

Position Points:
Traffic/Transportation

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TC Buffalo	CRED4GI Position
<p>TC Buffalo's traffic study lumped the warehouse workers' commuter cars and trucks together as being the same in terms of "units" on the road</p>	<ul style="list-style-type: none">• The traffic study should have taken into account the fact that a commercial truck is 3-4 times the length of a car.• Amazon's trucks will strain our roads and aging bridges, two of which were built in 1935 and the other two in 1965.• Experts in transportation engineering state the project will have irreversible negative impacts.• The Grand Island bridges are currently listed by NYS as structures in need of substantial repair. They could not sustain the kind of deterioration that would result from the dramatic increases in both commercial and commuter traffic from both the construction phase and 24 hours per day, 365 days per year operation of this proposed warehouse.

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<p>TC Buffalo says it will schedule Amazon workers' shifts to times opposite Grand Island's commuter peaks.</p>	<ul style="list-style-type: none">• This approach simply puts the same amount of increased traffic on the roads at different times and would increase the hours of high-volume traffic.• Amazon consistently underestimates commuter and truck traffic at their facilities. Given the proposed size of this facility, there are no guarantees that Amazon will comply with the stated estimates of traffic (500 trucks/day plus 1000-1800 commuter vehicles per day).• When threatened with suit by a NJ mayor 1 year after opening. Amazon said, "Given the season peaks of our business, we have added an additional couple thousand more employees."

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<p>TC Buffalo says it has conducted a thorough traffic analysis.</p>	<ul style="list-style-type: none">• The Grand Island Highway Department and Erie County DOT have not conducted an independent traffic study that accounts for the real costs of impacts on our roads and infrastructure using realistic numbers for operational traffic related to this proposal.• Increased commuter car and bus traffic leads to an increase in traffic accidents. Can our volunteer fire and paramedic units handle this increase?

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<p>TC Buffalo claims the traffic impact will be “minimal”.</p>	<p>Grand Island Highway Superintendent Dick Crawford contradicted TC Buffalo’s statement at the July 20 Town Board workshop. He asked the board to consider bringing together the NY State Thruway Authority, DOT, Erie County Highway Department, GI Town Board, GI Traffic Safety Advisory Board and the GI Highway Department to take a regional approach to dealing with the increased traffic. “Projections and improvements must be looked at for the next 10, 15 and 20 years”, Crawford said.</p>

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<p>The warehouse will operate 24 hours a day x 365 days a year.</p>	<ul style="list-style-type: none">• Stephen Schnepf, a traffic management technician, questions whether TC Buffalo took into account increased out-of-state travelers during the summer as well as increased traffic before and after Artpark concerts. He also questioned whether they factored in the regular lane closures on the bridges for maintenance and inspections. Mr. Schnepf also pointed out that flatbeds responding to problems on the bridges have to come from Hamburg because of the Thruway Authority's exclusive towing contract.• TC Buffalo has not considered the impact of inclement weather on the operation of the bridges.

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<p>TC Buffalo states that the trucks at Amazon will not idle more than the state regulation limit of 5 minutes, unless the temperature drops below 25 degrees.</p>	<ul style="list-style-type: none">• TC Buffalo does not control Amazon's truck driving labor force and we know from talking to people at other facility sites that most of the drivers don't work for Amazon, either. There are no guarantees that truck drivers will comply with those regulations (in fact, they are commonly ignored at other Amazon warehouse locations) and Grand Island has limited law enforcement personnel to ensure compliance. It is nearly impossible to hold them accountable.• It is unclear how commuter traffic will access the Bedell Rd entrance since there is no exit from or entrance to the I-190 from Bedell. A dramatic increase in traffic on nearby Island roads is inevitable.

Town Board
MTG 7/20/20

To: Town Board

From: Richard Crawford – Highway Superintendent

The Town of Grand Island Highway Department is responsible for 80 miles of roadway corresponding storm sewer system, traffic lights, town right of ways and many other road related services.

The infrastructure of the town highway system was affected by the construction of the West River bike and pedestrian trail. Specifically, traffic on the town owned West River Road has increased by both truck and vehicle counts. This corridor of West River Road to Staley Road was and still is a preferred route to the commercial businesses on Staley Road.

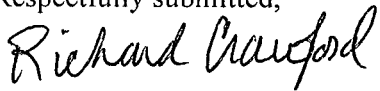
Project Olive will have an access drive for employees off of town owned Bedell Road. This area currently has storm water issues, aging DOT bridge and re-pavement needs. This project will require a comprehensive look at the additional stormwater that will be added and its out flow to the Niagara River. A current assessment of the DOT bridge over the I-190 and coring of the pavement must be required to handle the proposed future traffic on Bedell Road west of Grand Island Boulevard. The proposed project will add increases in all types of delivery trucks, passenger vehicles, bikes and pedestrians. Current road conditions will be greatly reduced during potential construction on Bedell Road, West River Road and Long Road (owned by county).

To fully plan this proposed 3 million plus facility a complete look at the current transportation routes across the island from North bridge to South bridge must be completed.

A coordinated meeting with the developer, Thruway Authority, Department of Transportation, Erie County Highway Department, Grand Island Town Board, Grand Island Traffic Safety Advisory Board, Grand Island Highway and the Project Olive Management team.

Projections and improvements must be looked at for the next 5 - 10 -15 and 20 years.

Respectfully submitted,



Richard Crawford

Highway Superintendent