

**GROVER CLEVELAND AND
MILLERSPORT HIGHWAY**

GROVER CLEVELAND / MILLERSPORT HIGHWAY

Over 9 miles long, Grover Cleveland/Millersport Highway (N.Y. 263) is a significant arterial highway which crosses the length of the Town from the southwest corner to the northeast corner. Grover Cleveland, beginning at Bailey Avenue and ending at Eggert Road is considered a Traditional Corridor. Millersport Highway transitions from a Suburban/Commercial Corridor into a Suburban, then Rural Corridor as you approach the northeast corner of the Town.

Element	Bailey Avenue to Eggert Road	Eggert Road to I-290	N.Forest Road to Campbell Road	Campbell Road to I-990	I-990 to Transit Road
Cross Section	W+T+T+T+T+W	W+T+T+M+T+T+W	S+T+M+T+S	S+T+T+S	S+T+T+M+T+T+S
ROW width (ft)	100	100	100	100	130 - 150
On-street parking	no	no	no	no	no
Sidewalks	yes	yes	no	no	no
Bike lanes	no	no	no	no	no
Shoulder	no	no	no	yes, wide	yes, wide
Posted speed (MPH)	35	35	45	55	55
Town classification	major arterial	major arterial	major arterial	major arterial	major arterial
MPO classification	principal arterial	principal arterial	principal arterial	principal arterial	principal arterial
Character classification	traditional	suburban/commercial	suburban	suburban	rural
Daily Traffic Count	14,000	21,950	12,700	10,300 - 6,100	18,800
Year of traffic count	2002	2001	2001	2001-02	2002
Pvmt condition, 2003	8	8-9	9	8	8

Cross-section Key: W - Sidewalk, S - Shoulder, T - Travel, M - Median Lane - Center Turn Lane

Due to its overall length and changing character, access management tools that could be implemented include most, if not all, the techniques discussed in the report. The photographs to the right show the progression from Traditional to Rural.

The following seven sheets identify access management recommendations for Grover Cleveland and Millersport Highway.



Grover Cleveland—Traditional



Millersport Hwy—Suburban



Millersport Hwy—Com/Sub



Millersport Hwy—Suburban



Millersport Hwy—Suburban



Millersport Hwy—Rural



The lack of on-street parking along Grover Cleveland results in the loss of Traditional residential character.



Successful residential development with reverse frontage.



The transitional area between Traditional/Commercial/Suburban is marked by frequent curb cuts.



Undeveloped Rural corridor offers opportunity for access management in the Northeast section of Town.



Consideration should be given to relocating/removing curb cuts and providing for shared access near Campbell Boulevard.

Legend

- Zoning Considerations
- A Land Use in Accordance with Comprehensive Plan
- B Enforce Minimum Lot Size and Setbacks
- Site Plan Review
- C Enforce Driveway Widths and Spacing
- D Encourage Internal Circulation
- E Encourage Shared Access
- F Limit Future Access Roadway and/ or Driveways
- G Encourage Reverse Access

- Physical Design Controls
- 1 Relocate Driveway(s) from Functional Area of Intersection
- 2 Remove Driveway(s)
- 3 Consolidate Driveway(s)
- 4 Limit Turning to/ from Driveway(s)
- 5 Provide Shared Access
- 6 Provide Rear access from Side Streets
- 7 Provide On-Street Parking —
- 8 Install Median —
- 9 Install Curb Extensions at Intersection



Access Management Strategies For Major Corridors

Town of Amherst
Erie County

Millersport
Highway
Sheet 6 of 7

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Legend

- | | |
|--|---|
| Zoning Considerations | Physical Design Controls |
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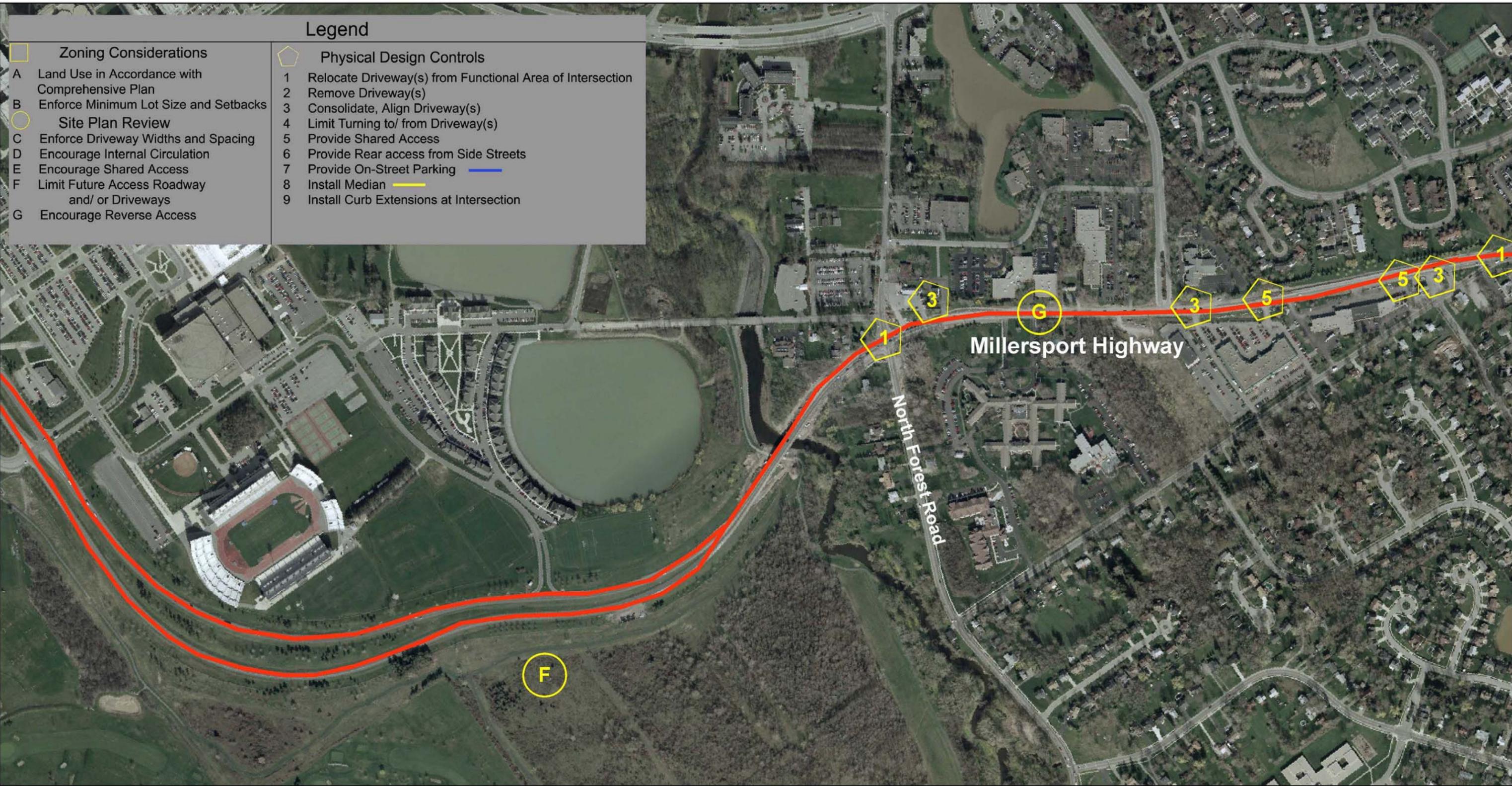
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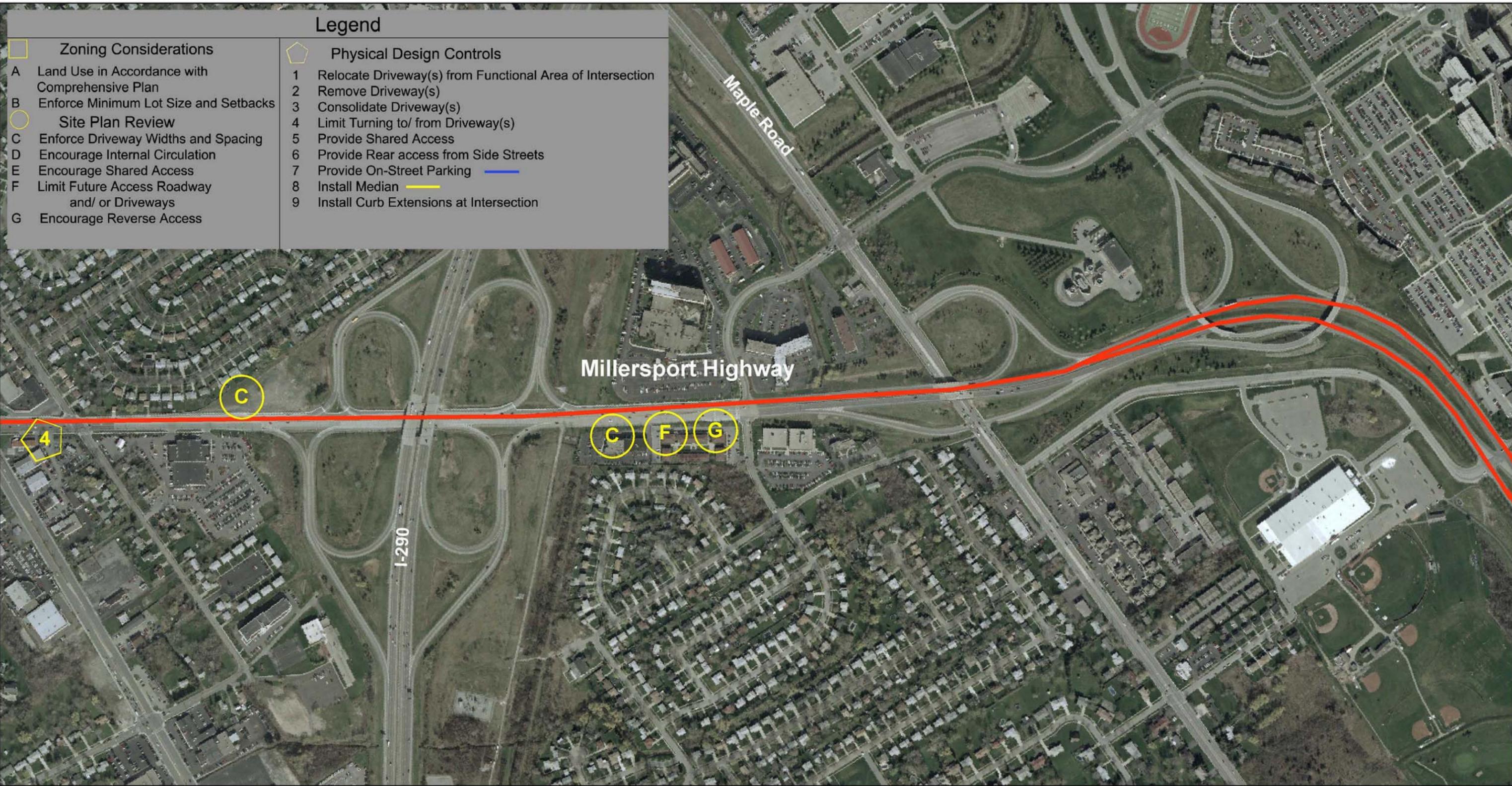
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Access Management Strategies For Major Corridors

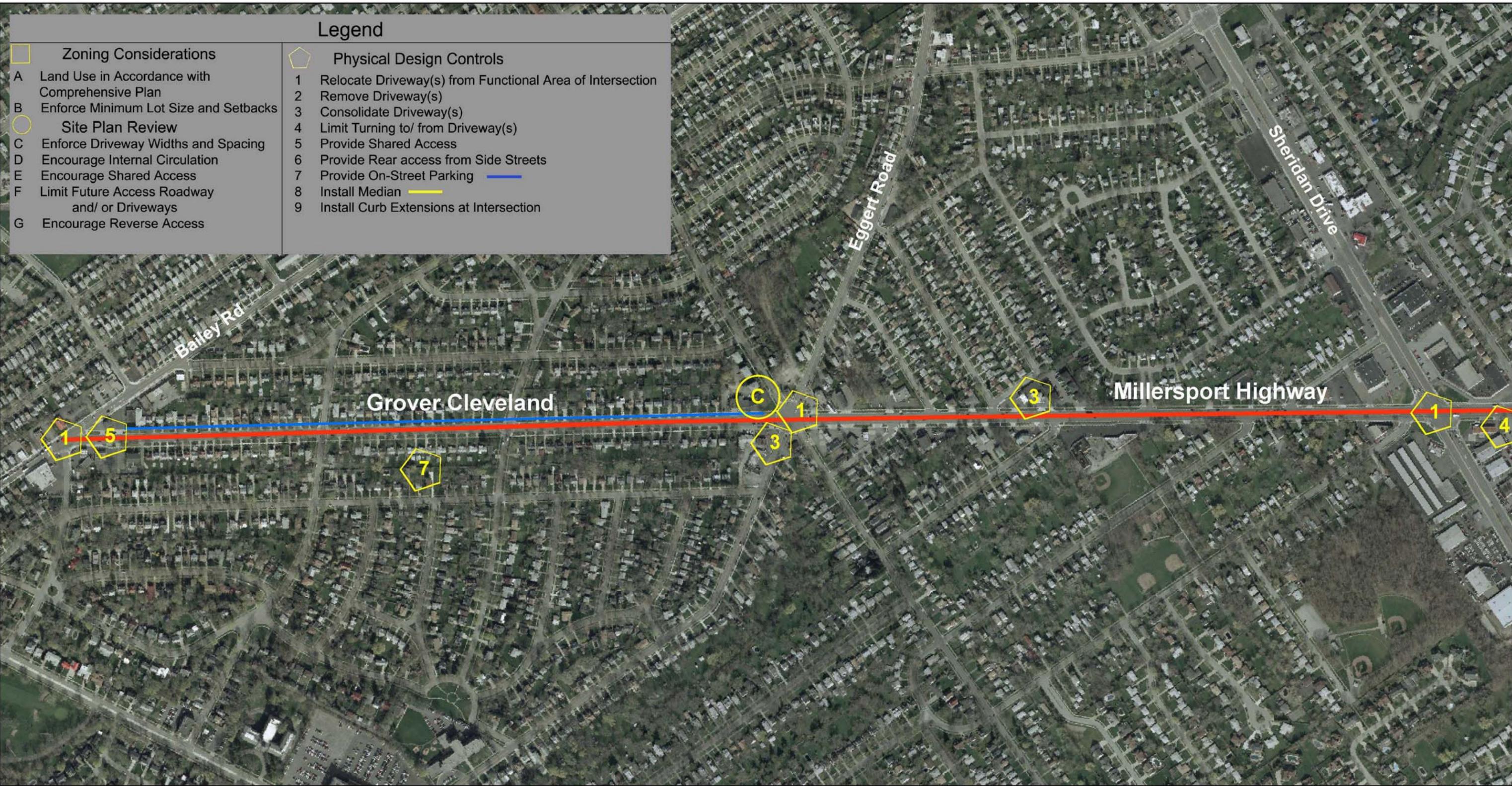
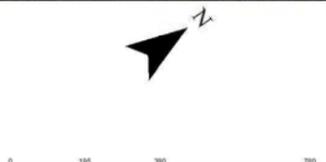
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Access Management Strategies For Major Corridors

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Grover Cleveland/
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