MAIN STREET CORRIDOR PLAN

TOWN OF AMHERST

EXECUTIVE SUMMARY

DRAFT
AUGUST 2024



PLANNING TEAM

Dover, Kohl & Partners
Community Engagement & Urban Design

Creighton Manning Engineering
Transportation Engineering

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INTRODUCTION

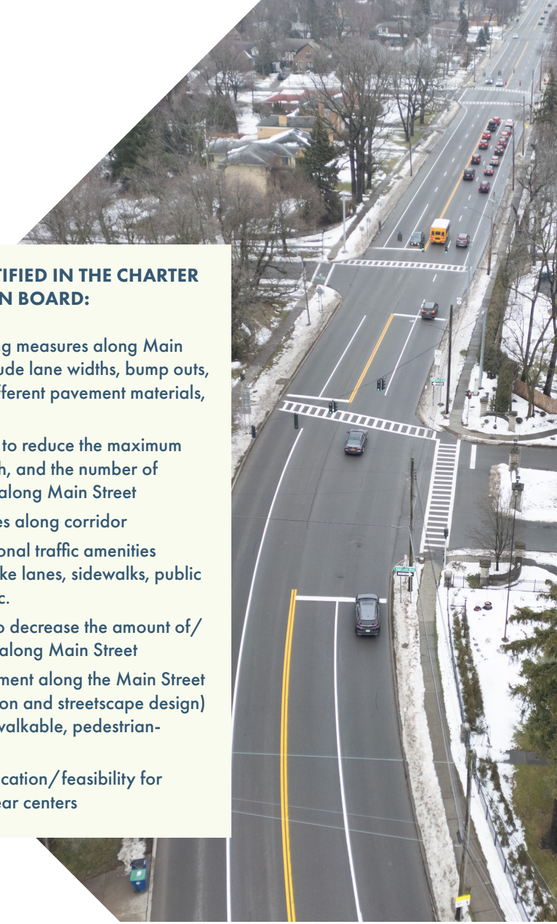
PROJECT BACKGROUND

The Town of Amherst is creating a Corridor Plan to address transportation/traffic circulation, parking, and pedestrian safety along Main Street and its immediate surrounding neighborhoods. The study area traverses both the Snyder and Eggertsville neighborhoods and is delimited on the east by the intersection of Kensington Avenue and the I-290/I-90 on and off ramps with Main Street, and continues west to Bailey Avenue, approximately 2.4 miles. Main Street is a major arterial roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT). It is one of the Town's main east/west corridors used as a primary commuter route for people living both east and west, leading to Buffalo, the Village of Williamsville and surrounding communities, and for commerce from within and outside the region.

This section of Main Street is largely traditional in character as defined in the Town's Comprehensive Plan and features medium to large homes with moderate setbacks interspersed with small-scale neighborhood centers that feature civic and business uses with shallow setbacks close to the street. These nodes are identified in the Town's Comprehensive Plan as "mixed-use centers" and have been identified for application of the Town's traditional infill mixed-use zoning districts. Healthy, mature trees that line sidewalks in some areas are valuable assets that define community character. This project was launched to provide a community vision with strategies and recommendations to improve street design, specifically addressing safety, multimodal movement and the relationship between Main Street and the surrounding neighborhoods along the corridor.

PROJECT GOALS IDENTIFIED IN THE CHARTER ADOPTED BY THE TOWN BOARD:

1. Identify traffic calming measures along Main Street that could include lane widths, bump outs, on-street parking, different pavement materials, rumble strips, etc.
2. Determine feasibility to reduce the maximum speed limit of 40 mph, and the number of varying speed limits along Main Street
3. Evaluate turning lanes along corridor
4. Assessment of additional traffic amenities including signage, bike lanes, sidewalks, public transit (bus stops), etc.
5. Develop a strategy to decrease the amount of/ consolidate signage along Main Street
6. Evaluate the environment along the Main Street corridor (beautification and streetscape design) and its relation to a walkable, pedestrian-friendly environment
7. Consider potential location/feasibility for municipal parking near centers



PLANNING PROCESS

HANDS-ON DESIGN WORKSHOP

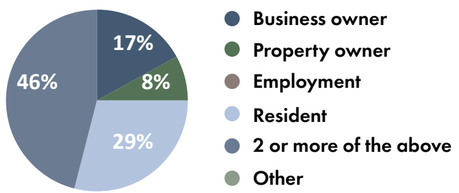
JANUARY 23, 2024

The Town of Amherst's Main Street Corridor Plan kicked off with a community Hands-On Design Workshop on January 23, 2024, in the Yurtchuk Student Center on the Daemen University campus. The event provided residents and other stakeholders an opportunity to learn more about the project, meet the planning team, and better understand some of the constraints and opportunities associated with Main Street while also learning more about best practices in street design.

Attendees were asked a series of questions to help the team better understand who was in attendance, their usage patterns, and their ultimate desires and goals for the redesign of the corridor.

Attendee responses are summarized in Figures 1 to 7 below and on the next page. Following this, individuals participated in small group conversations where they could voice ideas and concerns for the corridor as well as having the chance to "Build the Street Your Way," an activity that encouraged groups to use playing pieces (Figure 8) – including car travel lanes, bike lanes, sidewalks, and street trees – and envision how they would redesign the street space. Groups were encouraged to explore a scenario that worked within the existing curb-to-curb width as well as the full extent of the right-of-way. At the end of the event, one participant from each table presented their group's vision for Main Street.

Figure 1. What best describes your interest in Main Street?





Presentation by the Planning Team at the Hands-On Design Workshop.

Figure 2. How often do you DRIVE along Main Street?

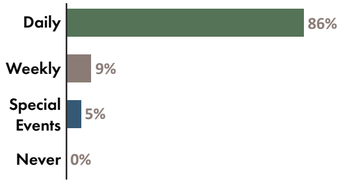


Figure 3. How often do you travel along Main Street by BUS?

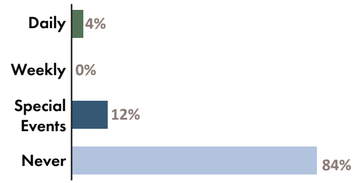


Figure 4. How often do you WALK in the study area?

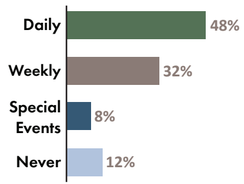


Figure 5. How often do you BIKE in the study area?

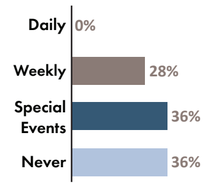


Figure 6. Would you walk/bike more frequently if there was safer/improved on-street accommodations (wider sidewalks, crosswalks, bike lanes, etc.)?

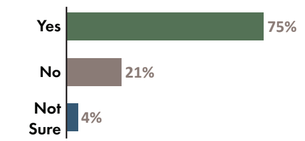


Figure 7. What is most important about the future design of Main Street? Choose top 2 priorities:

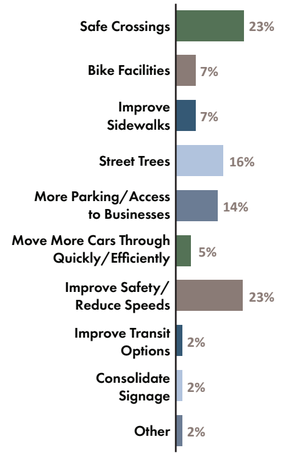
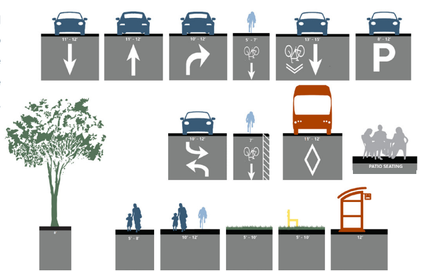


Figure 8. Examples of playing pieces available for groups to use as part of the "Build the Street Your Way" exercise at the Hands-On Design Workshop.

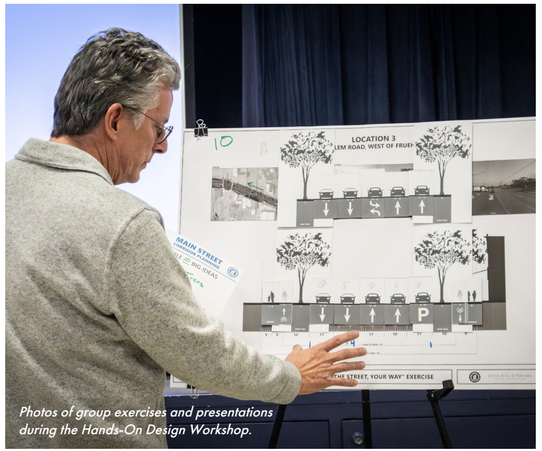












Photos of group exercises and presentations during the Hands-On Design Workshop.







Following the event, ideas from the workshop along with feedback received from printed survey forms were compiled into a list of **Big Ideas**, organized around four common themes. These ideas are summarized below.

SAFETY

- Add traffic calming measures (including reducing or narrowing lanes)
- Want slower speeds / consistency in speed
- Pedestrian crossings are inconsistent (see improve walking/biking)
- "Street diet"
- Have a center turn lane for whole corridor – could have some landscaped medians if they can be accommodated to help with crossing
- Prioritize safety
- Address dangerous locations (curves at Harlem Rd and High Park/ Ivyhurst, bridge crossing I-290)
- "Extra commute time is OK"

WALKING/BIKING

- Accommodate cyclists/bikes on or off-street but preferably off
- Improve bike connectivity
- Village walkability/bikability
- Buffered bike facilities
- Prioritize pedestrians
- No bike lane on-street but try to accommodate off-street (e.g., multi-use path)
- Bump-outs design doesn't feel safe for cyclists (Chateau bump-out doesn't feel safe for pedestrians)
- Pedestrian crossings
- Widen sidewalks
- Incorporate other modes of transportation

BEAUTIFICATION

- Move power lines underground
- Improve landscaping (native plants if possible)
- Patios (e.g., outdoor dining, cafe seating)
- Benches for pedestrians
- More street trees and landscaping
- Larger green space area with trees and shrubs as buffers for pedestrians and beautification
- Make it have a "village" feel
- "Feel over function"
- Benches and plantings at intersections, especially at bus stops

TRANSIT

- Incorporate other modes of transportation
- Re-introduce trolleys or tram running through to the Village of Williamsville
- Add sheltered bus stops
- Improve safety for people waiting for the bus

DESIGN STUDIO
JANUARY 24-26, 2024

Following Tuesday evening's event, the planning team set up a temporary design studio at the Harlem Road Community Center. Over the next couple of days, the team met with stakeholders and interested community members to gather feedback and better understand their unique perspectives. In addition, the studio opened its doors from 12-2pm on January 24th and 25th for "Brown Bag Lunch Presentations" given by team representatives from Dover, Kohl & Partners and Creighton Manning Engineering (see image right). These presentations focused on the topics of Placemaking, Street Design, and Livable Engineering, providing insight to the considerations and analyses that are explored as part of a project like this one. Following each presentation, an open forum allowed for conversation between community participants and the planning team.



Lunch & Learn events at the Design Studio included presentations on the principles of good street design

"that my kids can bike to the middle school/high school... traffic calming for sense of place"

"benches and plantings at intersections, especially at bus stops"

"beautification - make it more of a village feel"

WHAT IS YOUR TOP PRIORITY FOR MAIN STREET?

(Input from Community Participants)

"off-road bike lanes or shared use path"

"Safer conditions for pedestrians, bicyclists, slower speeds for traffic, more street trees and green space."

"make it safer for pedestrians, small children, and cyclists... slow the flow of traffic"

Figure 9. What is your top priority for the design of Main Street:

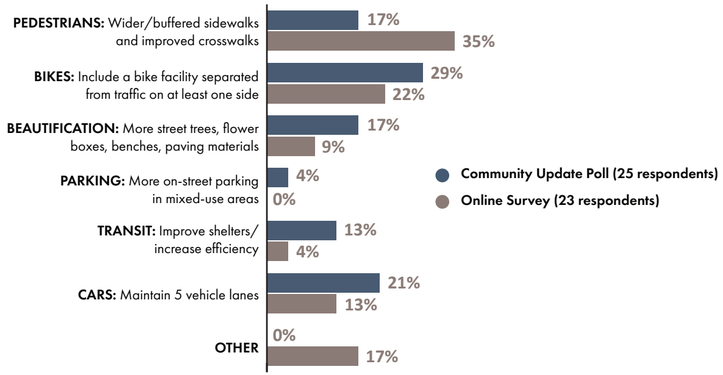
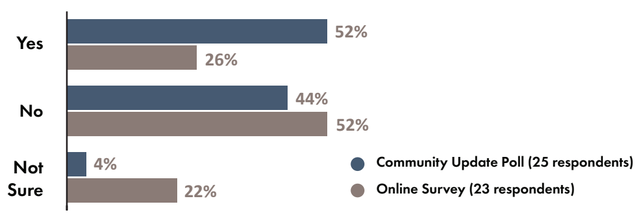


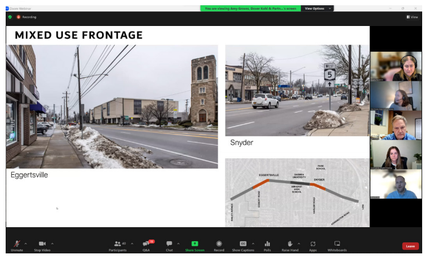
Figure 10. Would you be willing to double your travel time during the peak commute in exchange for: traffic calming, fewer crashes, a more comfortable pedestrian environment, greater separation between cars and the sidewalk, improved pedestrian crossings, and space for bicycles?



VIRTUAL COMMUNITY UPDATE
MARCH 14, 2024

In March 2024, a community update meeting was held via Zoom with more than 35 people in attendance. Following up on the work done at the design workshop, the presentation summarized the findings from an existing conditions analysis, and included proposed concepts for a 3-lane and 5-lane redesign of the corridor for mixed-use and residential neighborhood areas of the corridor. Benefits and drawbacks of each design consideration were shared, including potential traffic impacts based on analysis by Creighton Manning. At the end of the presentation, participants were asked a series of questions to determine a preferred design concept for each character area. A recording of the meeting was posted on the town's website along with the polling questions, so residents who were not able to attend could also submit their responses and provide feedback. Responses to the virtual poll and online survey are shown in Figures 9 and 10 while Figure 11 shows a screenshot from the virtual event.

Figure 11. Virtual Community Update Presentation.



EXISTING CONDITIONS ANALYSIS

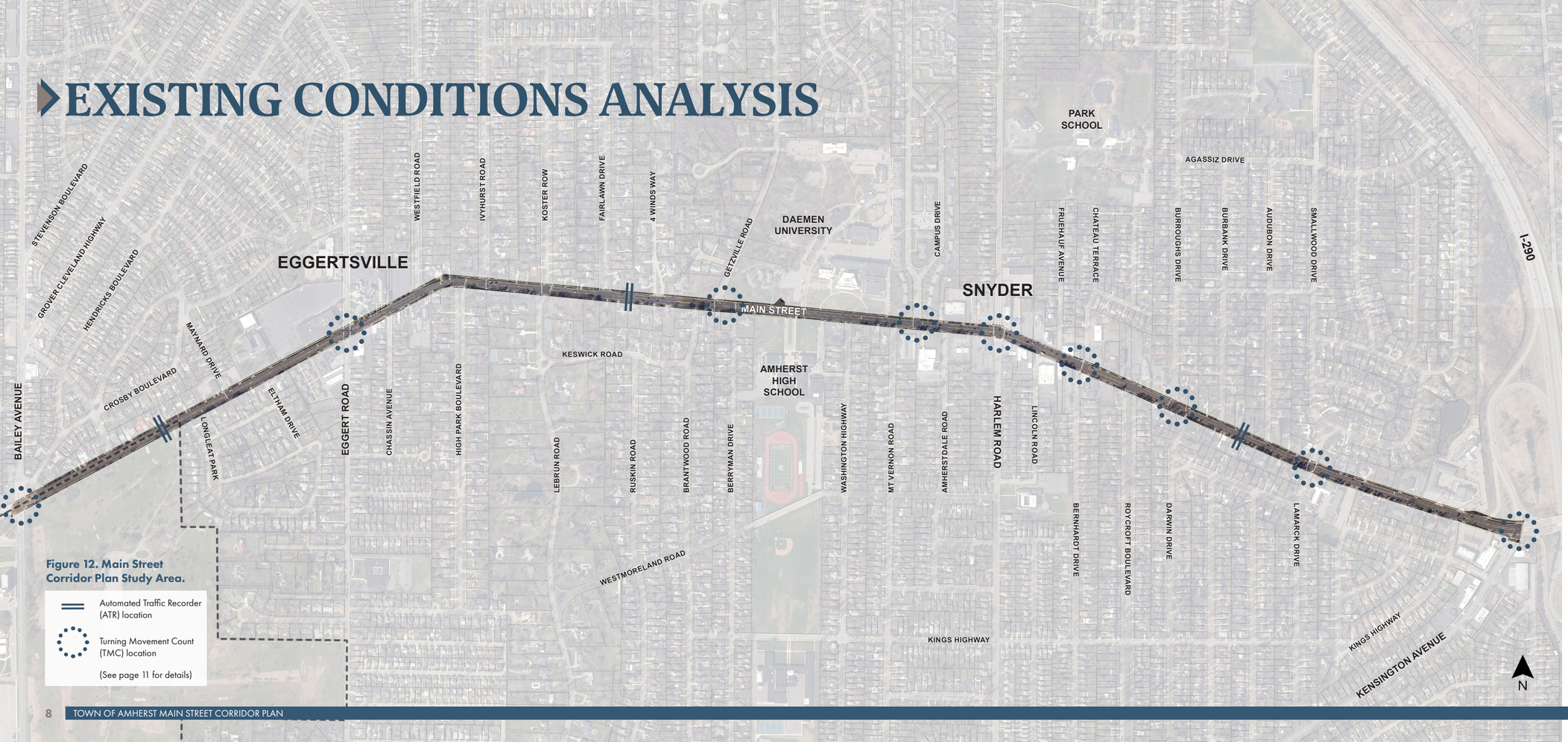


Figure 12. Main Street Corridor Plan Study Area.

- Automated Traffic Recorder (ATR) location
- Turning Movement Count (TMC) location

(See page 11 for details)

OVERVIEW

The study area for the Main Street Corridor Plan (see Figure 12 left) runs east-to-west from the I-290 ramps near Kensington Avenue to Bailey Avenue. Originally a street car route to Buffalo, some of the Town's earliest settlements formed along this street. In Eggertsville and Snyder, buildings were pulled up closer to the street edge containing a mixture of uses; residential areas filled in between these neighborhood centers. Today much of this historic land use pattern remains, with mixed-use/ commercial development centered around the intersections of Main Street with Eggert and Harlem Roads. No longer a trolley route, the street design has changed over time to include multiple vehicle lanes. This initiative is an opportunity to design the road to best meet the needs of the community today and in the future.

MAIN STREET
EXISTING CONDITIONS:

- Classified as an Urban Principal Arterial on the National Highway System (NHS)
- 4 to 5-lane roadway with two 11 to 12-foot wide travel lanes in each direction
- Sections of the corridor have a two-way-left-turn lane, or on-street parking
- Sidewalks, typically 5 feet in width, are provided on both sides of the road
- Areas of healthy, mature tree canopy
- No dedicated bike facility
- Right-of-way varies from 90 to 100 feet
- The posted speed of the road is 40 mph with the exception of three school zone areas which are posted 30 mph

PREVIOUS PLANS AND STUDIES

Planning for the Main Street corridor builds upon previous plans and studies undertaken by the Town of Amherst and others. The Town's Comprehensive Plan provides a vision for future land use, and identifies Traditional Mixed Use areas in the neighborhood centers of Eggertsville and Snyder. The future street design should support the street-oriented mixed-use buildings that are typical for this designation with a comfortable pedestrian realm.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) prepared a Regional Bicycle Master Plan in 2020 (Figure 13) that identifies existing and desirable future bike routes in Erie and Niagara Counties. This plan identifies most of the Main Street Corridor study area (from Bailey Avenue to Harlem Road) as an on-road Tier 2 Proposed Bicycle Route (Figure 14). This study is an opportunity to implement a dedicated bikeway on the corridor, which could be on-road or a protected/buffered bike lane that further increases safety and encourages use. It should be noted, the Bicycle Plan does not continue a bike route east of Harlem Road, acknowledging the barrier presented by I-290. It is possible that future design improvements to the interstate ramps, under consideration by NYSDOT, could open new opportunities for safe and comfortable bicycle crossings further east to the Town of Williamsville.

Figure 13. Bike Buffalo Niagara Regional Bicycle Master Plan Report.



Figure 14. Existing and proposed bicycle routes identified by GBNRTC.



TRAFFIC DATA COLLECTION

Traffic volume data was recorded using automated traffic recorders (ATRs) placed at three locations along Main Street: East of Park Circle, East of Fairlawn Drive, and West of Audubon Drive. These ATRs recorded the volume, speed, and classification (e.g., passenger car, bus, truck, etc.) of passing vehicles. This data was then processed and analyzed to identify the prevailing traffic volumes and travel speeds throughout the corridor. The 85th percentile vehicular speed was identified along each corridor segment to be 44 MPH. The total annual average daily traffic (AADT) along the three study segments is listed in Table 1 to the right. Additionally, Figure 15 illustrates the hourly variation in two-way traffic for the corridor and indicates that while Main Street has morning and evening rush hours that are typically seen on primarily commuter roads, it also has a long traffic plateau from 7:00 a.m. through 5:00 p.m.

Additionally, manual turning movement counts were conducted at nine signalized intersections along the corridor, including:

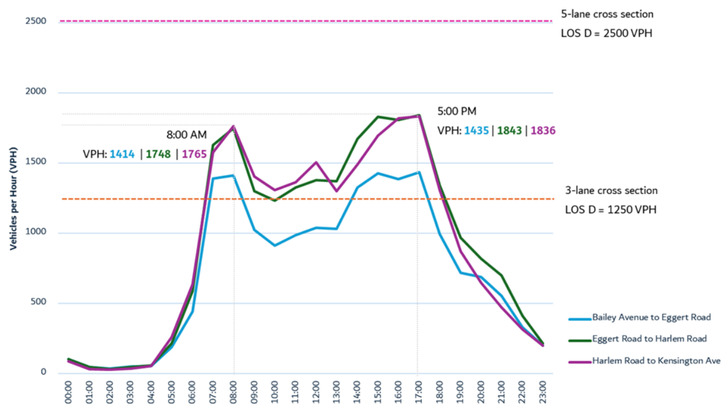
- Bailey Avenue
- Eggert Road
- Getzville Road/Berryman Drive
- Campus Drive
- Harlem Road
- Chateau Terrace/Bernhardt Drive
- Burroughs Drive/Darwin Drive
- Smallwood Drive/Lamarck Drive
- Kensington Avenue/I-290 Off Ramp

In late 2023, Creighton Manning began collecting data to better understand the existing conditions of the corridor. Traffic data was collected on December 5 and 6, 2023, while parking and signage was inventoried on November 22, 2023 and January 26, 2024. Results are summarized on the following pages.

Table 1. Existing daily traffic and travel speeds on Main Street.

SEGMENT	AADT	85TH PERCENTILE SPEED
BAILEY AVE TO EGGERT RD	17,600	44 MPH
EGGERT RD TO HARLEM RD	22,500	44 MPH
HARLEM RD TO KENSINGTON AVE	21,700	44 MPH

Figure 15. Main Street weekday hourly traffic variations.



Counts were conducted on a typical weekday during the morning and evening peak periods. Based on a review of the data, the general peak hours occurred from 7:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 5:30 p.m.

PEDESTRIAN AND BICYCLE CHARACTERISTICS

Pedestrian and bicycle counts were conducted at the same time as the vehicular intersection turning movement counts in December 2023. Table 2 right shows the number of pedestrian crossings and bicycle trips observed at each of the study intersections, during the peak hour traffic counts.

The data shows the busiest crossing location is the Main Street/Campus Drive intersection followed by the Main Street/Harlem Road and Main Street/Chateau Terrace/Bernhardt Drive intersections. The data did not identify heavy use by bicyclists. The lack of existing bicycle infrastructure and resulting uncomfortable cycling environment, as well as the time of year the data was collected (winter) are likely reasons contributing to this result.

Sidewalks are provided on both sides of Main Street. Likewise, crosswalks are provided across all the study signalized intersections however they may only exist on one side of the street at certain locations. During a field visit, it was noted that sidewalks and crosswalks are generally in good condition.

As illustrated in the existing conditions photos on the next page, although there are consistent sidewalks, in many locations they are not buffered from moving traffic, and long crosswalks make walking in some areas uncomfortable. The speed of traffic and lack of separated bike facilities make cycling on the corridor today infeasible for many except the most skilled riders.

Table 2. Pedestrian and bicycle counts (December 2023).

INTERSECTION	PEDESTRIAN CROSSINGS		BICYCLE TRIPS	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
MAIN ST & BAILEY AVE	21	12	1	4
MAIN ST & EGGERT RD	13	5	1	1
MAIN ST & GETZVILLE RD/BERRYMAN DR	14	31	1	0
MAIN ST & CAMPUS DR	25	33	2	0
MAIN ST & HARLEM RD	20	19	2	0
MAIN ST & CHATEAU TER/BERNHARDT DR	20	18	2	0
MAIN ST & BURROUGHS DR/DARWIN DR	9	9	0	0
MAIN ST & SMALLWOOD DR/LAMARCK DR	20	9	0	0
MAIN ST & KENSINGTON AVE/I-290 RAMP	6	0	0	1



FRUEHAUF AVENUE & MAIN STREET (LOOKING EAST)



FRUEHAUF AVENUE & MAIN STREET (LOOKING WEST)



EGGERT ROAD & MAIN STREET (LOOKING EAST)



FAIRLAWN DRIVE & MAIN STREET (LOOKING EAST)

SIGN INVENTORY

In December 2023, members of the planning team visited Amherst and used a specialty-built geospatial data collection app to identify, photograph, and geolocate all street signs throughout the corridor. In total, 555 street signs were identified and cataloged into a geospatial database and then mapped. Figure 15 right illustrates examples of the four identified sign types while Figure 16 below maps the signs by type and location to assess where and how roadway signage must be altered to accommodate the proposed improvements or to reduce sign clutter.

The signs were grouped according to the Federal Highway Administration (FHWA) classification:

Regulatory – Signs that proscribe or regulate behavior, like speed limit or "no parking" signs.

Warning – Signs that alert drivers to potential obstacles or roadway conditions, such as "signal ahead" or "yield to pedestrians" signs.

Guide – Signs that aid in wayfinding or identification of roadway routes, like route marker and street name signs.

Other – Other signage that did not fit the prior three categories. NFTA bus stop signs were the most common type of "other" signage.

Recommendations on improving the quantity and location of signs along the corridor are explored as part of the *Additional Considerations* section.



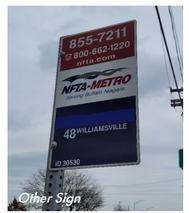
Regulatory Sign



Warning Sign



Guide Sign



Other Sign

Figure 15. Examples of regulatory, warning, guide, and other signs along the Main Street corridor.

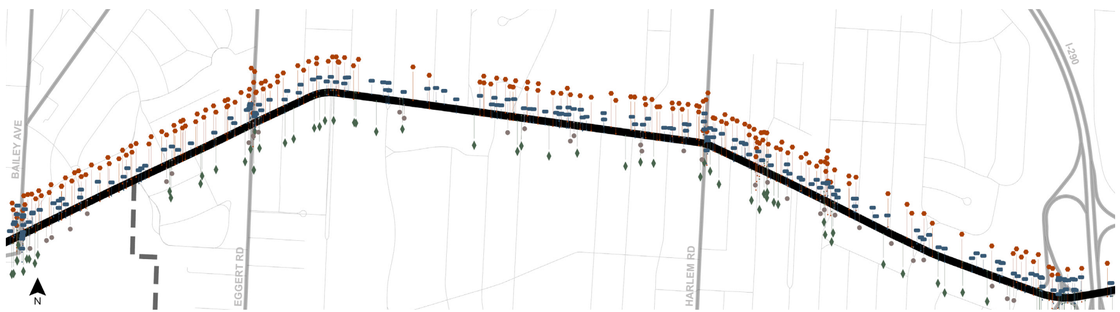


Figure 16. Signage types and locations along the Main Street study area.

Regulatory
Warning
Guide
Other

PARKING INVENTORY

Like signage, on-street parking areas will likely be impacted by proposed corridor improvements. On November 7, 2023 and January 25, 2024 during a midday peak hour and evening peak hour, the team inventoried the total number of parking spaces (inventory), the percentage of these spaces that were filled (occupancy), and the on-street regulations (see figure below) that dictate where and how people can park their vehicles. While some spaces were demarcated as individual spots using paint and striping, non-striped inventories were calculated by measuring the total length of parking areas and dividing by the average length of an on-street parking spot (20 feet). The planning team determined that there are approximately 170 parking spaces along the north side of the corridor and 178 spaces along the south side, totaling 348 on-street spaces throughout the full corridor.

This data was processed and analyzed on a block-by-block basis to identify parking occupancy along the corridor during the peak weekday periods. During the midday peak, 69 of the 348 spaces were utilized, amounting to a corridor-wide parking occupancy of 20%. The evening peak saw a total occupancy of 9%. Because these occupancy rates represent the times of day with the fewest number of available spaces, it can be assumed that the existing parking supply is excessive for existing daily demand. The occupied areas were generally located within the mixed-use sections of the corridor.

Figure 17 below depicts the existing on-street parking regulations within the study area.


On-street parking demands are generally highest in the commercial centers along Main Street as well as Daemen University during class hours



Figure 17. Existing on-street parking regulations along the Main Street study area.

No Restriction
30 min, 7am-10pm
1 hr, 7am-7pm
No Parking 8am-4pm Weekdays (Sept 1-May 1)
2 hr, 7am-7pm
No Parking Available

EXISTING TRANSIT FACILITIES

Niagara/Frontier Transit Authority (NFTA) operates two bus routes along Main Street in Amherst. The #48-Williamsville route runs the entirety of the corridor study area while the #47-Wehrle route covers approximately two-thirds of the corridor before continuing south along Harlem Road. To support these routes, there are 28 bus stops within the study area, most of which are aligned as east-west pairs on the north and south sides of the corridor. Figure 18 to the right depicts a map of the routes while Figure 19 below illustrates the location of bus stops along the corridor and their average weekday usage. At present, there are currently no sheltered bus stops within the study area.



Figure 18. Active NFTA bus routes within the Main Street corridor study area.



Figure 19. NFTA bus stops within the Main Street corridor study area.

VEHICLE CRASHES

To assess significant crashes along the corridor, the planning team acquired crash data from the NYSDOT Crash Location and Engineering Analysis Repository (CLEAR) system from the dates of August 1, 2020 to August 31, 2023. Overall, there were 344 recorded crashes during this time period. The crash rate for the corridor is 6.11 crashes per million vehicle miles which is the same as the NYSDOT average rate of 6.11 crashes per million vehicle miles.

Of these crashes, 228 (66.3%) involved property damage, 114 (33.1%) resulted in one or more injuries, and two (0.6%) resulted in fatalities (Figure 20). Eight crashes (2%) involved a pedestrian or bicyclist, of which one crash resulted in a serious injury. A summary of corridor crashes is shown in Figure 21 below.

Figure 20. Main Street vehicle crashes (Aug 1, 2020 - Aug 31, 2023).

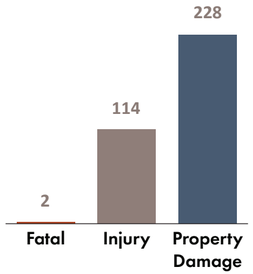




Figure 21. Reported crashes within the study area including pedestrian and cyclist crashes resulting in injury.

PROPOSED DESIGN CONCEPTS

The Project Charter goals and objectives, combined with community input during the design workshop, informed proposed design concepts for Main Street. There is a desire to increase safety through design, beautify the corridor, and improve transit, walking, and biking conditions. The physical design conditions and land uses along the corridor vary, and there is a need to balance interests among many users, resulting in different design concepts that apply to different segments. Three basic frontage types have been established based on the existing character of the study area:

Mixed-use Frontage areas are located in the neighborhood center business districts of Eggertsville and Snyder. Historically, buildings were located at the street edge adjacent to sidewalks; the Traditional Infill zoning district that is applied in Snyder (and envisioned for Eggertsville as well) will shape new development in this traditional form. The greatest levels of walkability is needed here, and on-street parking is desired, to support shops and businesses.

Neighborhood Frontage areas are located between the centers. Buildings (generally, residential uses) are set behind deep setbacks, often containing trees and landscape. Existing on-street parking here is underutilized. The future street design should complement the neighborhood setting, and provide a comfortable environment to walk and bike.



MIXED-USE FRONTAGE



NEIGHBORHOOD FRONTAGE

A third **University Frontage** area is located in front of Daemen University and Amherst Central High School. Buildings here are set back, but on-street parking is highly utilized, calling for a hybrid design solution.

Figure 22 on the next page illustrates the general extent of each frontage type along Main Street.



Figure 22. Frontage types identified along the Main Street corridor study area.

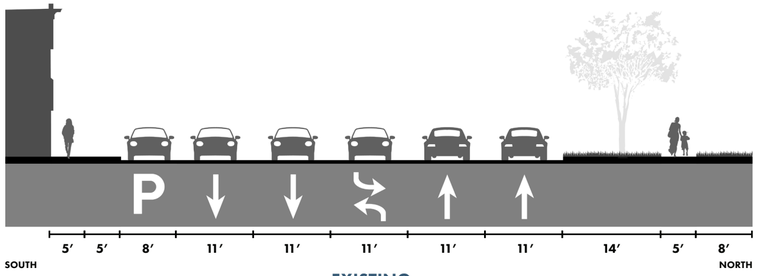
MIXED-USE FRONTAGE AREAS

In the neighborhood center business districts, safe and walkable sidewalks, opportunities for street trees, and on-street parking is prioritized. The proposed street cross section at the bottom of Figure 23 maintains the existing curb-to-curb width, but introduces a few key interventions. A 10' to 15' wide shared use path on the north side of the road provides a safe option for pedestrians and cyclists to navigate the corridor, separated from automobile traffic. Tree-lined medians replace the center turn lane where feasible to support beautification goals while also reducing conflict points.

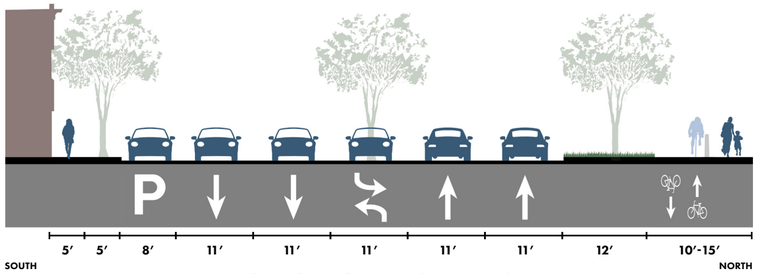
Right turn only lanes along the corridor have been evaluated, to assess potential to remove the extra lane and reduce the crossing distance, improving safety for pedestrians. One such location is at the Main Street/Harlem Road intersection (as visually rendered in Figure 24 shown on the next page).

Figure 23. Example mixed-use frontage cross section taken near the intersection of Eggert Road and Main Street with existing conditions (top) and proposed (bottom) illustrated.





EXISTING



MIXED-USE FRONTAGE WITH SHARED USE PATH

MIXED-USE FRONTAGE AREAS
DESIGN CONSIDERATIONS:

- Add shared use path on north side of right of way, separated from cars
- Include street trees in planting zone adjacent to sidewalk/path
- Include tree-lined medians, where feasible
- Look for opportunities to remove right turn lanes to shorten pedestrian crossings

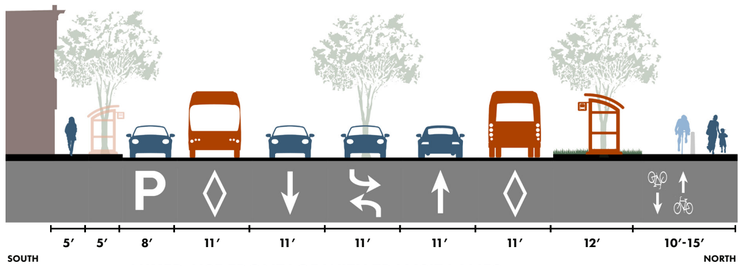


Figure 24. Visual rendering of the proposed mixed-use frontage street design at the intersection of Harlem Road and Main Street. Photo at top left depicts existing conditions.



Figure 25. Visual rendering of the proposed mixed-use frontage street design at the intersection of Harlem Road and Main Street with dedicated transit lanes in both travel directions.

Figure 26. Example cross section of the mixed-use frontage street section with dedicated transit lanes in both travel directions.



MIXED-USE FRONTAGE WITH TRANSIT LANES

MIXED-USE FRONTAGE AREAS
DESIGN CONSIDERATIONS:

- Over time, two vehicle lanes could be reallocated to transit-only lanes to increase transit efficiency and overall roadway capacity
- The dedicated transit lane should be evaluated to optimize corridor needs. This may include a shared bus and right turn lane or a shared bus and parking lane dependent on time of day
- With the conversion of a travel lane to a dedicated bus lane, signal infrastructure should be evaluated for upgrades including queue jumpers and transit signal priority (TSP)

TRANSIT AS A SOLUTION

Over the long term, the Town and NYSDOT should evaluate how Main Street's travel lanes are used to maximize efficiency. One solution to peak hour automobile congestion is to make it more convenient and preferable for some people to make some of their trips in other ways (walking, biking, or using transit). The proposed separated shared use path will help with this, particularly in summer months. Dedicated transit lanes could have an even larger impact, carrying many more people than single occupant vehicles to their destinations. Dedicated transit lanes make transit service faster, more reliable and efficient, increasing the appeal for riders. Transit shelters should be included to further enhance user experience; shelters can be added now at high demand stops, and space reserved for additional shelters to be provided with future transit upgrades. Planned transit enhancements in other nearby corridors, such as Bailey Avenue (bus rapid transit) and the Metro Expansion on Niagara Falls Boulevard (lightrail) will continue to increase access, making transit use more feasible and desirable to more nearby destinations.

Figure 25 shown on the previous page visualizes how the mixed-use frontage street design could evolve to integrate dedicated transit lanes. Figure 26 depicts a cross section of this same design option.

NEIGHBORHOOD FRONTAGE

The existing parking shoulder in the neighborhood frontage areas is underutilized because residential properties in this area have private driveways. With no one parking in the dedicated lanes, the roadway seems wider than needed, in turn encouraging faster speeds. A better use of street space would be a xeriscape or hardscape median with trees that will beautify the corridor, slow speeds, and provide for snow storage space out of the roadway. In addition, a continuous protected facility for bikes and pedestrians is needed along the length of the corridor, illustrated as a shared use path on the north side of the road as shown in Figures 27 and 28. Street trees separate pedestrians and cyclists on the sidewalk and path from moving vehicles.

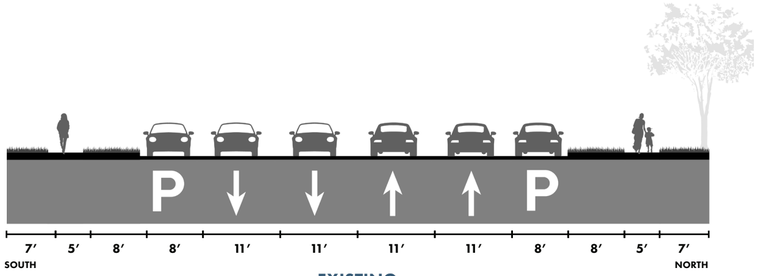
Public feedback indicated that recently-installed bump-outs at intersections along the eastern portion of the corridor are not effective. The proposed section eliminates the bump outs since on-street parking will not be provided in these frontage areas.

NEIGHBORHOOD FRONTAGE AREAS DESIGN CONSIDERATIONS:

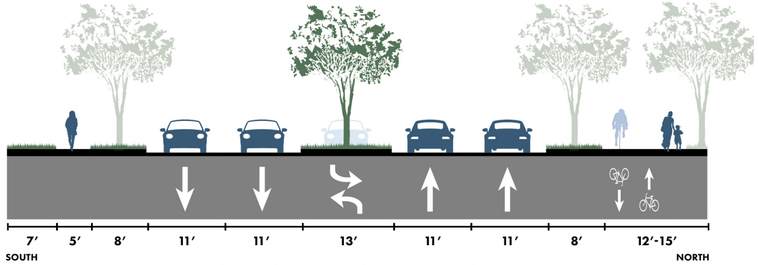
- Reuse underutilized on-street parking shoulders to create a tree-lined center median
- Continue shared use path on north side of right of way, separated from cars
- Introduce street trees to separate pedestrians and cyclists from moving cars
- Utility lines may need to be moved underground in this area

Figure 27. Example neighborhood frontage cross section taken just west of 4 Winds Way and Main Street with existing conditions (top) and proposed (bottom) illustrated.





EXISTING



NEIGHBORHOOD FRONTAGE WITH SHARED USE PATH



Figure 28. Visual rendering of the proposed neighborhood frontage street design along Main Street east of 4 Winds Way. Photo at top left depicts existing conditions.

LANDSCAPE MEDIAN PLANTINGS & MAINTENANCE

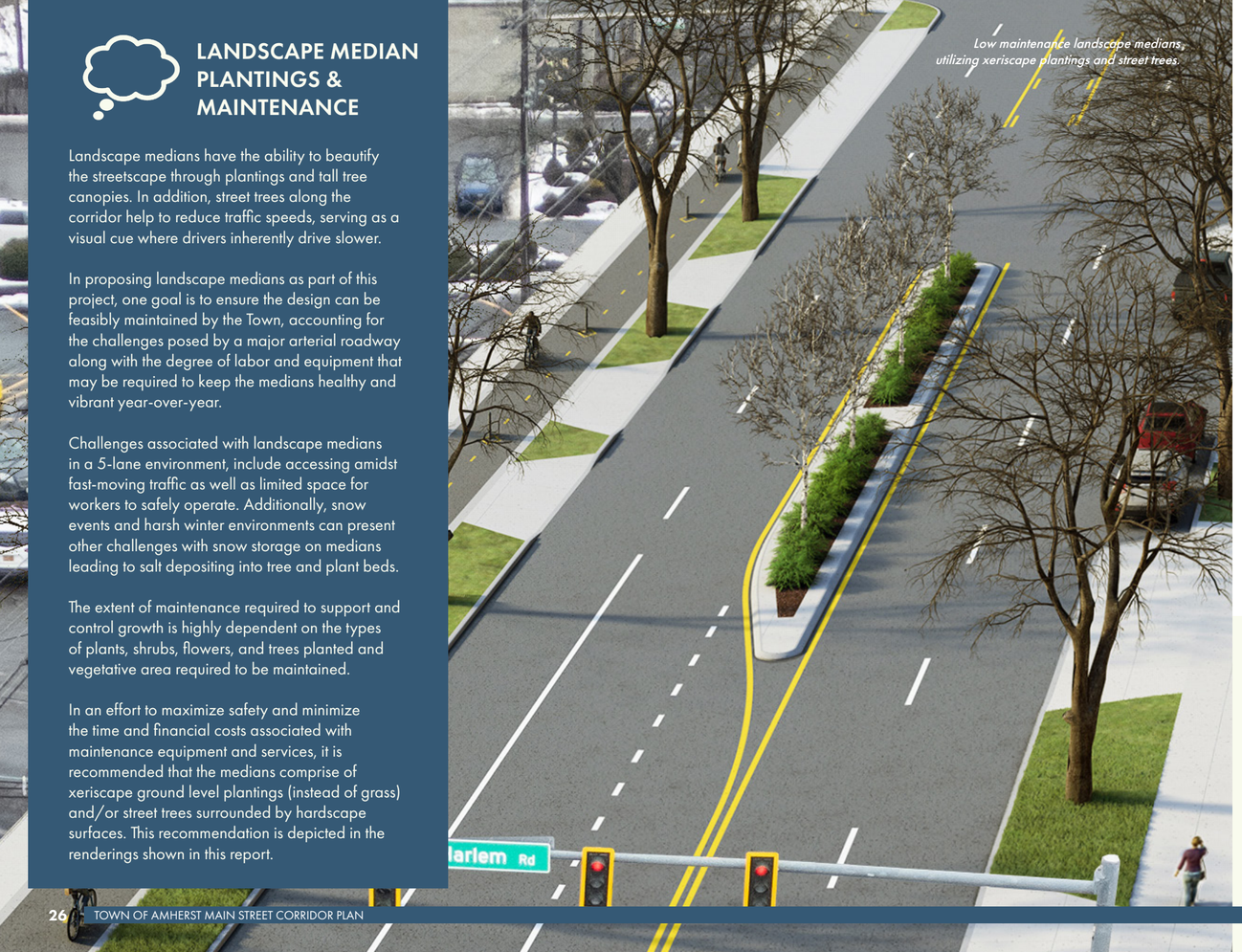
Landscape medians have the ability to beautify the streetscape through plantings and tall tree canopies. In addition, street trees along the corridor help to reduce traffic speeds, serving as a visual cue where drivers inherently drive slower.

In proposing landscape medians as part of this project, one goal is to ensure the design can be feasibly maintained by the Town, accounting for the challenges posed by a major arterial roadway along with the degree of labor and equipment that may be required to keep the medians healthy and vibrant year-over-year.

Challenges associated with landscape medians in a 5-lane environment, include accessing amidst fast-moving traffic as well as limited space for workers to safely operate. Additionally, snow events and harsh winter environments can present other challenges with snow storage on medians leading to salt depositing into tree and plant beds.

The extent of maintenance required to support and control growth is highly dependent on the types of plants, shrubs, flowers, and trees planted and vegetative area required to be maintained.

In an effort to maximize safety and minimize the time and financial costs associated with maintenance equipment and services, it is recommended that the medians comprise of xeriscape ground level plantings (instead of grass) and/or street trees surrounded by hardscape surfaces. This recommendation is depicted in the renderings shown in this report.



Low maintenance landscape medians, utilizing xeriscape plantings and street trees.

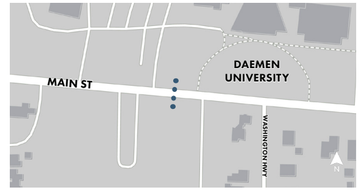
UNIVERSITY FRONTAGE

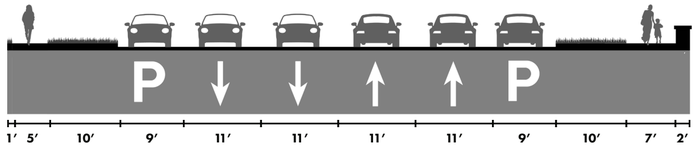
Existing conditions within the university frontage area is somewhat of a hybrid between the mixed use and neighborhood frontage areas. Most notably, the parking shoulder directly adjacent to the university is utilized for much of the day, peaking during the evening while the southbound parking shoulder remains generally underutilized. By eliminating the southern parking shoulder and not incorporating a center median, the northern parking can remain in place while also accommodating the continuous shared use path along the northern side of the corridor. In this scenario, the southern curb edge remains in place; recommendations include the addition of street trees to the north and south landscape zones to beautify the streetscape while also acting as a traffic calming measure and safety buffer between automobiles and micro-mobility users on the shared use path. Figure 29 right depicts the university frontage section.

UNIVERSITY FRONTAGE AREA DESIGN CONSIDERATIONS:

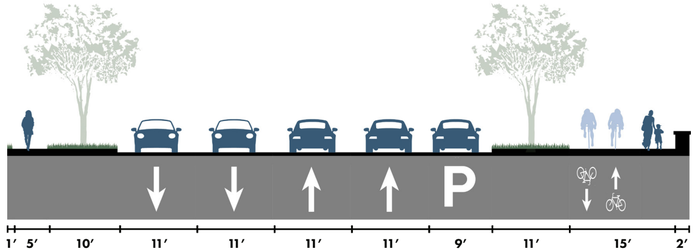
- Retain highly utilized university parking along northern curb edge
- Remove underutilized parking on south side of Main Street, and continue shared use path on the north side separated from cars
- Introduce street trees to separate pedestrians and cyclists from moving cars

Figure 29. Example university frontage cross section taken out front of Daemen University along Main Street with existing conditions (top) and proposed (bottom) illustrated.





EXISTING



UNIVERSITY FRONTAGE WITH SHARED USE PATH

WHAT ABOUT A ROAD DIET?

Based on community input, the planning team also explored a potential road diet design concept wherein the number of travel lanes would be reduced from five to three. In this scenario, reclaimed street space is able to be repurposed for improved and dedicated cyclist and pedestrian infrastructure along with enhanced landscaping opportunities. There are many benefits associated with road diets, ranging from improved safety for pedestrians and cyclists to beautification through additional street trees and other landscaping, and overall speed reduction as a result of traffic calming from these elements.

Although a road diet would best address several top community priorities for the redesign of Main Street, ultimately the 5-lane scenario was identified as a preferred option. Average Annual Daily Traffic counts were generally higher than 20,000, which is at or above the threshold of what the Federal Highway Administration (FHWA) deems a good candidate for a road diet. Additional traffic analysis also revealed that travel times along the corridor and vehicle queuing lengths could exceed general public tolerance levels. After a presentation of these considerations (and others described on the following pages), a greater number of community participants supported the 5-lane scenario.

Conceptual renderings and cross sections of the road diet scenario applied to the mixed-use and neighborhood frontage areas are shown in Figures 30 and 31.

Figure 30. Visual rendering (top) and cross-section (bottom) of a road diet within the mixed-use frontage area at Harlem Road and Main Street.



MIXED-USE FRONTAGE, ROAD DIET OPTION

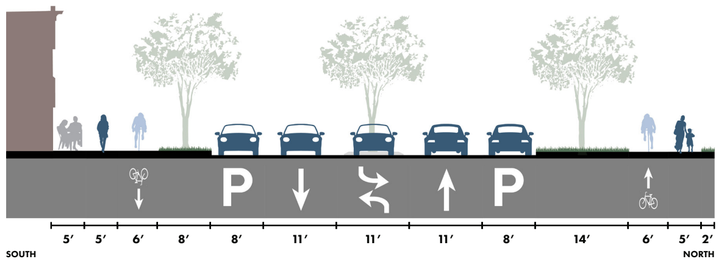
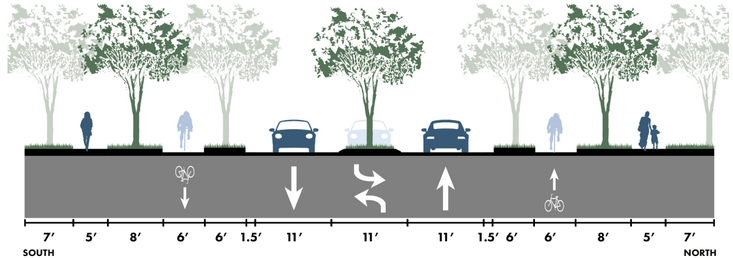


Figure 31. Visual rendering (top) and cross-section (bottom) of a road diet within the neighborhood frontage area along Main Street west of 4 Winds Way.



NEIGHBORHOOD FRONTAGE, ROAD DIET OPTION



COMPARING OPTIONS





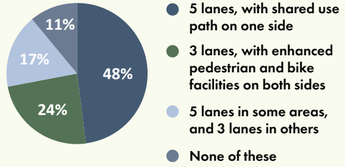
Renderings of the 5 Lane Option (with a shared use path on one side); see pages 20-25 for more information.

5 LANE OPTION (SHARED USE PATH ONE SIDE)

ADVANTAGES	DISADVANTAGES
• A shared use path provides space for pedestrians and cyclists	• Off-street bicycle facility only on one side of street and shared with pedestrians
• Street trees and shortened pedestrian crossings (where possible) beautify and improve safety	• Landscape medians may restrict driveway access, particularly in neighborhood character areas
• In mixed-use areas, on-street parking is provided where space permits	• Reduced on-street parking in neighborhood areas
• Traffic delay, queue length, travel time comparable to existing conditions	
• Landscape medians reduce vehicle turning conflicts	
• Supports potential for dedicated transit lane if desired in the future	
• Lower construction cost than 3-lane	

At the Community Update presentation, attendees were asked polling questions to better understand which of the scenarios presented were most desirable and if particular configurations worked better within specific character areas. The meeting video was then posted on the Town website, and an online survey gathered additional feedback. Figures 32 to 34 represents the combined feedback from the meeting and online survey:

Figure 32. Of the design options reviewed, the one closest to my vision for Main Street is:



3 LANE OPTION ("ROAD DIET" WITH ENHANCED PEDESTRIAN/BIKE FACILITIES)

ADVANTAGES	DISADVANTAGES
• Separated, protected pedestrian and bicycle facilities on both sides of the street	• Vehicular travel time doubled during PM peak hour; increased transit travel time
• More street trees, significantly shortened pedestrian crossings enhance beauty and improve safety	• LOS worsens as a result of increased vehicle delay and extended queues likely not clearing the intersection
• In mixed-use areas, more on-street parking is provided	• Landscape medians may restrict driveway access, particularly in neighborhood character areas
• Decreased carbon emissions compared to 5-lanes	• Increased congestion during emergency vehicle response or stalled vehicle
• Landscape medians reduce vehicle turning conflicts; Crash reductions are likely for all modes	• Increased carbon emissions compared to 5-lanes
	(See traffic analysis on the following pages for supporting information.)

Figure 33. I think the best configuration for the MIXED-USE character area is:

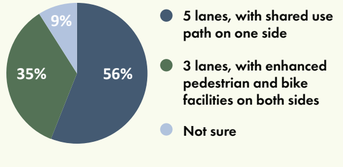


Figure 34. I think the best configuration for the NEIGHBORHOOD character area is:







Renderings of the 3 Lane Option (with enhanced pedestrian and bike facilities on both sides); see pages 28-29 for more information.

FUTURE TRAFFIC VOLUMES AND CONDITIONS ANALYSIS

To evaluate the impact of redesigning Main Street on traffic operations along the corridor, traffic projections were prepared for an estimated year of completion (design year) plus 10 years. In accordance with NYSDOT standards, a design year of 2025 was selected and traffic operations were projected for ten years beyond the estimated time of completion (ETC+10) 2035. Historical traffic volume provided by NYSDOT indicates that traffic growth along the study corridor segment generally stayed consistent over the last several years. Based on consultation with the Town, it was determined that a number of approved and/or planned developments are located along or within proximity of Main Street and would increase traffic volumes in the study area. As such, a general background growth rate of 1.0 percent was applied annually to generate the 2035 ETC+10 Traffic Volumes.

TRAFFIC OPERATIONS

Intersection evaluations were made using the Synchro and SimTraffic Version 11 software, which automates the procedures outlined in the Highway Capacity Manual. NYSDOT provided the traffic signal timings and phasing details which were optimized for all study intersections and analysis scenarios to show the best operations possible for each cross-section layout. Traffic analysis was performed for the years of 2023 and 2035 during the weekday morning and weekday evening peak hours under two scenarios: a 3-lane cross section (road diet) and a 5-lane cross section (current configuration).

Table 3. Level of Service (LOS) descriptions.

LOS	VEHICLES	PEDESTRIANS/BIKES
A/B	Prioritizes vehicles; Low volumes and no delays	Not comfortable for pedestrians/bikes; May present an unsafe environment
C/D	Stable traffic flow with high density traffic nearing capacity	Provides a balance for all modal operations
E/F	Low vehicle speeds with considerable delay	Encourages alternate mode use; May present a safer environment

**In urban areas, NYSDOT considers LOS D acceptable, anything below (E/F) requires further analysis*

Figure 35. Level of Service (LOS) analysis locations.



Table 4. Level of Service (LOS) analysis results.

		AM PEAK HOUR			PM PEAK HOUR		
#	INTERSECTION	EXISTING	5-LANE	3-LANE	EXISTING	5-LANE	3-LANE
1	BAILEY AVE	C	C	C	D	C	D
2	EGGERT RD	C	C	F	C	C	F
3	GETZVILLE RD	B	B	E	B	B	E
4	BERRYMAN DR	B	A	E	B	A	E
5	CAMPUS DR	A	A	D	B	B	A
6	HARLEM RD	C	D	F	D	D	F
7	BERNHARDT CT	A	A	C	A	A	C
8	DARWIN DR	A	A	B	A	A	C
9	LAMARCK DR	A	C	B	A	B	A
10	KENSINGTON AVE	D	F	F	D	C	F

Intersection Level of Service (LOS) is a letter grade (A-F) that relates traffic volumes to the physical characteristics of an intersection and is summarized in Table 3 on the previous page.

Under the road diet scenario and the 2023 existing traffic volumes, the study intersections would operate generally acceptably during both peak hours with the exception of the Eggert Road, Harlem Road, and Kensington Avenue intersections, which would include movements operating at LOS F. Specifically, the Main Street approaches and southbound approaches of Eggert Road and Harlem Road would be under capacity constraints with the 3-lane section. Additionally, the Bernhardt Drive/Chateau Terrace eastbound approach of Main Street would operate at LOS F just in the weekday evening peak hour.

Under the road diet scenario and the 2035 future traffic volumes, the movements and approaches named above would continue degrading. Additionally, Main Street approaches at the Getzville Road and Berryman Drive intersections would now operate at LOS F. It is evident from the analysis results that a 3-lane section along Main Street would not provide adequate capacity for the forecasted 2035 traffic volumes.

Figure 35 and Table 4 on the previous page provide a detailed LOS summary for traffic operations under the existing, 5-lane, and 3-lane reconfiguration scenarios for several key intersections within the study area.

It is noted that an increase in average travel delay is an expected outcome in road diet projects and may be deemed acceptable given the benefits to other road users. Based on this project's traffic analysis and general community opinion, this report does not ultimately recommend a road diet however the FHWA states that some agencies have had success with Road Diets at higher traffic volumes, but a feasibility study should be conducted for roadways with greater than 20,000 AADT, such as this study area section of Main Street.

TRAVEL TIME AND CARBON EMISSION ANALYSIS

Travel time and carbon emissions were generated using the Synchro and SimTraffic software modeling tools. Travel time represents the time it takes to traverse the study corridor, from Bailey Avenue to Kensington Avenue in either the eastbound or westbound directions. The carbon emission is an estimated amount of CO/CO2 produced by vehicles traversing the study corridor. Tables 5 and 6 below show the average travel time and average carbon emissions under existing conditions along with the 5-lane and 3-lane road diet future scenarios.

As illustrated in Table 5, the travel time would remain unchanged with the future 5-lane section and would increase by six to nine minutes with the potential 3-lane section. In addition, carbon emissions would increase by 10% with the future 5-lane section as compared to 60% with the future 3-lane section, as depicted in Table 6.

Table 5. Corridor travel time.

SEGMENT	EXISTING CONDITIONS	FUTURE CONDITIONS (5-LANE)	FUTURE CONDITIONS (3-LANE)
MAIN STREET EASTBOUND	7m 25s	7m 9s	16m 50s
MAIN STREEET WESTBOUND	6m 31s	6m 58s	12m 59s

Table 6. Corridor carbon emissions.

SEGMENT	EXISTING CONDITIONS	FUTURE CONDITIONS (5-LANE)	FUTURE CONDITIONS (3-LANE)
MAIN STREET	21.0 kg	23.5 kg	38.0 kg

ADDITIONAL CONSIDERATIONS

IMPLEMENTATION DETAILS

The following are recommendations to inform next steps, and future, detailed street improvement plans.

PRESERVATION OF EXISTING TREES

Healthy, mature trees should be preserved. Page 36 illustrates several ways the design of the proposed shared use path can be adjusted to accommodate existing trees (see *How Can the Concept Plan be Refined?* for more information.)

SPEED REDUCTION

With the planned addition of pedestrians and cyclists on the corridor, speed reduction is a critical safety measure. The Town should work with NYSDOT to complete a speed study to reduce the speed limit from 40 mph to 35 mph. The current 85th percentile speed of the corridor is 44 mph.

SIGNAGE

Corridor improvements should include sign consolidation in conformance with the Manual on Uniform Traffic Control Devices (MUTCD) 11th edition. Sign spacing for regulatory and warning signs should be maximized; guide signs consolidated, and where possible, other signs eliminated. Other signs include general information signs, recreation and cultural interest area signs. The roadway design should consider sign clutter compared to necessary regulations when evaluating needed signage, particularly in areas where parking will be eliminated, and should prioritize pedestrian and bicycle crossing signage.

PARKING

The typical street cross sections seek to include on-street parking where it is most needed – such as in mixed-use areas and in front of Daemen University – and eliminate underutilized on-street parking in the neighborhood areas. The corridor-wide Concept Plan details this further, adding in on-street parking in neighborhood areas where the analysis found it was utilized (such as near churches and commercial uses). As shown on page 37, this could be further refined during implementation to maximize on-street parking where it is most critical.

Despite the priority to maintain or increase on-street parking in mixed-use areas, there are remaining concerns about having an adequate parking supply to support further investment and development in mixed-use centers. To address this concern, the Town and property owners should explore additional solutions, which may include formalizing/permitting on-street parking on some side streets, and seeking shared parking solutions that take advantage of underutilized lots and/or building uses with varying parking demands at different times of the day. During the workshop, several participants suggested a trolley be re-instituted on the corridor to alleviate parking demands, particularly on weekends or for special events. The addition of safer, enhanced walking and biking infrastructure on the corridor should also alleviate some parking demand.

TRANSIT SHELTERS

Bus shelters offer protection from weather and a visible, maintained space to wait. This will improve the users experience and also attract new users, which will aid in reducing roadway congestion. Dedicated bus shelters are recommended at high demand stops along the corridor. NFTA has a bus shelter program and can work with the Town to determine the preferred stop, location, and site requirements to install a shelter. In the proposed design, the width of the landscaped maintenance strip on the north side of the street generally provides adequate space for a bus shelter, while the south side would need to be further studied. An additional design consideration is that NFTA prefers a curb-side bus stop for passengers to board and alight; pull-off areas are not preferred.

CORRIDOR-WIDE CONCEPT PLAN

The conceptual street plan (at the end of this document) applies the preferred typical section to the full length of the corridor. It identifies intersections where turn lanes could be removed, where crosswalks can be reconfigured or added, and where a center median could be located. It begins to contemplate where refinements to the typical section may be needed to adapt to existing conditions. This layout should provide the foundation for future improvement plans, to be refined with detailed survey information in future design phases (see Page 36 for more information).

FREQUENTLY ASKED QUESTIONS

The planning team received valuable feedback and input from community members and stakeholders during the workshop, open design studio hours, and through virtual meetings. Following are some of the common questions that were raised.

HOW DOES THE PROPOSED 5-LANE SCENARIO IMPACT DRIVER TRAVEL TIME AND QUEUING AT KEY INTERSECTIONS?

The proposed five-lane section is generally similar to the existing 4 to 5-lane section. Therefore, capacity, delay, and queues will generally remain the same. See pages 32-33 for a detailed comparison.

HOW INVOLVED HAS NYSDOT BEEN IN THIS PLANNING PROCESS?

NYSDOT was one of the stakeholders involved during the design charrette process in January 2024, and has been part of ongoing discussions throughout the project. The typical cross sections were established in conformance with the NYSDOT design guidelines for a urban principal arterial. NYSDOT is supportive of the five-lane section and is open to reviewing a speed limit reduction study for the corridor limits. NYSDOT will continue to maintain the roadway, but the proposed median and shared use path would be maintained by the Town.

HOW WILL THE PATH AND LANDSCAPE MEDIANS BE MAINTAINED?

In contrast to existing sidewalk maintenance, which is generally the responsibility of the property owner, the shared use path is wider and requires additional consideration. The creation of a special district wherein property owners within a specific proximity of the path pay a small amount towards the annual maintenance of the path in addition to incidental snow events could be explored. This tax could be levied as a small portion of the property owners annual tax bill.

Maintenance of the landscape medians is anticipated to be the responsibility of the Town, as is the case on other median streets. The use of xeriscape ground level plantings (instead of grass) and/or street trees surrounded by hardscape surfaces, as shown in renderings, will reduce maintenance demands.

As the Town contemplates including shared use paths and landscaped medians on this corridor and others to improve connectivity and quality of life, investments in right-sized equipment that will make plowing and other maintenance easier can be explored.

WHAT ABOUT UTILITY/POWER LINES?

Ideally, power lines could be located underground as part of the street design upgrade that is being contemplated – making the area more resilient to future storms as well as increasing corridor aesthetics and allowing for the planting of more street trees. This is an added expense that would need to be included as part of project funding. If not feasible, it may be possible to underground wires in select areas based on geometric constraints or high-pedestrian volume such as the commercial centers. Last, a strategy for relocating utility poles and/or coordinating pole location with the shared use path could be undertaken as part of final design if moving underground is found to be unfeasible.

WHAT THOUGHT HAS BEEN GIVEN TO THE POTENTIAL RECONFIGURATION OF THE I-290 ON- AND OFF-RAMPS?

It is the team's understanding that NYSDOT is considering improvements to the I-90 interchange and the I-290 interchange at Main Street. They are currently progressing a concept layout of the I-290 southbound on/off ramps at Main Street which is within this project's study area. The project currently terminates at the Kensington Avenue intersection in anticipation of this project in the future. The Town should be involved in the planning stages of the roadway improvements to ensure connectivity between the shared use path and destinations to the east such as the Village of Williamsville, parks, and trails to the northeast. Anticipated improvements to this area is an opportunity to provide better pedestrian and bike connectivity where there is currently a barrier.

HOW CAN THE CONCEPT PLAN BE REFINED?

The conceptual street plan (at the end of this document) applies the preferred five-lane street section to the corridor, using available GIS and aerial base mapping. This plan focuses on known constraints such as right-of-way width, cross-streets, land use, and traffic to determine where modifications are needed in the typical section. The multi-use path is intended to be 15' wide but when applied to the corridor, narrows down to 10' in some areas, particularly in the eastern neighborhood frontage. The plan identifies areas where the 11' wide center landscaped median could be constructed or where traffic conditions warrant a two-way-left-turn or dedicated left-turn lane. The plan addresses and locates pedestrian crossing treatments such as crosswalks, ramps, or extended median buffers. On-street parking also may vary from the typical section in areas with higher demand such as schools, churches, or adjacent to storefront entrances.

As a next step, a detailed survey of existing conditions along the corridor can be completed, and the conceptual design then refined and adapted further to respond to existing conditions. For example, the presence of existing healthy, mature trees, which should be preserved wherever possible, or locations where utilities cannot be relocated/moved underground, may impact the exact width and layout of the path. Or, additional on-street parking may be provided where that is the priority. Figures 36 and 37 on the next two pages show examples of potential refinements.







Figure 36. Refinement of the shared use path to accommodate existing trees:

Top: Where there are no existing trees, the typical cross section design is applied (and new trees planted). Middle: Shared use path narrowed to accommodate existing mature tree at the street edge. Bottom: Path split to accommodate existing mature tree in center of path alignment.



Figure 37. Plan view rendering of the area near Main Street and Harlem Road, depicting how the proposed typical cross section can be adapted to fit existing context.

In this example, on-street parking is prioritized in front of street-oriented main street buildings on the south side of the street, where it will be most utilized. On the north side, additional on-street parking can be accommodated by utilizing portions of the planting zone (alternating parking and tree planting areas), to accommodate parking on both sides of the street in some areas. Bollards along the shared use path protect cyclists and pedestrians by restricting vehicle access. In the mixed use sections of the corridor, such as above, there are frequent curb cuts and wide driveways to open parking areas. It is recommended that the State and the Town work together with property owners on access management strategies to help consolidate driveways and mitigate the effects of the median while providing additional opportunities for landscaping and on-street parking.

Also illustrated, the Snyder Fire Station requires full access in both directions and as a result there is no center landscape median in front of the station allowing a clear path for emergency vehicles to exit and enter.

NEXT STEPS

The Amherst Main Street Corridor Plan initiative is a first step towards realizing the goals of the project charter and implementing change in the study area. This report communicates the needs and desires of the local community and its stakeholders; analyzes existing and projected traffic patterns; and proposes recommendations on how community aspirations can be integrated into a corridor redesign.

The Town should accept or formally acknowledge the findings of this Planning Study as a first step to pursue funding and ultimately to implement the recommendations of this study. The Town will need to work with the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) and NYSDOT to get the projects on the local and Statewide Transportation Improvement Program (TIP) and align on a timeline of next steps. This timeline is likely to include further, detailed analysis, including a speed study. Detailed design and construction drawings will need to be prepared based on the plan concepts in this report, following a survey and mapping of existing right-of-way conditions.

Prior to any construction beginning, the Town and State will also work together to explore and apply for available state and federal grant funding opportunities. Following is a description of potential Federal, State and Local funding sources.

FEDERAL

TIP – The Transportation Improvement Program (TIP) is a five-year capital improvement program that allocates federal highway funds to surface transportation projects that have been selected through the Transportation Council's planning process. The Transportation Council updates the TIP every two years to maintain a current list of projects. Below are several federal funding sources typically found on the TIP:

- HSIP – Highway Safety Improvement Program funding is for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads.
- NHPP – National Highway Performance Program funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility on National Highway System (NHS) roadways. Main Street is an NHS roadway, and is therefore eligible for NHPP funding. NHPP eligible activities include roadway reconstruction, resurfacing, operational improvements (including traffic signal upgrades), safety improvements, and bicycle and pedestrian facilities.
- TA – Transportation Alternatives funding is a set-aside of funds under the Surface Transportation Block Grant (STGB) Program for on and off-road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how the TA program is administered and the New York State program is run through the state level TAP office.
- STBGP – Surface Transportation Block Grant Program funding provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, operational improvements, and transit capital projects.

STATE

- State Dedicated Funds – Programmed at the discretion of the NYSDOT.
- CFA/REDC – The Consolidated Funding Application is an efficient, streamlined tool to apply for State economic development funds. The application examines funding for transportation infrastructure from multiple State sources including NYSDOT.
- CHIPS – The Consolidated Local Street and Highway Improvement Program provides State funds to municipalities to support the construction and repair of highways on the State highway system. To be eligible for CHIPS funding, the project must be undertaken by a municipality (i.e. Town of Amherst), be for a highway-related purpose, and have a service life of 10 years or more.

LOCAL

- Federal transportation programs typically require a 20% local match. The Town should plan to cover a portion of the project's cost through their general fund or bonding.





prepared by:

DOVER, KOHL & PARTNERS
town planning

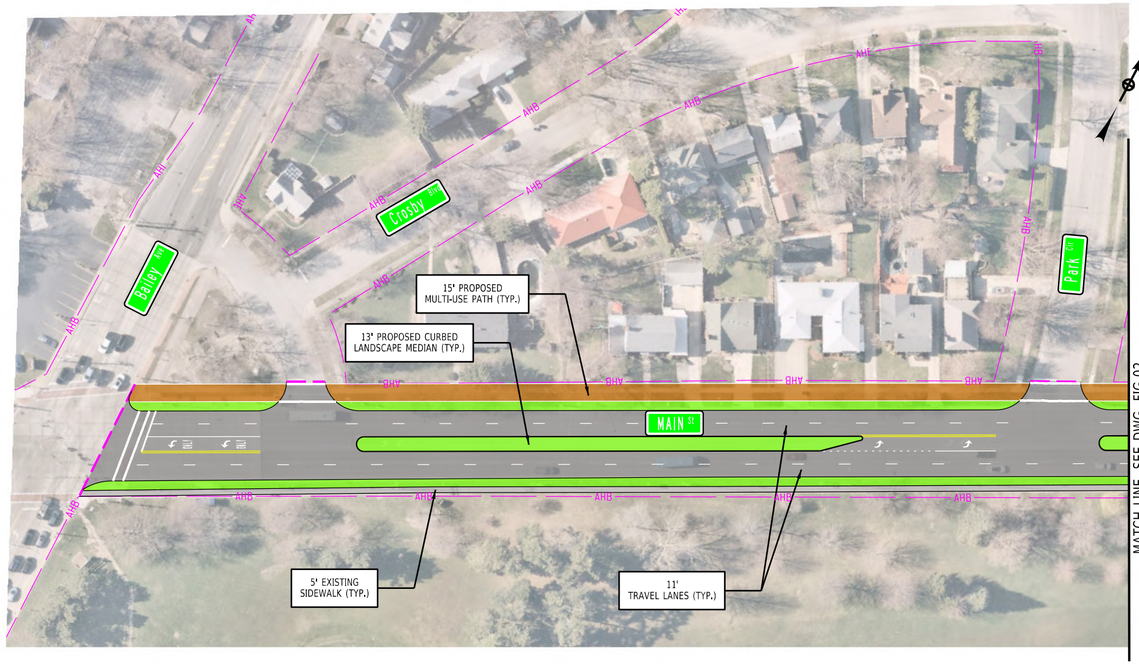
APPENDIX

CONCEPTUAL PLANS FOR MAIN STREET STUDY AREA

DRAFT - NOT FOR CONSTRUCTION

BAILEY AVE TO PARK CIR

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:

1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

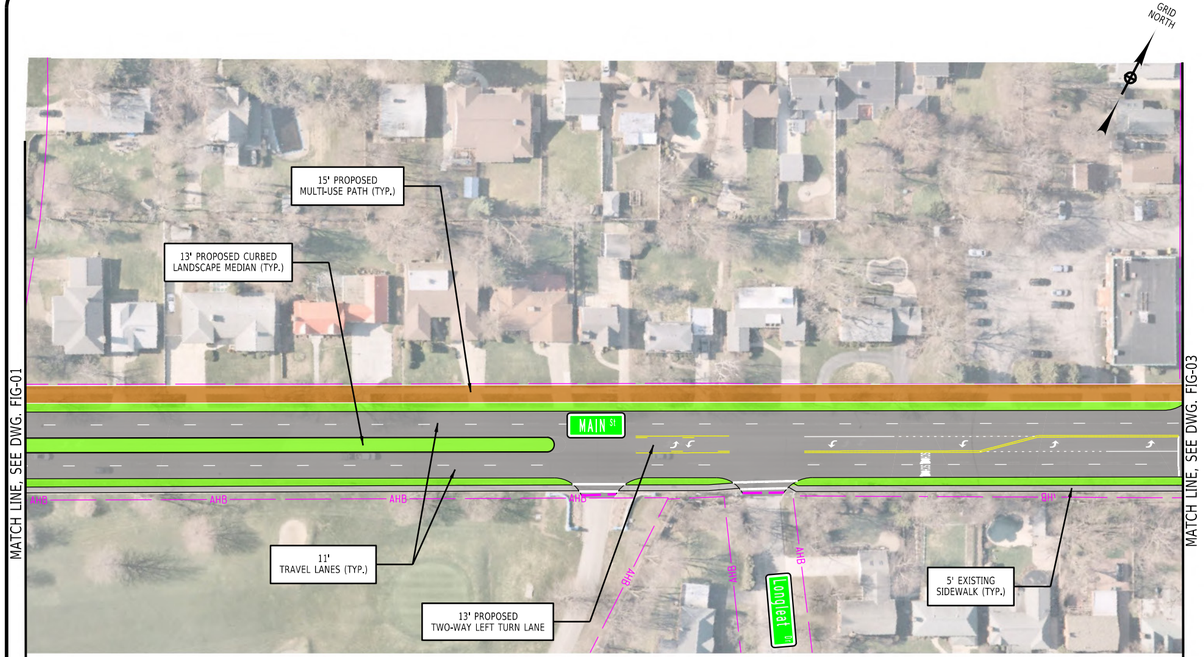
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 01

DRAFT - NOT FOR CONSTRUCTION

PARK CIR TO MAYNARD DR

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

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50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
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ERIE COUNTY, NEW YORK

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PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 02

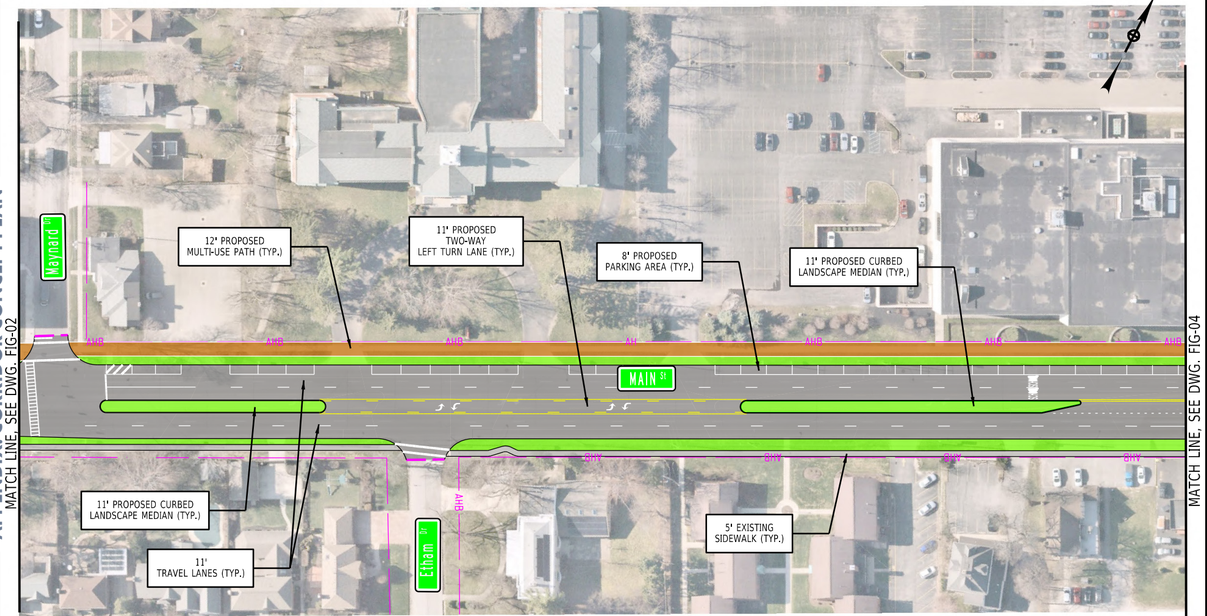
DRAFT - NOT FOR CONSTRUCTION

MAYNARD DR TO EGGERT RD

#$CME-ALB-FILE01#Company#Projects#2023#123-063.01 Amherst - Main St Corridor Plan#Working#CADD#dgn_connect#123-063.01_cph_grp_03.dgn

APPENDIX: CORRIDOR CONCEPT PLAN

MATCH LINE, SEE DWG. FIG-02



MATCH LINE, SEE DWG. FIG-04

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:

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50 0 50 100 150 200'

1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 03

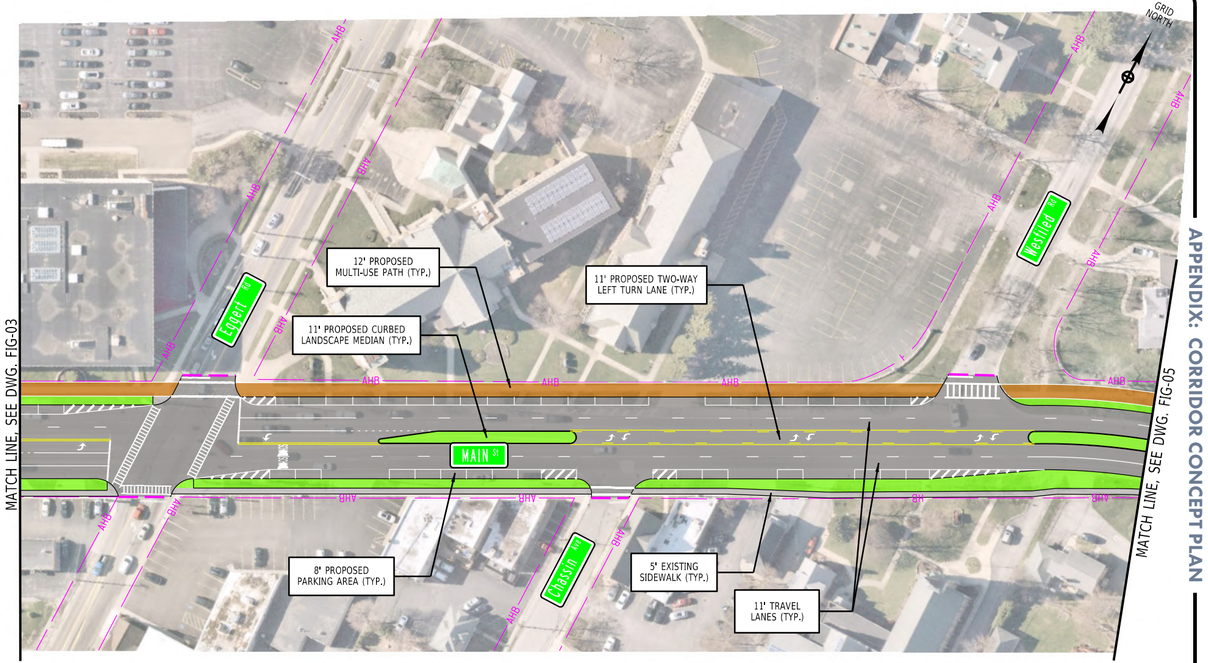
DRAFT - NOT FOR CONSTRUCTION

EGGERT RD TO WESTFIELD RD

#$CME-ALB-FILE01#Company#Projects#2023#123-063.01 Amherst - Main St Corridor Plan#Working#CADD#dgn_connect#123-063.01_cph_grp_04.dgn

APPENDIX: CORRIDOR CONCEPT PLAN

MATCH LINE, SEE DWG. FIG-03



MATCH LINE, SEE DWG. FIG-05

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:

1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'

1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

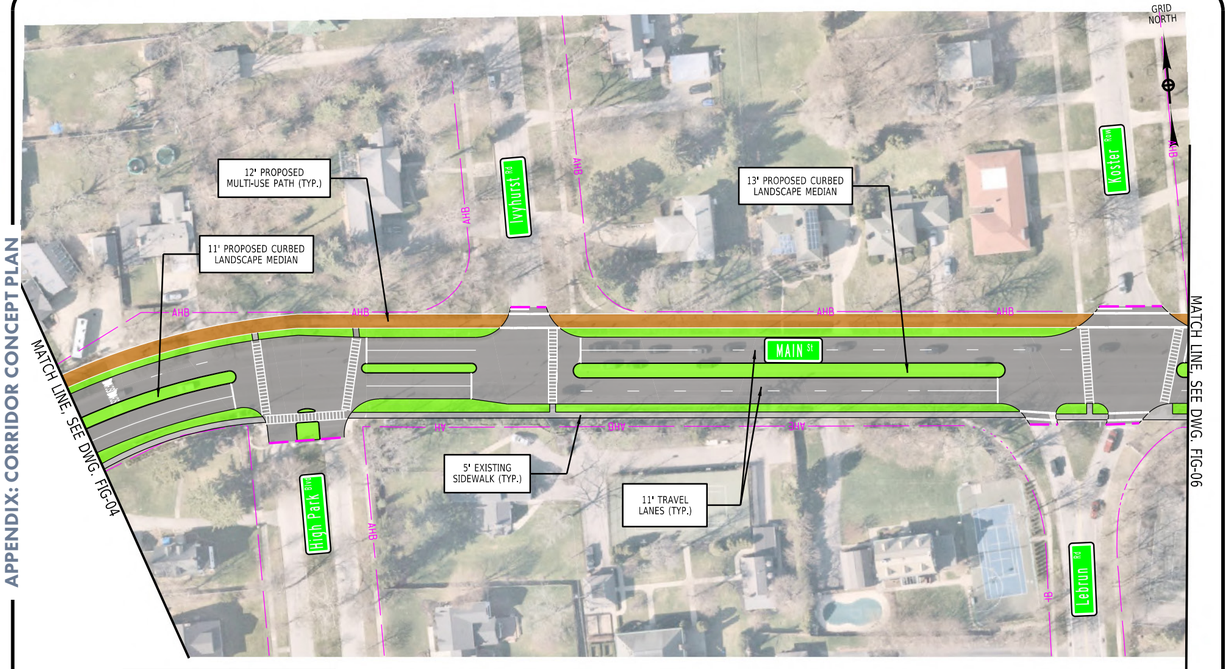
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 04

DRAFT - NOT FOR CONSTRUCTION

WESTFIELD RD TO KOSTER ROW

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

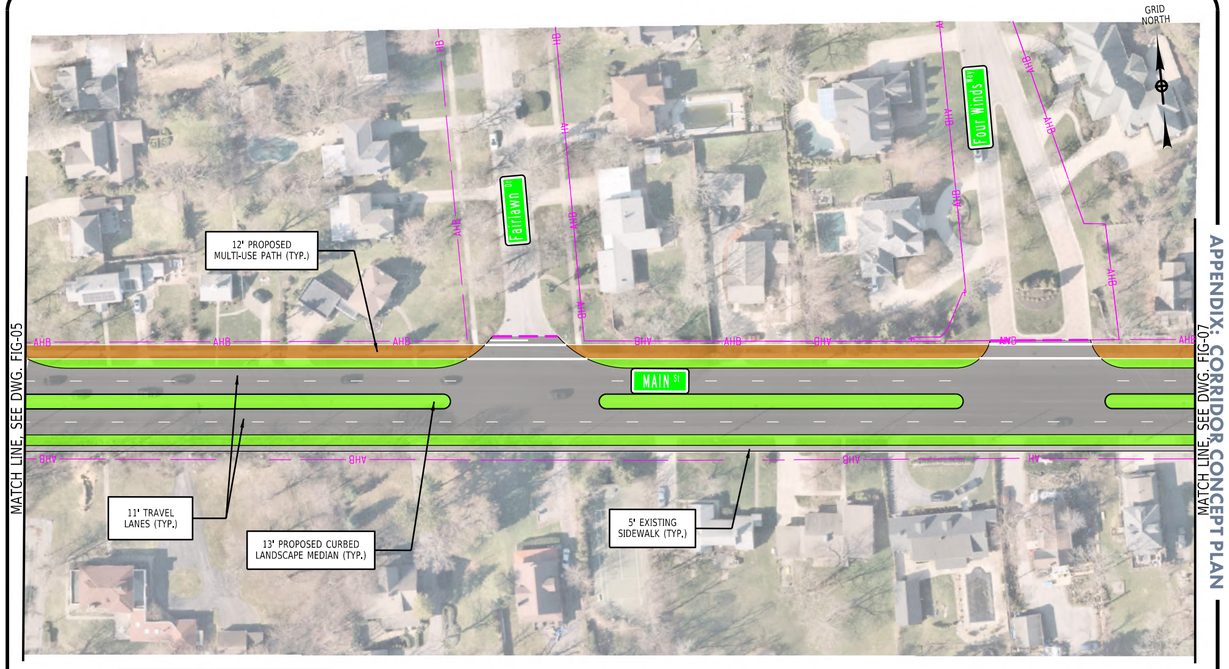
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 05

DRAFT - NOT FOR CONSTRUCTION

KOSTER ROW TO FOUR WINDS WAY

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

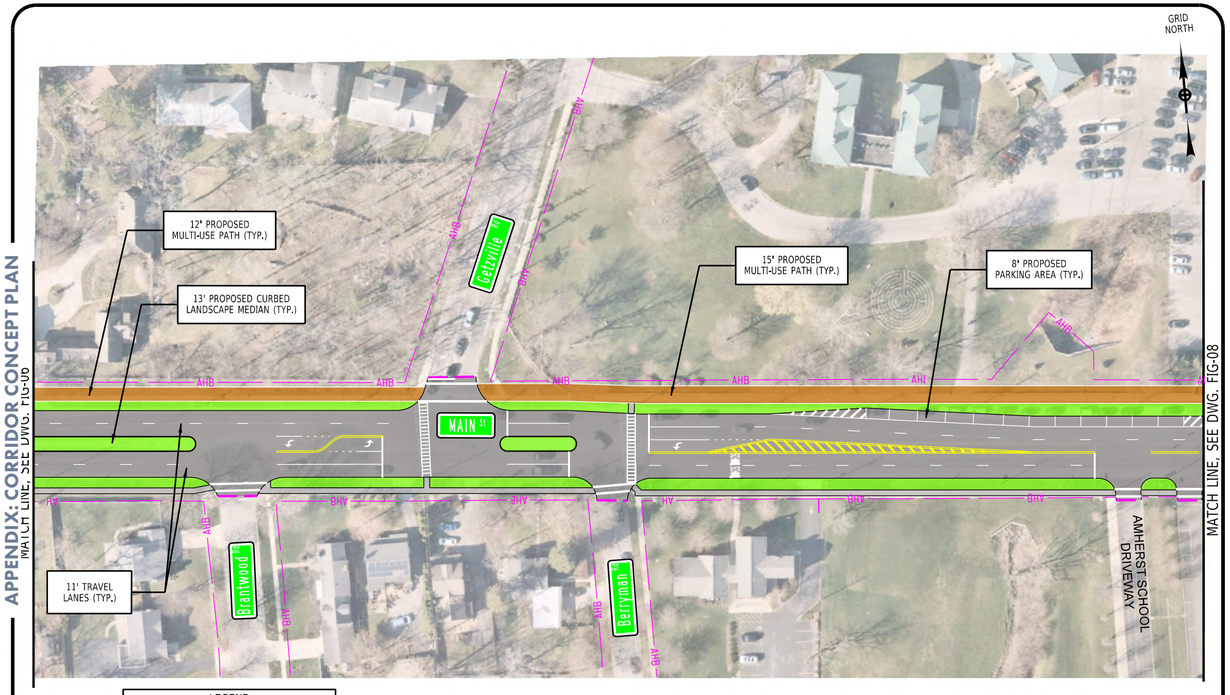
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 06

DRAFT - NOT FOR CONSTRUCTION

OUR WINDS WAY TO AMHERST SCHOOL DRWY

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APPENDIX: CORRIDOR CONCEPT PLAN
MATCH LINE, SEE DWG. FIG-06

LEGEND
- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

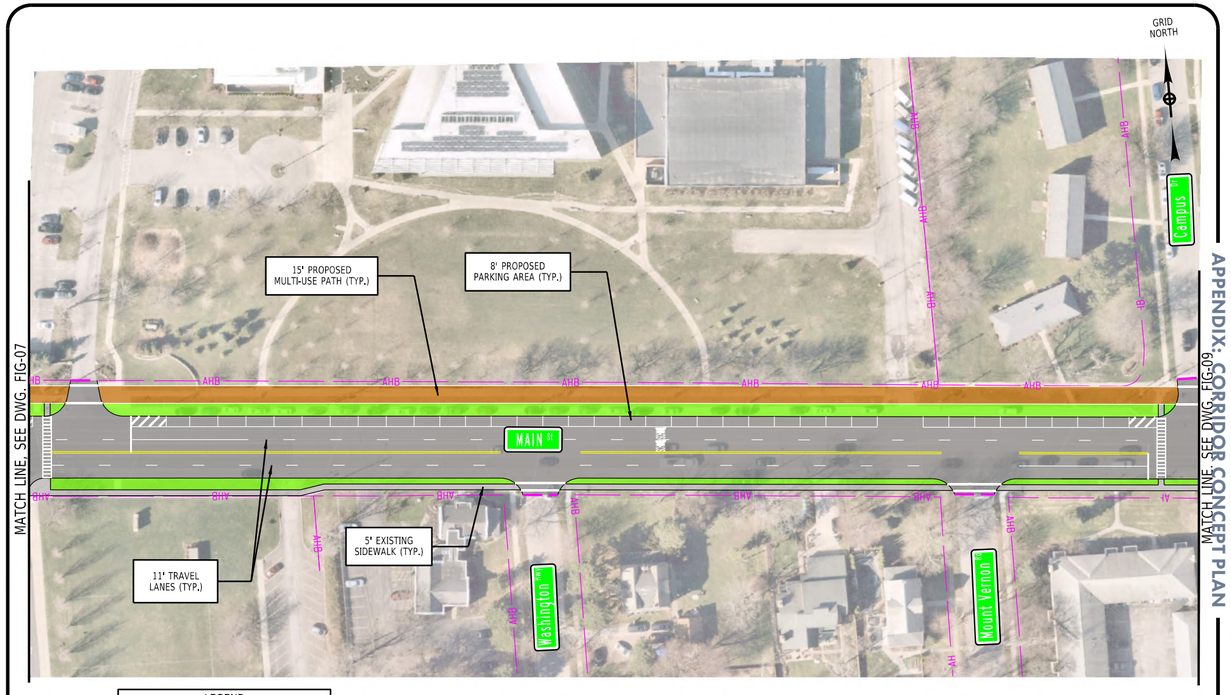
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 07

DRAFT - NOT FOR CONSTRUCTION

AMHERST SCHOOL DRWY TO CAMPUS DR

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APPENDIX: CORRIDOR CONCEPT PLAN
MATCH LINE, SEE DWG. FIG-09

LEGEND
- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

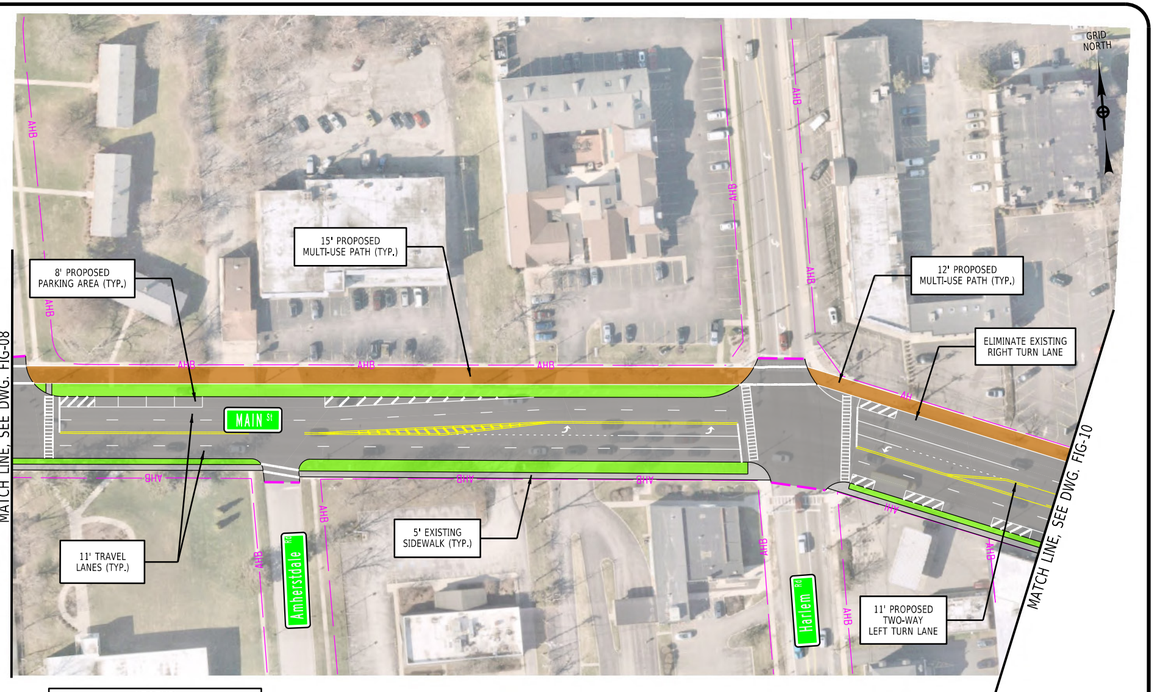
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 08

DRAFT - NOT FOR CONSTRUCTION

CAMPUS DR TO HARLEM RD

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
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50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

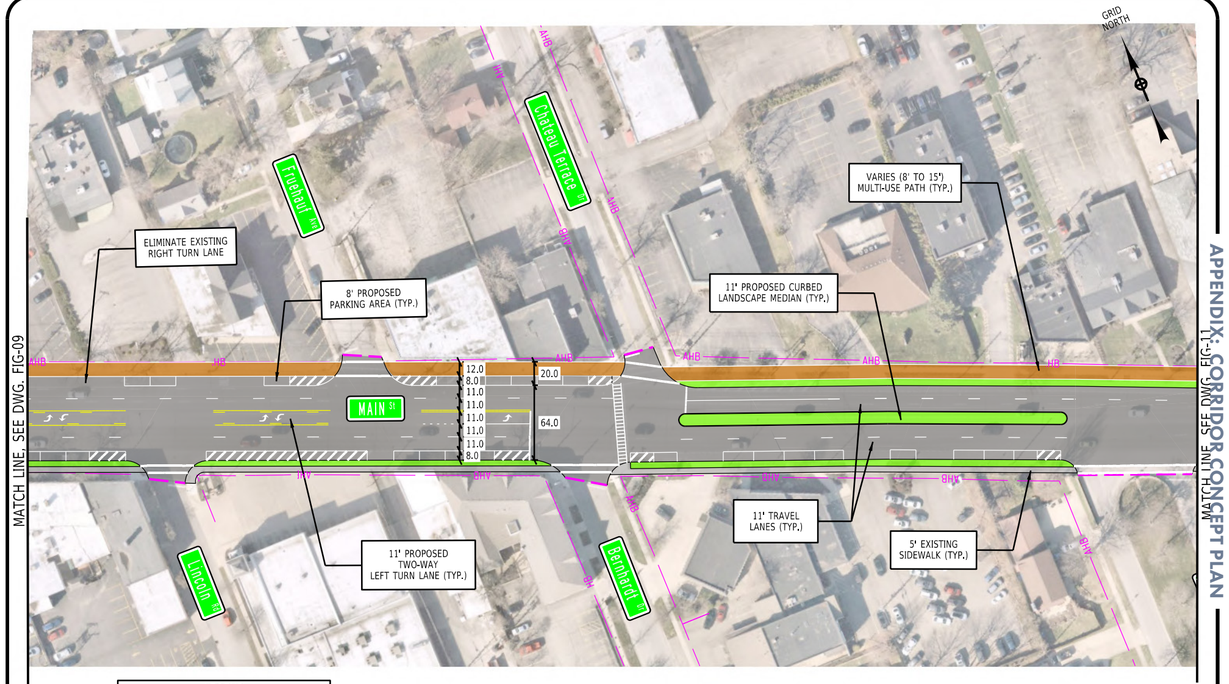
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PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 09

DRAFT - NOT FOR CONSTRUCTION

HARLEM RD TO ROYCROFT BLVD

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APPENDIX: CORRIDOR CONCEPT PLAN

LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
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1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

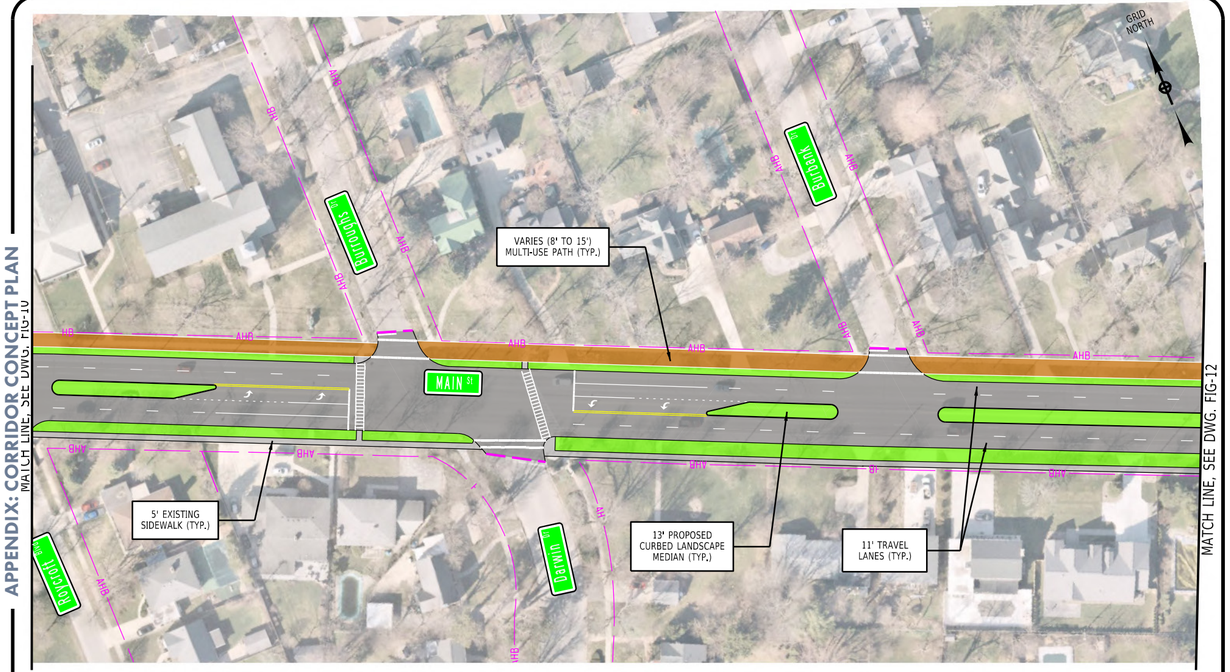
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 10

DRAFT - NOT FOR CONSTRUCTION

ROYCROFT BLVD TO AUDUBON DR

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LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:

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50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

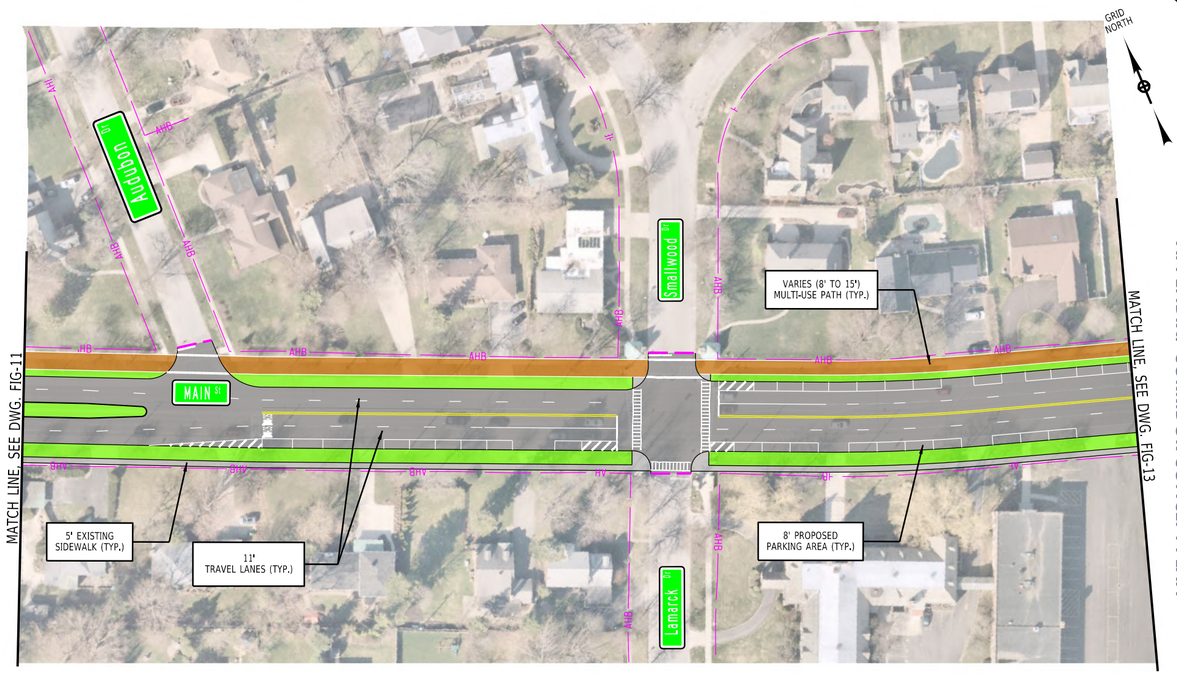
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 11

DRAFT - NOT FOR CONSTRUCTION

AUDUBON DR TO SMALLWOOD DR

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LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:

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50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

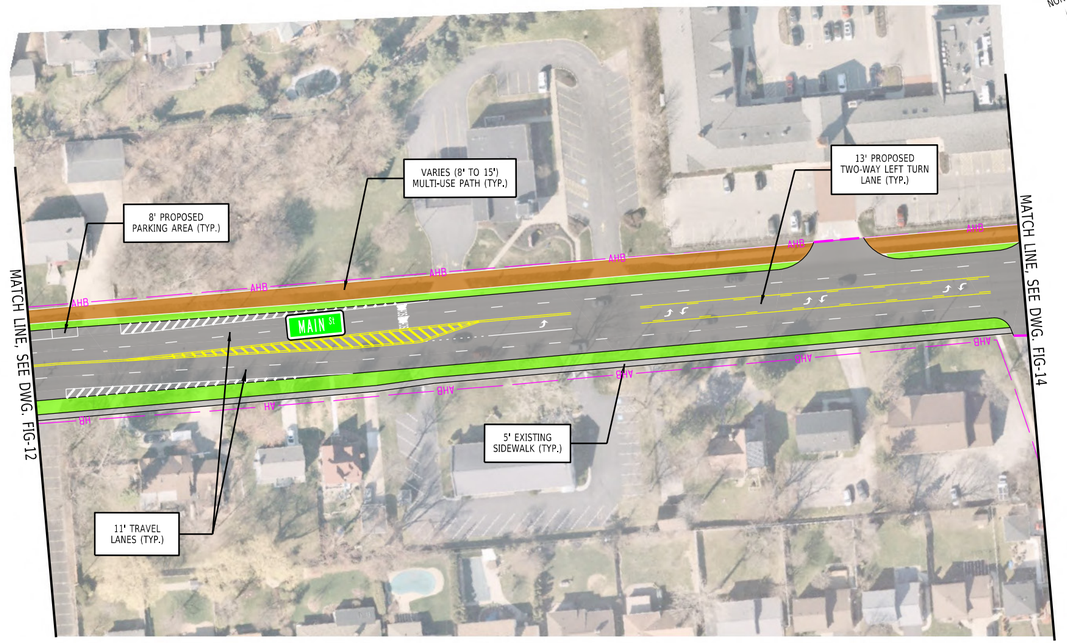
Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 12

DRAFT - NOT FOR CONSTRUCTION

SMALLWOOD DR TO KINGS HWY

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LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
1. THE WIDTH OF THE MULTI-USE PATH WILL VARY BASED ON SITE FACTORS. THIS WILL BE EVALUATED DURING DESIGN. SEE PAGE 36 IN EXECUTIVE SUMMARY FOR MORE DETAILS.

50 0 50 100 150 200'
1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

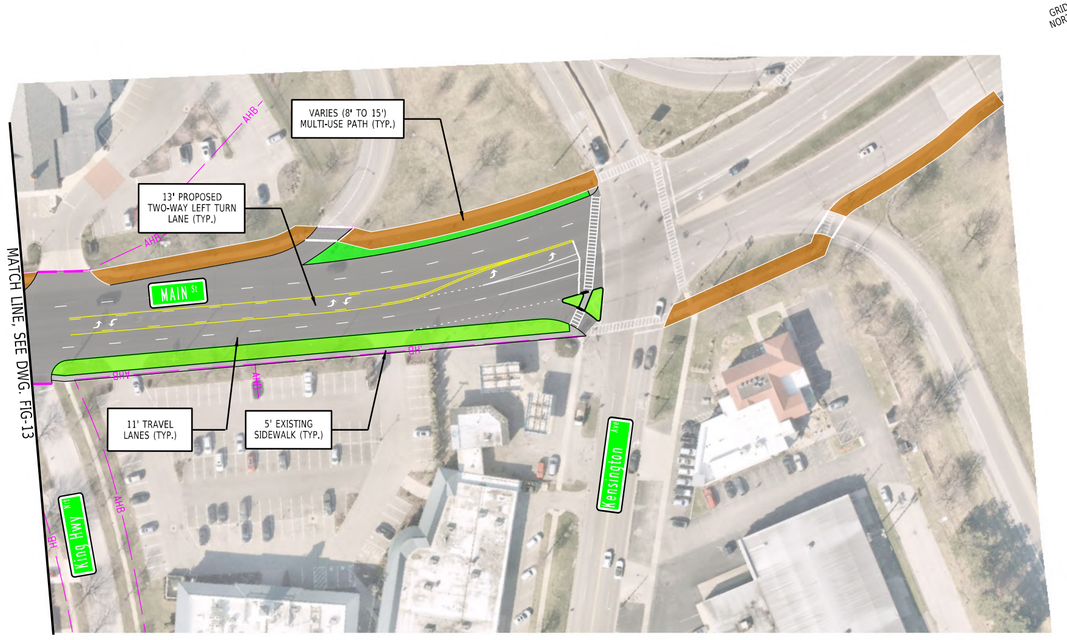
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PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 13

DRAFT - NOT FOR CONSTRUCTION

KINGS HWY TO KENSINGTON AVE

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LEGEND

- PROPOSED ROADWAY
- PROPOSED MULTI-USE PATH
- UTILITY STRIP/LANDSCAPE MEDIAN
- EXISTING SIDEWALK

NOTE:
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1" = 100'

AMHERST - MAIN ST. CORRIDOR PLAN

MAIN STREET
TOWN OF AMHERST
ERIE COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-063.01 | DATE: 08/2024 | FIGURE: 14