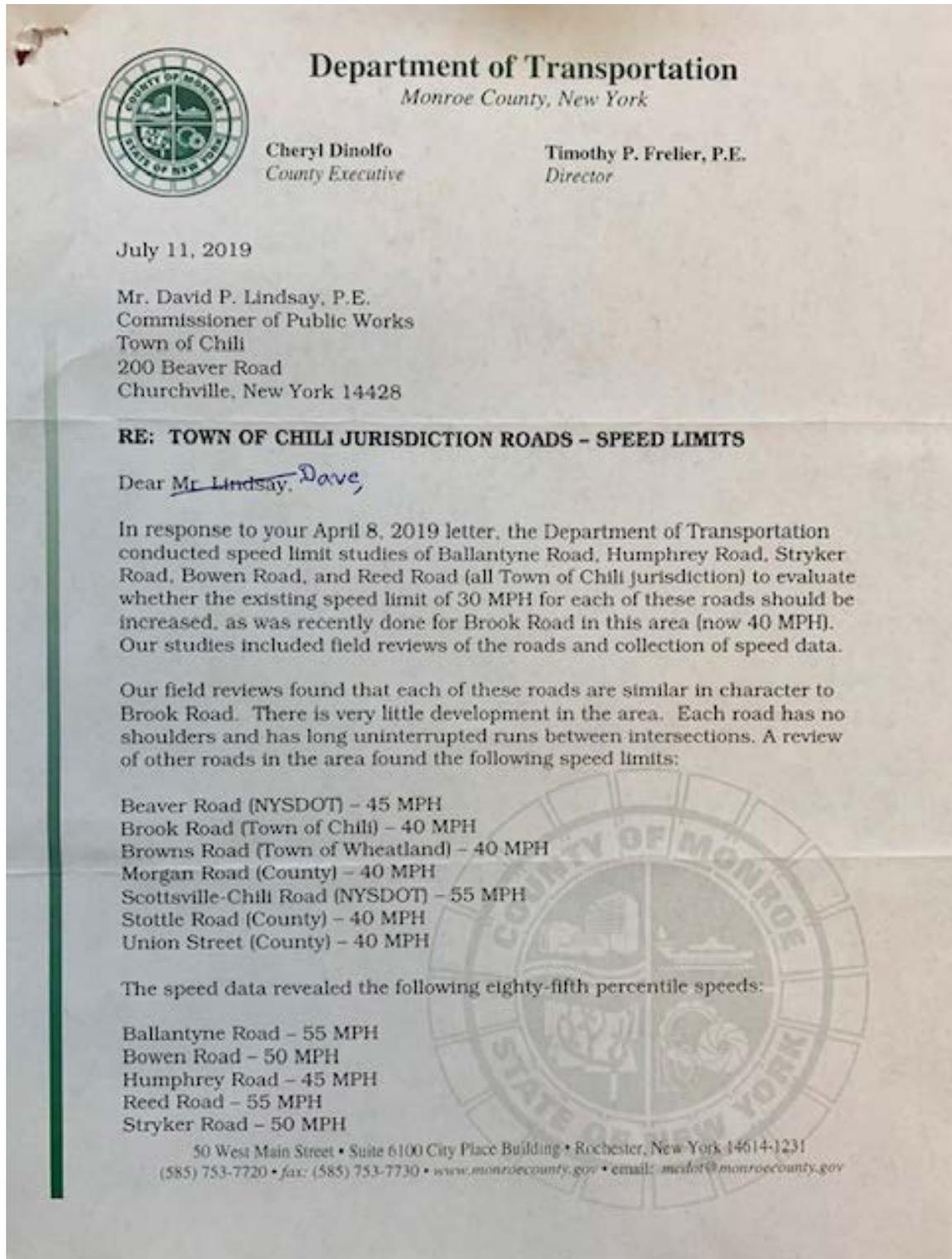
KCB/PJS/MCO/ds

- c: C. Reeve, Regional Planning and Program Manager  
P. Spitzer, Regional Traffic Engineer  
B. Walike, Resident Engineer, Monroe West

OLD BUSINESS 01/03/19

Item #1

Concerns were raised from the committee in regard to posted speed limits being too low and improper pavement markings existing on several rural roads in the town. The Chili Highway Department will work with the Monroe County Department of Transportation to complete a speed and pavement marking assessment on Ballantyne Rd, Humphrey Rd, Bowen Rd, Stryker Rd and Reed Rd. The work will be completed as resources and time permit.



July 11, 2019

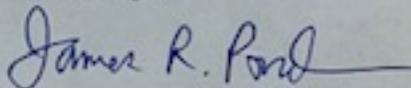
Page Two

Our consensus on what is a comfortable and reasonable travel speed on each road was 40 MPH.

Although the prevailing travel speeds on the studied roads may suggest speed limits of more than 40 MPH, values on other roads in the area indicate that 40 MPH would be the most appropriate. Therefore, I recommend a 40 MPH speed limit be considered for Ballantyne Road (Town road portion), Humphrey Road, Stryker Road, Bowen Road, and Reed Road. Using 40 MPH on all of these roads, similar to what was done for Brook Road, would be a reasonable value that is consistent, proper for the conditions, and more enforceable than the limits that are used now. Conditions would need to be checked near curves (via ball bank readings) and near driveways with limited sight distance to see if any warning signs would need to be added or modified with advisory speed panels if higher speed limits were in place.

Should you require our detailed speed data and/or have any questions, please contact me at 753-7755.

Sincerely,



James R. Pond, P.E., PTOE  
Chief of Traffic Signal Engineering & Operations

JRP:dph

cc: T. Frelier  
B. Penwarden

Item #2

A concerned citizen raised an issue with a member of the committee regarding speeding issues on Stryker Rd., near Scottsville-Chili Rd. Dave Lindsay will be contacting the Sheriff's Department, looking into reflective slow down strips on signs and placing a traffic detection unit for speed in the area. **Dave will set up a radar speed check sometime in May.**

**A radar study was completed for Stryker Road for the period March 27<sup>th</sup> – April 5<sup>th</sup>. The unit was placed at the mid-point between Stottle Road and Chili-Scottsville Road. The posted speed at this time is posted at 30 mph. (Road is under review for a possible speed change). There were a total of 2127 vehicles that traveled the road during this time period with the following results.**

- \*30 mph and under =156 vehicles (7%)**
- \*31 mph to 39 mph =540 vehicles (25%)**
- \*40 mph to 45 mph =658 vehicles (31%)**
- \*46 mph to 50 mph =373 vehicles (18%)**
- \*51 mph plus = 400 vehicles (19%)**

**The road has practically no change in horizontal geometry with minimal changes to the vertical geometry. There are only 15 driveways along the 1.26 mile stretch of the road. Going from west to east Stryker Road begins at Chili-Scottsville Road (posted at 55 mph) and crosses over Stottle Road (posted at 40 mph). Then at about the 0.75-mile mark from the west end (two way stop condition on Stryker Road) and terminates at Humphrey Road posted at 30 mph but is under review. Based on the data there is definitely a speeding issue in relation to the current posted limit. If the limit was adjusted to 40 mph you still have 400 vehicles (19%) traveling at 51 mph and above. Dave Lindsay asked Brian to run another study from Chili-Scottsville Road to Humphrey Road and will report those findings back to this committee.**

**Stryker Road East:**

**A radar study was completed for Stryker Road for the period May 28<sup>th</sup> – June 3<sup>rd</sup>. The posted speed at this time is 30 mph. (This road is under review for a possible speed change). There were a total of 2363 vehicles that traveled this road during this time period with the following results.**

- 30 mph and under = 236 vehicles (10%)**
- 31 mph to 40 mph = 752 vehicles (32%)**
- 41 mph to 50 mph = 1093 vehicles (46%)**
- 51 mph plus = 282 vehicles (12%)**

Item #1

A concerned citizen reported speeding and unsafe passing violations on Jet View Drive between the hours of 5:45am and 6:30am. She had witnessed vehicles being forced off the road. Will have Dave Lindsay contact the Monroe County Sheriff's Department to advise them of this situation. **Dave Lindsay followed up and made contact with the sheriff's department.**

**Dave reached out again to the sheriff's department and spoke to the new Captain at Zone C and reviewed the procedures that were established with the previous Captain concerning requests for special attention. The new Captain supports the previous arrangement. Dave Lindsay will have the radar unit installed and will report back to the committee at a later date.**

Item #2

This committee was made aware of a New York State Department of Transportation bridge replacement project on Rt 33A over Black Creek in the Town of Riga, Monroe County. The NYSDOT is in the process of finalizing the preliminary design stage of a bridge replacement project for Route 33A and during this project Route 33A will need to be closed and traffic detoured to replace this structure. The duration for the bridge closure is anticipated to be roughly four months during the summer of 2020. Due to the type of existing structure, staged construction to avoid a detour would not be feasible. The proposed detour will begin at Route 36/Route 33A intersection, follows Route 36 north to I-490, then east along I-490 to Route 259, then south along Route 259 and ending at Route 33A. This detour is approximately six miles long and the travel time is about seven minutes. **There will be a meeting later this month to discuss the scope of this project.**

**Supervisor David Dunning, Dave Lindsay and Paul Wanzenried attended a meeting with representatives from the New York State Department of Transportation and the Town of Riga. Project is scheduled for a bid opening in October of 2019 and the work will take place in the summer of 2020 with an anticipated duration of four months. NYSDOT will keep the town apprised of the project and provide the town with the Engineer-In-Charge contact information once that person has been selected.**

Item #1

Dave Lindsay reported that the speed of vehicles will be checked on Union Square Blvd., as a result of a citizen's complaint.

**Dave Lindsay reported a radar study was completed for the period of May 4<sup>th</sup> – May 14<sup>th</sup>. The posted speed at this time is 30 mph. There were a total of 8205 vehicles that traveled the road during this time period with the following results.**

**30 mph and under = 3379 vehicles (41%)**

**31 mph to 40 mph = 3947 vehicles (48%)**

**41 mph to 50 mph = 819 vehicles (10%)**

**51 mph plus = 60 vehicles (1%)**

**The committee reviewed the data and no further action will be taken at this time, except for being placed on the sign rotation list.**

Item #2

Dave Lindsay reported that they will be starting the driver education sign rotations.

**Departmental Procedures for Temporary and Portable Sign Placements**

Temporary and portable signs shall be placed only at locations approved by the Town of Chili Commissioner of Public Works. Placement of temporary and portable signs will be allowed between May 1<sup>st</sup> and November 1<sup>st</sup> of each year and only on roads under the jurisdictional authority of the Town of Chili. Initial placement of any temporary sign, unless otherwise indicated below will be for a two (2)



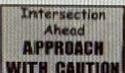
#1



#2



#3



#4



#5



#6

Sign Location	Sign Type	Posting date		Year of posting	Cycle Frequency/Duration
		Start	End		
Town Hall - Crosswalk	6	5/6/2019	10/25/2019	NA	Yearly
3235 Chili Ave. - Crosswalk	6	5/6/2019	10/25/2019	NA	Yearly
Rock Island Rd. EB	1	5/6/2019	10/25/2019	NA	Yearly
Rock Island Rd. WB	2	5/6/2019	10/25/2019	NA	Yearly
Labrea Dr. EB at Archer	1	5/6/2019	5/17/2019	2	3 years
Labrea Dr. EB at Crossbow	3	5/6/2019	5/17/2019	2	3 years
23 and 30 Tynedale Way	4	5/6/2019	5/17/2019	3	3 years
21 and 36 Aston Villa	2	5/6/2019	5/17/2019	3	3 years
20 and 37 Daunton Dr.	5	5/6/2019	5/17/2019	3	3 years
6 Marino Dr. (on Ashview)	1	6/3/2019	6/17/2019	1	3 years

Item #3

Mary Sperr reported that a concerned citizen contacted her about a street light for the curve near 358 Chestnut Ridge, a possible three-way stop on Chestnut Ridge and Ascot and street lighting for Chestnut Ridge and Sunset.

**Dave Lindsay will examine this area and at night to determine any needs. The committee was asked to also examine for next month's meeting.**

Item #4

Mary Sperr reported concerns from residents requesting a signal light at Chestnut Ridge and Chili Avenue. A possible study could be done for that intersection. There are complaints about near missies being posted on the NextDoor Chili site.

**Refer to attached letter dated May 31, 2019 from the New York State Department of Transportation. A review of the updated traffic volumes entering the intersection found the volume of traffic has slightly decreased since our last review. Since the review of the recent crash history and updated traffic volumes did not reveal significant changes to the intersection, a three-way color signal is not in the best interest of the traveling public at this time. Even though the committee respects the findings of the DOT, there are several members who do not agree that there should not be a three-way color signal installed.**

Meeting adjourned at 7:42 PM

**The next Traffic and Safety meeting is scheduled for September 5th, 2019 at 7:00 PM.**



**Brad Grover, Chairman**



**Stephen Tarbell, Vice Chairman - Secretary**