

TOWN OF AMHERST

TRAFFIC-SAFETY BOARD

ENGINEERING DEPARTMENT – 1100 NORTH FOREST ROAD, WILLIAMSVILLE, NEW YORK 14221
TRAFFIC SAFETY COORDINATOR - TELEPHONE 631-7154 - FAX 631-7222

AMHERST TRAFFIC SAFETY BOARD

June 10, 2026

The June 10, 2026 meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. by Vice Chair Cara Biddlecom. Vice Chair Biddlecom reviewed the minutes from the May 6, 2026 meeting and asked whether there were any changes or corrections. Hearing none, a motion was made by Vice Chair Biddlecom, second by Kevin Cantwell, to approve the minutes as written. Approved, 6-0. Members in attendance were Vice Chair Cara Biddlecom, Dan Rider, Kevin Cantwell, Patricia Dunne, Nick Alterio, and Joseph Lojacono. Departmental liaisons in attendance included William Prenevau of the Building Department, Al Spoth of the Highway Department, and Scott Marshall of the Planning Department. Chris Schregel, Traffic Safety Coordinator/Engineering Liaison and Councilmember Michael Szukala, Town Board Liaison to the Amherst Traffic Safety Board, were also in attendance.

NEW BUSINESS

1. Cottonwood Drive and Pin Oak Intersection – Request for an all-way stop. Chris Schregel introduced this item by stating that the request is to establish an all-way stop at the intersection of Pin Oak and Cottonwood. Pin Oak is the minor street and is currently stop-controlled on both the eastbound and westbound approaches, consistent with MUTCD guidance. However, the intersection was not always controlled in this way – until 1984, when it was changed to the current configuration, Cottonwood Drive had been stop-controlled and Pin Oak was the free-flowing street. The resident raised safety concerns related to pedestrians, young children, and vehicles reportedly traveling above the speed limit. Traffic counts were conducted in both directions on Cottonwood Drive: the northbound approach recorded an 85th-percentile speed of 32 mph in a posted 30 mph zone with an average daily traffic volume of 280 vehicles; the southbound approach showed a slightly higher numbers in both speed and traffic volume. A stop-sign warrant analysis was also completed and determined that the intersection does not meet the warrants for installation of an all-way stop. The accident history identified one crash that was unrelated to the existing intersection control. Vice Chair Biddlecom opened the item for discussion by the Board. Following a brief discussion, a motion was made by Vice Chair Biddlecom, second by Dan Rider, to receive and file the request. Approved 6-0.
2. Sheridan Drive at Mill Street – Pedestrian Safety Concerns at the Starbucks/Mighty Taco access driveway. Chris Schregel explained that the site is a newly developed commercial property containing a Starbucks and Mighty Taco and that the project originally came before the Traffic Safety Board as a site plan approximately one year ago. The current request was submitted by the crossing guards assigned to the Mill Street and Sheridan Drive intersection, which is located near Mill Middle School, voicing the primary concern involving the safety of middle school students traveling to and from school. Although crossing guards assist students at the intersection, students must also cross the right-in/right-out driveway serving the Starbucks–Mighty Taco Plaza, where conflicts with entering and exiting vehicles may occur. An aerial photograph taken before construction of the current building was displayed to show the driveway location.

The Traffic Coordinator points out that there are currently no established criteria for assigning a crossing guard to a private driveway. Applying the Town's existing crossing guard warrant analysis criteria to this location, it was found that the warrants were partially met. The driveway currently has pedestrian warning signage and a left-turn restriction. Chris Schregel further noted that the

Planning Board established two conditions of approval for the site: the first required the petitioner to install additional signage at the Mill Street driveway warning motorists of pedestrians and a "Do Not Block Crosswalk" sign, which has been satisfied; the second condition required the petitioner to contribute funding toward the placement of a school crossing guard at the Mill Street driveway if it was determined that one was warranted. In response, the petitioner stated that they would consider contributing toward the cost if a warrant determined that a crossing guard was necessary.

Vice Chair Biddlecom opened the item for Board discussion, which Dan Rider began by saying he visited the site on three occasions at different times of day and was surprised by the volume of traffic using the Starbucks. He observed vehicles exiting through the entrance and making illegal left turns. He also stated that pedestrians on the sidewalk are difficult to see when exiting the parking lot and suggested that the existing landscaped area on the Starbucks property be modified to improve pedestrian sight distance. Captain Persons stated that officers patrolling the area have raised concerns regarding Starbucks traffic backing up and interfering with school bus traffic. He added that crossing guards have reported vehicles blocking the sidewalk and disregarding pedestrian signage, forcing children approaching the crosswalk to walk around stopped vehicles. The nearby crossing guards supported assigning a crossing guard to the driveway, stating that the presence of a guard could help keep the crosswalk clear and reduce conflicts between vehicles and students.

Mr. Schregel asked the Board what steps should be taken to engage the petitioner or property owner regarding the matters presented to the Board. Vice Chair Biddlecom initially made a motion, second by Kevin Cantwell, to send a letter from the Traffic Safety Board requesting a discussion with the petitioner regarding potential site improvements and the addition of a crossing guard. The motion was subsequently rescinded to allow for revisions. A new motion was made by Vice Chair Biddlecom, second by Dan Rider, to contact the petitioner and request that they attend the August Traffic Safety Board meeting to discuss potential driveway improvements and the placement of a crossing guard. Approved, 6-0.

3. Westmoreland Road between Washington Highway and Berryman Drive – Review of a raised crosswalk. Chris Schregel stated that the item was brought forward by Board member Kevin Cantwell, who had noticed a raised crosswalk recently installed by the Amherst Central School District on Westmoreland Road between Washington Highway and Berryman Drive as part of the District's sports complex project. The Traffic Coordinator explained that the installed crosswalk is not consistent with the submitted design details, NYSDOT standards, or the project design plans. He further stated that the crosswalk is not ADA compliant and has drainage deficiencies. A NYSDOT-approved raised crosswalk detail was displayed for comparison. The existing crosswalk also does not comply with the Public Right-of-Way Accessibility Guidelines.

A letter was sent to the Amherst Central School District requesting corrective action and coordination with the Town. The Town also requested that any further construction along Kings Highway be halted until the matter is resolved. Mr. Schregel noted that the Town had been contacted before construction; however, no detailed design was submitted for review. Because the work occurred within the Town right-of-way, Town authorization was required, and that authorization was not granted.

Vice Chair Biddlecom opened the item for discussion, during which Vice Chair Biddlecom made a motion, second by Kevin Cantwell, to receive and file the item, as action had already been taken by the Engineering Department. Approved, 6-0.

4. Paradise Road and Haymarket Square – Request for pedestrian crossing signage. Chris Schregel opened the discussion by explaining that the resident requesting the pedestrian signage lives at the corner of Paradise Road and Haymarket Square. The resident expressed safety concerns for her children and other pedestrians crossing at the intersection and requested pedestrian crossing warning signs similar to those installed at other locations along Paradise Road. The location in question was displayed on the screen, and it was noted that the intersection is approximately 0.33 miles north of Williamsville East High School.

It is pointed out that there are no sidewalks along Paradise Road near Haymarket Square and that an RRFB crossing is currently located nearby at Whisperwood Drive. A map showing existing sidewalk locations highlighted in green was displayed. It is noted that installing sidewalks in this area may be difficult due to large trees and other obstructions. A review of crash history identified no pedestrian or bicyclist crashes between 2018 and 2024. The public comment period is opened:

- a) Elizabeth McGruder, 300 Paradise Road, stated that she is concerned about children crossing the street to reach their bus stops, particularly younger children. She requested some form of signage to improve the safety of children crossing Paradise Road.

Vice Chair Biddlecom closed the public comment period and opened the item for Board discussion. Kevin Cantwell stated that only portions of the subdivisions along Paradise Road have sidewalks and that installing a crosswalk or RRFB at this location would not be appropriate under the existing conditions. He also suggested conducting a pedestrian count. Vice Chair Biddlecom agreed that installing pedestrian signage would be challenging due to the lack of sidewalks.

The Traffic Safety Coordinator advised that an application could be submitted to the Sidewalk Technical Review Committee requesting an evaluation of the area for potential sidewalk installation. He explained that multiple Town departments review the feasibility of proposed sidewalks, including physical constraints and cost. He noted that sidewalk construction can be costly, regardless of whether the Town or adjacent property owners are responsible, and that adjacent homeowners may not support the installation or associated expense.

A motion was made by Kevin Cantwell, second by Patricia Dunn, to refer the item to the Sidewalk Technical Review Committee. Approved, 6-0.

5. Fair Woods Drive – Review of a proposed “No Parking” restriction on Fridays from 11:00 a.m. to 5:00 p.m. between the raised island and Heim Road. Chris Schregel opened this item by reminding everyone that a related parking restriction was considered at the previous meeting, but it did not specifically address the area included in the current request. The proposed restriction and the existing parking restrictions were displayed on the screen – the proposed restriction would be located immediately east of the existing “No Parking Anytime” restriction at the intersection of Heim Road and Fair Woods Drive and would extend to the existing “No Standing” restriction adjacent to the raised island. At the previous meeting, the Board also suggested extending the restriction near the raised center island. The Board felt it would be practical to present all recommended parking restrictions to the Town Board at the same time.

Chris Schregel stated that the present request was related to overflow parking from the nearby mosque on Fridays, along with sight-distance and general safety concerns. Residents in the area were surveyed regarding the proposed restriction – 4 residents supported the restriction and 3 opposed it.

Vice Chair Biddlecom opened the Board discussion by reminding everyone that Mosque representatives and Councilmember Szukala had met several months earlier and identified possible solutions to the parking concerns. She recommended revisiting those solutions, noting that relocating parking restrictions to different areas did not appear to be resolving the overflow parking issue. Kevin Cantwell also suggested holding another meeting with Mosque representatives and Councilman Szukala. Motion by Vice Chair Biddlecom, second by Patricia Dunn, to refer the item to Councilman Szukala for an update. Nicholas Alterio added that no additional parking restrictions should be implemented, as the Mosque is a place of worship and its attendees should not be unnecessarily burdened while attending services. Approved, 6-0.

Vice Chair Biddlecom asks if there is any other New Business to bring up. None being heard, she closed New Business and opened Old Business.

OLD BUSINESS

- A. E-Bike & E-Scooters – Awaiting Town Attorney response. Highway is on record with a response that it can update Town Path signs. Hold.
- B. Bike Path crossing North Forest, near Auden Apartments – Held pending analysis of data and County coordination. Held, no update.

Vice Chair Biddlecom asks if any other Old or New Business -- none being heard, she closed the New and Old Business portions of the meeting.

SITE PLANS / REZONING

SUBJECT: Proposed Religious Facility – Building Addition
ADDRESS: 757 Hopkins Road
PETITIONER: Center for Jewish Life Inc.

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Install a sidewalk connection between the front entrance of the religious institution and the proposed sidewalk along Hopkins Road, as shown on the site plan.
2. Given the unique pedestrian-oriented nature of the facility and in lieu of providing additional parking, install the currently missing sidewalk segment along the Hopkins Road frontage of 777 Hopkins Road within the public right-of-way. This improvement will provide enhanced pedestrian connectivity and a continuous accessible route to the facility.

SUBJECT: Proposed Wegmans Food Market
ADDRESS: 5275 Sheridan Drive
PETITIONER: Wegmans Food Markets Inc.

X PROPOSED MAJOR SITE PLAN IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed Commercial Building – Building Addition
ADDRESS: 1958 Eggert Road
PETITIONER: Richard Sotero

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Site improvements previously approved under SP-2019-18_A have not been constructed as of the date of this memorandum. This approval is conditioned upon completion of those previously approved site improvements prior to, or in conjunction with, construction of the proposed building addition.

Meeting adjourned at 9:00 pm.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator