

## Chili Traffic and Safety Committee Minutes

| <b>December 2, 2021 Minutes</b> |  |
|---------------------------------|--|
| <b>Committee Members</b>        | Brad Grover; Chairman, Stephen Tarbell; Vice-Chair, Michael Tata; Secretary Marlene Kretser, Thomas Schreck, Jason Marsherrall, Shane Hirt |
| <b>Advisors</b>                 | Dave Lindsay; Town Highway Superintendent<br>Brent Penwarden; Monroe County DOT<br>Chris Fish; Chili Fire Department                       |
| <b>Town Board Liaison</b>       | Mark DeCory  |
| <b>Guests</b>                   | Mr. John Maher<br>Mr. Dave DuBreck   |
| <b>Excused</b>                  | Stephen Tarbell, Mark DeCory, Brent Penwarden, and Chris Fish  |
| <b>Meeting Called to Order</b>  | <b>7:00 PM</b>   |
| November 2021 Minutes           | First: Thomas Schreck; Second: Marlene Kretser; Approved: Unanimous  |

### OLD BUSINESS

| Date          | Issue/Concern  | Discussion/Actions Taken  |
|---------------|--|---|
| Aug. 03, 2017 | <p>The Traffic and Safety Committee contacted the NYSDOT to express their concerns related to delays and safety issues with these four intersections. These intersections are:</p> <ul style="list-style-type: none"> <li>• Union Street (Rte 259) and Buffalo Road (Rte 33)</li> <li>• Union Street (Rte 259) and Chili Avenue (Rte 33A)</li> <li>• Chili Avenue (Rte 33A) and Chestnut Ridge Road</li> <li>• Chili Avenue (Rte 33A) and Beaver Road (Rte 252)</li> </ul> | <ul style="list-style-type: none"> <li>• <b>The NYSDOT conducted data at these intersections and provided analysis with a written correspondence. Copies of the correspondence can be found in the meeting minutes dated November 7, 2019</b></li> <li>• <b>[Feb 6, 2020] Any improvements will require funding; waiting for funding from the state.</b></li> <li>• <b>[Mar 5, 2020] No additional discussion</b></li> <li>• <b>[Aug 6, 2020] Comment to keep this item on the minutes as reference and until state funding becomes available.</b></li> <li>• <b>[Sept 3] No discussion/No action needed at this time.</b></li> <li>• <b>[Oct 1] No discussion</b></li> <li>• <b>[Dec 3] No discussion</b></li> <li>• <b>[Jan 7, 2021] Review of the issue and restatement that this is pending state funding.</b></li> <li>• <b>[Feb 4] No discussion</b></li> <li>• <b>[Mar 4] No discussion</b></li> <li>• <b>[Apr 1] Further reinforcing of the need for state funding</b></li> <li>• <b>[May 6] No discussion</b></li> <li>• <b>[Jun 3] No discussion; still waiting for funding</b></li> <li>• <b>[Aug 5] No discussion</b></li> <li>• <b>[Sept 2] Update that funding is still being worked on from the state. Funding for the area is mainly being allocated for the I-390/I-490 interchange work.</b></li> <li>• <b>[Oct 7] No discussion</b></li> <li>• <b>[Nov 4] NYSDOT recently informed Town of road construction along Rt. 33A which will impact the intersection of Rt. 33A and Rt. 252.</b></li> <li>• <b>[Dec 2] No discussion</b></li> </ul> |

| Date                               | Issue/Concern  | Discussion/Actions Taken  |
|------------------------------------|--|---|
| <p>Jan. 3, 2019</p> <p>Item #1</p> | <p>Concerns were raised from the committee regarding posted speed limits being too low and improper pavement markings existing on several rural roads in the town.</p> | <ul style="list-style-type: none"> <li>• 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.</li> <li>• The work will be completed as resources and time permit.</li> <li>• Copies of the written correspondence can be found in the meeting minutes of Nov. 7, 2019</li> <li>• [Feb 6, 2020] No additional discussion or activity</li> <li>• [Mar 5, 2020] No additional discussion</li> <li>• [Aug 6, 2020] MCDOT will review the needed work given that there was a delay in many projects relating to the governor's pandemic orders.</li> <li>• [Sept 3] Time/Resources need to be allocated.</li> <li>• [Oct 1] No discussion</li> <li>• [Nov 5] Restating that this issue is contingent on time and resource needs.</li> <li>• [Dec 3] This will more than likely happen in the Spring.</li> <li>• [Jan 7, 2021] Town and County will work on a pavement marking study as time and resources permit.</li> <li>• [Feb 4] Review and assessment of striping reasons from the past to better determine the needs for changes</li> <li>• [Mar 4] No discussion</li> <li>• [Apr 1] Review of jobs and needs has begun. The expectation is that a list of roads will be compiled for changes. Approved changes in striping will occur when resurfacing is conducted on designated roads.</li> <li>• [May 6] County and town are working on a schedule of work</li> <li>• [Jun 3] Planning for this task is being determined to coincide with work being done by the County.</li> <li>• [Aug 5] Waiting for status update from County</li> <li>• [Sept 2] Waiting for the Passing Zone Assessment to be completed by the County. A strong possibility that the new posted speed limit signs will not be completed until Spring 2022.</li> <li>• [Oct 7] No change</li> <li>• [Nov 7] County has yet to finish its Passing Zone assessment.</li> <li>• [Dec 2] Awaiting County</li> </ul> |

| Date                              | Issue/Concern  | Discussion/Actions Taken   |
|-----------------------------------|--|--|
| <p>Mar 4, 2021</p> <p>Item #1</p> | <p>Committee has had ongoing discussion related to the Union Street Industrial (USI) project and concerns of changes in traffic pattern.</p>                             | <ul style="list-style-type: none"> <li>• <b>A request for review is the need for adding a stop light at the intersection of Rt. 259 and Rt. 490E on/off ramps.</b></li> <li>• <b>[Apr 1] No discussion</b></li> <li>• <b>[May 6] Awaiting decision from NYSDOT</b></li> <li>• <b>[Jun 3] Official decision from NYSDOT pending.</b></li> <li>• <b>[Aug 5] NYSDOT has not formally provided its decision specific to the Rt. 259 and Rt. 490E on/off ramps intersection.</b></li> <li>• <b>[Sept 2] Waiting for official response from NYSDOT.</b></li> <li>• <b>[Oct 7] NYSDOT has confirmed that the eastbound off-ramp will have a new traffic stop/signal light and will be coordinated with the westbound off-ramp signal. Signal will be in place and operational prior to certificate of occupancy on the new USI building. (Information provided by David Lindsay)</b></li> <li>• <b>[Nov 4] NYSDOT does have plans to add the stop light but is contingent on the certificate of occupancy of the new USI building.</b></li> <li>• <b>[Dec 2] No discussion</b></li> </ul> |
| <p>May 6, 2021</p> <p>Item #1</p> | <p>Committee member Michael Tata noticed that the intersection of Orange Tree and Chili Ave. is set with a yield sign rather than a stop sign.</p>                       | <ul style="list-style-type: none"> <li>• <b>David Lindsay will reach out to NYSDOT and county to determine why a yield sign was place at this intersection and if a stop sign is warranted.</b></li> <li>• <b>[Jun 3] David Lindsay will reach out to the county and state to determine if the intersection has the proper sign placement (Stop sign vs. Yield sign).</b></li> <li>• <b>[Aug 5] Waiting for response from the NYSDOT for confirmation of correct sign placement (Stop or Yield).</b></li> <li>• <b>[Sept 2] Since Chili Ave (Rt. 33A) is a state road, it requires NYSDOT approval, waiting for response from the NYSDOT.</b></li> <li>• <b>[Oct 7] Traffic Operations group is currently reviewing. (Information provided by David Lindsay).</b></li> <li>• <b>[Nov 4] Inquiry sent to NYSDOT and awaiting response.</b></li> <li>• <b>[Dec 2] Follow up with NYSDOT on status</b></li> </ul>   |
| <p>Aug 5, 2021</p> <p>Item #1</p> | <p>Several members of the committee had a concern about the two separate intersections at Rt. 386 and Rt. 252 with other being Rt. 252 and Old Chili Scottsville Rd.</p> | <ul style="list-style-type: none"> <li>• <b>The western most intersection uses a four-way stop with flashing red and the eastern most intersection uses two-way stop with flashing red for north/south bound traffic. After discussion the committee will inquire with Town Highway and NYSDOT to explore the possibilities of upgrading the flashing lights to be brighter and clearer and other potential improvements.</b></li> <li>• <b>[Sept 2] David Lindsay will reach out to NYSDOT for review of the flashing lights for upgrade needs.</b></li> <li>• <b>[Oct 7] David Lindsay has sent a request to NYSDOT on behalf of the committee. (Information provided by David Lindsay).</b></li> <li>• <b>[Nov 4] Inquiry sent to NYSDOT and awaiting response.</b></li> <li>• <b>[Dec 2] Follow up with NYSDOT on status</b></li> </ul>  |

| Date                       | Issue/Concern  | Discussion/Actions Taken   |
|----------------------------|--|--|
| Nov 4, 2021<br><br>Item #1 | College Greene Homeowners Association president, Mr. John Maher appeared in front of the committee with a request to revisit the previous issue (Sept 2, 2021: Item #1). | <ul style="list-style-type: none"> <li>• Mr. Maher reiterated the desire of the HOA members to reduce the speed limit from 30 MOH to 25 MPH. The committee repeated that the recent studies done do not indicate that this change is warranted. It was discovered that the county had done a third study and the committee will review this study and determine if a recommendation of changing the speed limit is warranted.</li> <li>• [Dec 4] Mr. Maher and Mr. DuBreck representing the HOA of College Greene appeared in front of the committee to further discuss speed limit reduction of 30 MPH to 25 MPH. There was extensive conversation on solutions and review of the MCDOT done in July 2021. The study is attached to the December 2021 minutes.</li> </ul> |

**NEW BUSINESS**

| Date                       | Issue/Concern  | Discussion/Actions Taken  |
|----------------------------|--|---|
| Dec 2, 2021<br><br>Item #1 | The Widener Bridge on Rt. 386 is being closed by NYSDOT for an engineer inspection and detours will be posted. | <ul style="list-style-type: none"> <li>• David Lindsay stated that this may be for a lengthy time depending on the engineer study. The closure will occur in a matter of days.</li> </ul> |

**Meeting Adjourned at 7:52 PM**

*The next Traffic and Safety meeting is scheduled for January 6, 2022 at 7:00 PM.*



**Brad Grover, Chairman**



**Michael Tata, Secretary**

TO: Thomas D. Polech, P.E., Chief of Traffic Signal Engineering & Ops  
 FROM: David P. Hrankowski, P.E., Principal Traffic Engineering Technician  
 DATE: August 10, 2021  
 SUBJECT: College Greene Development, Town of Chili



**Introduction**

We received a request from the Chili Commissioner of Public Works for MCDOT to study a proposed reduction in the 30 MPH speed limit within the subject complex.

**Site Visits**

7/12–7/14/21 - speed study, field review (DPH/SM)

**Discussion**

The subject development is situated on the south side of Buffalo Road west of Westside Drive opposite Roberts Wesleyan College. The streets consist of College Greene Drive and Freedom Pond Lane; the only access is via Buffalo Road where College Green Drive “T” intersects from the south. Development is small single family homes and an apartment complex located at the south end of College Greene Drive. The 30 MPH speed limit is implemented via area speed limit signs. The travelled pavement width is 24 feet with gutters, no pavement markings. Street layout and alignment is as per typical suburban subdivision design, long alternating horizontal curves that make high speeds uncomfortable. Sight distance is good throughout. My comfortable and reasonable travel speed was about 30 MPH.

The accident history reviewed for a three year – three month period from 1/1/18 through 3/31/21 did not identify any accidents that occurred within the complex.

The speed data collected on College Greene Drive south of Freedom Pond Lane in July 2020 by the Town and on Freedom Pond Lane west of College Greene Drive in July 2021 by MCDOT is summarized in the following table.

| Location                   | Direction | 85 <sup>th</sup> % Speed | Average Speed | % over 30/25 Speed Limit | 10 MPH Pace | Average Daily Traffic        |
|----------------------------|-----------|--------------------------|---------------|--------------------------|-------------|------------------------------|
| College Greene (July 2020) | NB        | 27 MPH                   | 22 MPH        | 4 %/27 %                 | 18 - 27 MPH | 249 vpd                      |
|                            | SB        | 29 MPH                   | 23 MPH        | 9 %/38 %                 | 20 - 29 MPH | 296 vpd<br>(545 vpd two-way) |
| Freedom Pond (July 2021)   | EB        | 23 MPH                   | 17 MPH        | 0 %/2 %                  | 16 - 25 MPH | 120 vpd                      |
|                            | WB        | 23 MPH                   | 18 MPH        | 1 %/5 %                  | 16 - 25 MPH | 136 vpd<br>(256 vpd two-way) |

The speed data indicates good compliance with the 30 MPH speed limit.

## **Conclusions/Recommendations**

Based on the findings, I do not recommend lowering the speed limit to 25 MPH. My comfortable driving speed was about 30 MPH and the speed data indicates adequate compliance with the 30 MPH speed limit.