



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

OCTOBER 2019 APPROVED MINUTES

Minutes of the 10/03/19 Meeting

Present: Brad Grover, Stephen Tarbell, Marlene Kretser, Jason Marsherrall, Thomas Schreck, Brent Penwarden, Dave Lindsay and Chris Fish.

Absent: George Bartnett, Michael Tata and Mary Sperr.

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

Liaison: Mary Sperr-Town Board member

Guests: Brianna Fagan and Gabriella Berardicurti Churchville-Chili Students. Jennifer Thoms and Janel Townsend

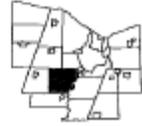
OLD BUSINESS 08/3/17 - SPECIAL ATTENTION:

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 1st, 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 LETTERS BELOW**



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David J Dunning
Supervisor

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Town Clerk

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:

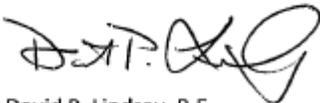
The pavement surface is exhibiting various types of cracking and potholing especially in the stretch between Old Scottsville Chili Road and Grenell Drive. We have had a number of complaints from motorists about the very poor condition of the pavement in this area.

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.

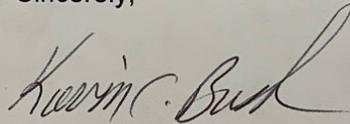
Route 33A from Archer Road to Old Scottsville Chili Road

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

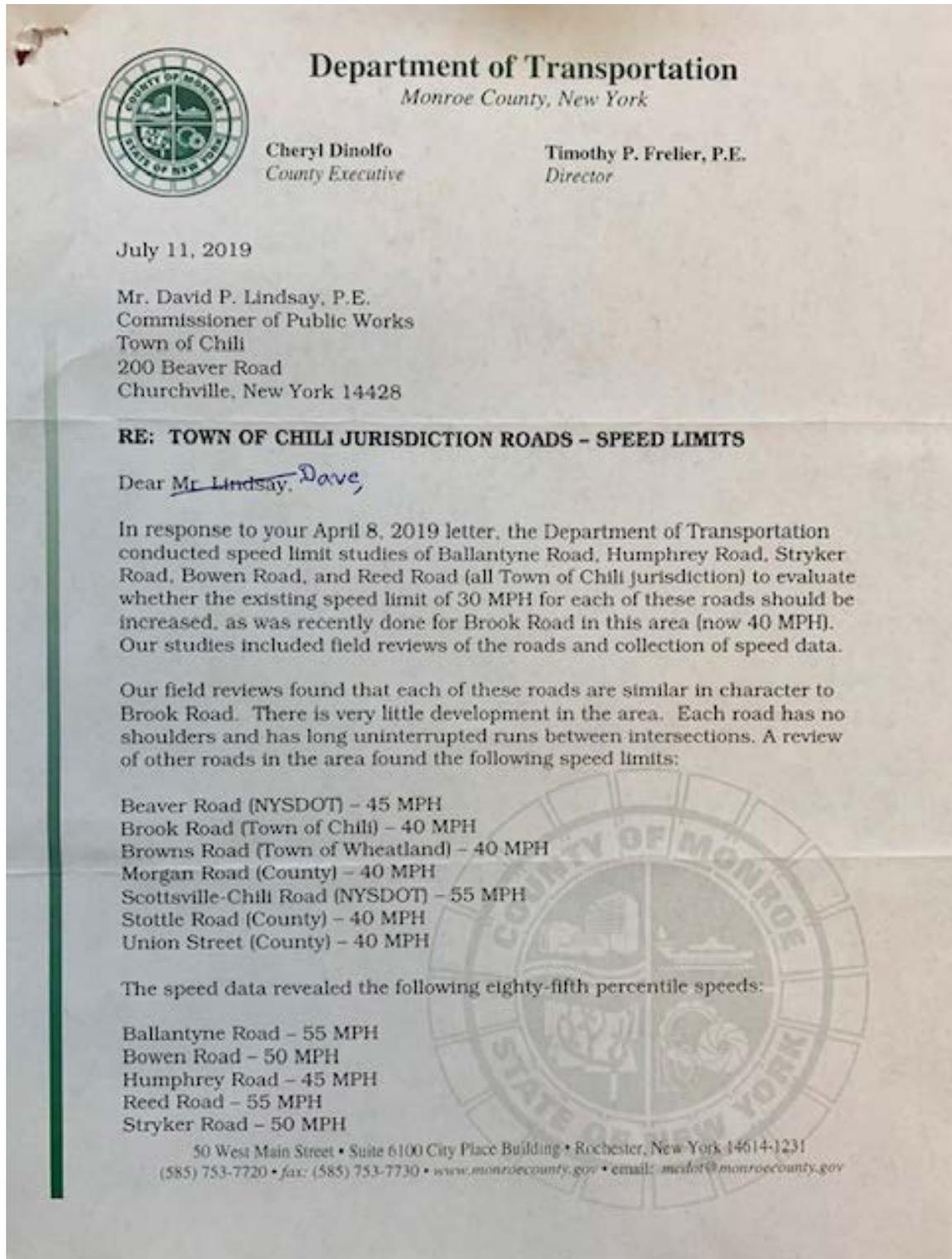
KCB/PJS/MCO/ds

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

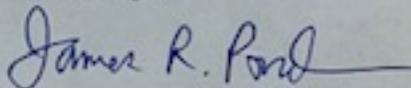
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Our consensus on what is a comfortable and reasonable travel speed on each road was 40 MPH.

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 27th – April 5th. 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 28th – June 3rd. 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%)**

On 09/05/19, a concerned citizen addressed the board concerning the dangerous situation with speeding in the area of Stryker Rd., and Rt 386. They stated the traffic heading west to east seems to be more dangerous than east to west. There are numerous blind drives and the specific times which seem to be the worst are from 7:00am to 9:00am and 3:00pm to 5:00pm. The committee discussed this ongoing situation in depth and at least for now the Monroe County Sheriff's Department will be contacted to step up enforcement in this area until more studies are completed to help resolve this problem. For now, the assistance from the sheriff's department is definitely needed.

On 10/03/19, the same concerned citizen advised the committee that approximately two weeks ago another near miss collision occurred again near her residence. Contact was made to the Monroe County Sheriff's Department. The operator resided out of the county. Dave Lindsay will be contacting the NYSDOT to see what additional signage the town could possibly add to this area. The sheriff's department is aware of the situation and it is obvious that enforcement is needed.

OLD BUSINESS 02/07/19

Item #1

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.

Dave Lindsay received some updates on the plans and there will be some minor adjustments to the lights and six foot shoulders on each side of the bridge.

Item #1

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

09/05/19 Dave Lindsay reported the driver education signs are continuing to be rotated and are now in the Ranchmar area.

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 1st and November 1st 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 #2

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.

OLD BUSINESS 09/05/19

Item #1 Mary Sperr received a complaint from a citizen in the Cornflower Road area about street lights being out near the dead-end portion of the road. There have been reports of kids partying in this area.

Dave Lindsay stated this area is now used for a snowplow turnaround and his examination of the area revealed the street light was out. He contacted RG & E and they stated it will be replaced.

Item #2 A concerned citizen raised concerns about the traffic signal at the Chili Avenue, Paul Road and Chili-Coldwater South by the former Walgreens. He stated the green light cycle needs to be adjusted and let just a few more vehicles through that intersection. He stated the southbound traffic seems to be more of a problem. He was advised that this committee discussed this issue at our 02/01/18 meeting and Dave Lindsay did contact the NYSDOT. Several months later Dave Lindsay reported that he had in fact spoke with the NYSDOT and they sent a crew out and assessed the situation. After they made some observations, they in fact made some adjustments to the signal light. They advised if this doesn't work out to contact them and they come back out to assess again. Dave Lindsay will be advised so he can make the proper notification to have the signal light looked at again.

Dave Lindsay will contact the NYSDOT again concerning the issue as has had not heard back yet. Now that the Chili Square Plaza is open, this may have created some further issues with the timing of the lights. This committee received information that any traffic signal concerns you can call 585-753-7780, 24 hours a day.

Item #3 Dave Lindsay reported he received a complaint concerning speeding on Toni Terrace. Dave advised the concerned citizen that they would be putting up a radar unit in the area in a few weeks and would share the data with the committee.

Dave Lindsay reported we are still waiting for the data.

NEW BUSINESS 10/03/19

Item #1 There was a discussion concerning the confusion of parking lot signage at the Chili Square Plaza. The one-way direction of travel on both sides of the median is confusing for some motorists. There may be some additional signage that may be needed. Dave Lindsay will be contacting the town of Chili Building Department.

Item #2 A concerned citizen addressed concerns about speeding in the Hillary Heights subdivision especially on the Lawnsbury Drive area. This area is posted at 30mph. Dave

Lindsay stated he will place this on the driver education sign rotation list. We will then wait for the data for further discussion concerning this issue.

Item #3

Jason Marsherrall reported a concerned citizen approached him regarding a possible street light at the intersection of Fenton Road and Everett Drive. Dave Lindsay stated he would investigate this issue further.

Meeting adjourned at 8:01 PM

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



Brad Grover, Chairman



Stephen Tarbell, Vice Chairman - Secretary