

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

August 5, 2026

The August 5, 2026 meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. by Chairman Eric Fraas. Chairman Fraas began by reviewing the minutes from the June 10, 2026 meeting and asked whether there were any changes or corrections. Patricia Dunne noted that her name was spelled incorrectly in the first paragraph. A motion was made by Kevin Cantwell, second by Maxwell Kahn, to approve the minutes as corrected. Approved, 6-0. Members in attendance were Chairman Eric Fraas, Dan Rider, Maxwell Kahn, Kevin Cantwell, Patricia Dunne, and Joseph Lojacono. Departmental liaisons in attendance included William Preneveau of the Building Department, Al Spoth of the Highway Department, Scott Marshall of the Planning Department, and Chris Schregel, Traffic Safety Coordinator/Engineering Liaison. The guest list is on record with the Town of Amherst Engineering Department.

NEW BUSINESS

1. Hopkins Road between Schoelles and Tonawanda Creek Road – Request to lower the speed limit on a County Highway. Chris Schregel provided a brief overview of the request, explaining that a resident had requested that the speed limit on Hopkins Road be lowered between Schoelles and Tonawanda Creek Road, and that the existing passing zones be removed and replaced with continuous double yellow barrier striping. Hopkins Road is a County highway and is currently posted at 40 mph. Chris remarked that Erie County and the Town have generally been working toward eliminating passing zones on County highways where appropriate. Existing signage and the roadway geometry were displayed for the Board's review.

The resident's concerns primarily related to vehicle speeds along Hopkins Road. A speed counter was placed immediately in front of the resident's property, generating the following findings: northbound, the 85th percentile speed was 44 mph with a volume of approximately 630 vehicles per day; southbound volumes were approximately 670 vehicles per day with similar 85th percentile speeds. The highest speeds were generally observed during the 4:00 p.m. hour. A review of the crash history showed no reported crashes within the study area during the previous five years.

Chairman Fraas opened the matter for Board discussion. Upon review of the speed data, the Board found that observed vehicle speeds were generally consistent with the posted 40 mph speed limit and the character of the roadway. A motion was made by Chairman Fraas, second by Kevin Cantwell, to request that Erie County remove the existing passing zone and associated passing-zone signage the next time Hopkins Road is resurfaced and replace the centerline with continuous double yellow barrier striping. Approved, 6-0. The speeding concern will be referred to the Amherst Police Department for enforcement consideration.

2. Maynard Drive and Gresham Drive intersection – Request for an all-way stop. Chris Schregel provided an overview of the intersection, stating that it is currently stop-controlled on the Gresham Drive approaches, with Maynard Drive operating as the major roadway. An aerial view of the intersection was displayed for the Board's review. The Town collected speed and traffic volume data in the area which showed the 85th percentile speeds on Maynard Drive were approximately 31 to 32 mph, with lower speeds recorded on Gresham Drive due to the existing stop control – as expected, traffic volumes were higher on Maynard Drive than on Gresham Drive. A review of the

applicable all-way stop warrants determined that the intersection did not meet the required criteria as defined in the MUTDC. Crash history showed four reported crashes during the previous ten years, three of which were possibly correctable by all-way stop control.

Chairman Fraas opened the public comment period:

- a) Susan Macro, 42 Gresham Drive, stated that she has lived on Gresham Drive for approximately 20 years. She questioned whether the traffic counts may have been affected by their collection during the Fourth of July holiday period and expressed appreciation for the prompt review of her request.

Chairman Fraas closed the public comment period and opened the Board discussion by noted that the intersection appears wider than necessary and that one of the existing stop signs appears to be set back too far from the intersection.

Kevin Cantwell suggested installation of a "Cross Traffic Does Not Stop" sub-plaque under the "Stop" signs. Chairman Fraas provided counter points related to a sign of this nature. Patricia Dunne commented that the intersection could be confusing to motorists and may benefit from the sub-plaques. A motion was made by Kevin Cantwell, second by Patricia Dunne, to install the sub-plaques. Vote was by roll call, 3-3 (Fraas, Kahn, Lojacono – nay), failing on a 3-3 tie vote. Received and filed.

- 3. Lennox Ave – Request for one sided parking restriction. A request was presented for a one-sided parking restriction along Lennox Avenue. The resident initially requested alternate-side parking, but then revised the request when the resident was made aware that the Town of Amherst doesn't use alternate-side parking. Concerns cited included pedestrian safety, traffic flow, visibility, emergency vehicle access, school bus operations, and vehicles weaving around parked cars. Lennox Avenue is a 28-foot-wide residential roadway extending from Eggert Road with existing parking restrictions in place for approximately 50 feet on both sides of Lennox Avenue near Eggert Road. The proposed restriction would prohibit parking along the entire north side of the street between 6:00 p.m. and 8:00 a.m. daily. Adjacent property owners who would be affected by the restriction were surveyed by the Town – of the responses received, six were opposed and four were in favor.

Chairman Fraas opened the public comment period:

- a) Jeff Gearhart, 30 Lennox Avenue, stated that he has lived on Lennox Avenue for more than ten years and strongly opposed the proposed restriction. He stated that he was not aware of any demonstrated safety issues associated with existing parking conditions and noted that emergency vehicles have been able to travel the street without difficulty. He also commented that on-street parking can have a traffic-calming effect and expressed concern that removing parking from one side could encourage higher vehicle speeds. He requested that no changes be made.
- b) Kevin Ketchum, 27 Lennox Avenue, stated that he has lived on Lennox Avenue for approximately 40 years and has not observed significant safety issues associated with parking on both sides of the street. He noted that the limited crash history did not appear to be related to parking and expressed concern that a restriction could create parking and neighborhood issues. He requested that the proposed restriction be denied.
- c) Duncan Black, 40 Lennox Avenue, stated that he initially believed the request had some merit but questioned the proposed hours, noting that daytime hours would more directly coincide with school bus, garbage collection, and similar activity. He stated that he had not observed significant evening issues and requested that the Board deny the request.
- d) Kim Hall, 100 Lennox Avenue, stated that she has lived on Lennox Avenue for more than 30 years and opposes the proposed restriction. She indicated that she had not observed a significant parking-related safety issue and also questioned the proposed hours of restriction.

Chairman Fraas closed the public comment period and opened the matter for Board discussion. The Board agreed with resident Jeff Gearhart that on-street parking can provide a traffic-calming effect. It was further noted that removing parking from one side of the roadway could create a more open roadway environment and potentially contribute to increased vehicle speeds. The Board also noted that Town parking restrictions are generally established on a continuous basis rather than during limited daily, or in this case nightly, hours.

A motion was made by Chairman Fraas, second by Dan Rider, to receive and file the item. Approved, 6-0.

4. Bridle Path and Dogwood Road intersection – Request for an all-way stop. A resident contacted the Town requesting an all-way stop at the intersection of Bridle Path and Dogwood Road, citing concerns with traffic volume, vehicle speeds, pedestrian activity, and overall traffic calming. The intersection is a three-legged intersection that is currently stop-controlled on the Dogwood Road approach. A map of the surrounding area was displayed for the Board's review, showing nearby all-way stop intersections as well as several intersections with traffic control similar to the existing configuration at Bridle Path and Dogwood Road. Traffic counts were collected on all approaches to the intersection. Bridle Path carried the higher traffic volumes, with approximately 350 vehicles per day and an 85th percentile speed of 28 mph in both directions. The Dogwood Road approach carried approximately 200 vehicles per day, with an 85th percentile speed of 26 mph. A review of the applicable all-way stop warrants determined that the intersection did not meet the required criteria. No reported crashes were identified at the intersection during the previous ten years.

Chairman Fraas opened the public comment period:

- a) Michael Tramposch, 146 Bridle Path, stated that his request was intended to improve intersection safety. He expressed concern that vehicles approach the intersection too quickly for the available sight distance, making it difficult for motorists, pedestrians, and bicyclists to safely assess cross traffic. He also stated that the gutter-curb configuration allows vehicles to cut the corner, creating a potential hazard near the intersection. If an all-way stop was not warranted, he requested a formal engineering evaluation of sight distance, vehicle speeds, turning movements, curb overruns, pedestrian safety, and intersection conflicts. He also noted that several other three-legged intersections in the neighborhood operate with all-way stop control.

Chairman Fraas closed the public comment period and opened the matter for Board discussion. The Board discussed the existing roadway geometry and did not identify obstructions or roadway curvature that would indicate a significant sight distance concern at the intersection. Based on the traffic data, crash history, sight distance, and applicable warrants, the Board found that the existing intersection control was appropriate.

A motion was made by Chairman Fraas, seconded by Kevin Cantwell, to receive and file the item. Approved, 6-0.

5. Exeter Road – Request for speed control and/or traffic calming. A request was presented for traffic calming along Exeter Road based on concerns regarding vehicle speeds and pedestrian safety. Exeter Road extends between The Paddock and Maple Road and is posted at 30 mph. Stop signs are present on the minor approaches at the intersecting T-intersections. Speed and volume counts were collected along Exeter Road. The 85th percentile speed was 33 mph in the northbound direction, with a volume of approximately 300 vehicles per day. Southbound speeds and volumes were similar, with an 85th percentile speed of 32 mph. No vehicles were recorded traveling over 40 mph during the study period. A six-year crash review identified two reported crashes, neither of which was determined to be speed-related.

Chairman Fraas opened the public comment period:

- a) Anna Szweda, 43 Exeter Road, stated that a serious crash occurred in June and expressed concern that vehicle speed may have been a contributing factor. She noted that approximately 12 children live within a six-house area and frequently play in front yards and ride bicycles. She stated that vehicle speeds appear to be more concerning during the evening hours and noted that Exeter Road has no stop control along its length between The Paddock and Maple Road. She requested consideration of some form of speed control or traffic-calming measure.

Chairman Fraas closed the public comment period and opened the matter for Board discussion. Captain Persons provided additional information regarding the crash referenced by the resident, noting that available video data appeared to show no braking prior to the crash and indicated that driver distraction may have been a contributing factor. Maxwell Kahn commented that increased on-street parking could help reduce vehicle speeds by narrowing the travel path. He also noted that the Board has previously supported the use of speed humps where appropriate, although the level of resident support required for installation has often not been achieved. Dan Rider also suggested on-street parking as a potential traffic-calming measure.

Chairman Fraas referred the speeding concern to the Amherst Police Department for enforcement consideration. Receive and file. Approved 6-0.

Chairman Fraas asked whether there was any additional New Business.

- Eggert Road was raised for discussion. Erie County has advised the Town that Eggert Road is scheduled to be paved next year from the Buffalo city line to Six Corners. Previously discussed pavement marking improvements, including edge lines, are expected to be incorporated as part of the County's work. The County has also indicated that it would consider changes requested by the Town to the existing lane configuration and striping. The matter was brought before the Board for preliminary discussion regarding whether any additional striping or lane assignment changes should be considered. Chairman Fraas suggested that a conceptual plan be prepared as a first step for the Board's review.
- Chairman Fraas requested that a letter be sent to NYSDOT asking that the signal timing at the intersection of Main Street and Youngs Road be reviewed.

With no additional New Business, Chairman Fraas closed New Business and opened Old Business.

OLD BUSINESS

- A. Sheridan Drive at Mill Street – Discussion with Property Representatives. David Chaizza, Executive Vice President and Real Estate Partner with Iskalo Development, opened the discussion regarding the Starbucks site at Sheridan Drive and Mill Street. Mr. Chaizza explained that he and Nick Dolpp were attending on behalf of the property owner, not Starbucks, to further review concerns associated with the Mill Street driveway.

Mr. Chaizza stated that they visited the site to observe the conditions previously identified by the Board, including sight distance, sidewalk obstruction, improper turning movements at the Mill Street driveway, driveway slope, and conflicts involving the high volume of school-age pedestrians traveling through the area. Mr. Chaizza discussed several existing conditions. He noted that the "No Left Turn" restriction may benefit from additional signage and that the existing pedestrian warning signage could be made more visible. He also explained that the existing driveway slope predated the Starbucks development and was not created or increased as part of the project. Traffic and pedestrian observations were conducted during both morning and afternoon periods, including right-in, right-out, left-out, and pedestrian movements. Mr. Chaizza stated that the morning period was busier than the afternoon and noted that the afternoon pedestrian activity may have been lower because the observations were conducted late in the school year. Improper outbound movements were observed primarily before 8:15 a.m. He also noted that the driveway slope can make it more difficult for motorists to see the sidewalk when exiting the site.

Nick Dolpp, Vice President of Development, discussed constraints that existed during development of the site, including utilities and limitations on making changes to Mill Street and the adjacent sidewalk. He explained that significant grade changes in this area would have been difficult. Mr. Chaizza stated that photographs and traffic data were provided to Amy Drake of Passero Associates, who had prepared the original traffic study for the site. Following review, several signage modifications were recommended:

- Install a larger and more conspicuous pedestrian warning sign at a lower mounting height
- Install an additional stop sign on the right side of the outbound lane near the sidewalk
- Install a "Do Not Enter" sign to discourage motorists from using the driveway to make improper left-turn movements

A diagram and photographs showing the proposed signage modifications were displayed for the Board's review. Mr. Chaizza stated that the proposed signage was expected to be installed within approximately one month. Questions and comments from the Board followed. Kevin Cantwell suggested extending the existing channelizing island, or "porkchop," to better control driveway movements. Mr. Chaizza responded that he did not believe such a feature would prevent motorists from misusing the entrance and exit. Maxwell Kahn expressed support for the proposed signage improvements.

Chairman Fraas suggested adding "Do Not Enter" pavement markings to further reinforce the intended driveway operation and reduce driver confusion. He also stated that a painted stop bar should be added to encourage vehicles to stop before crossing the sidewalk. Chairman Fraas noted that lowering the sidewalk would have been preferable from a visibility standpoint, but acknowledged the utility and grading constraints at the location.

Chairman Fraas also requested that additional pedestrian counts be conducted in mid-September during both the morning and afternoon periods. The Board discussed whether the existing crossing guard warrants could be directly applied at this location, given that the pedestrian crossing is across a commercial driveway rather than a public roadway. Dan Rider suggested removing two parking spaces and certain landscaping to improve sight distance to the sidewalk. Mr. Chaizza did not support that recommendation.

The Traffic Safety Coordinator raised a question regarding the driveway grading, noting that grades had been collected at the request of Dan Rider. The question was raised as to why a high point was created within the driveway rather than maintaining a flatter profile, even if the sidewalk elevation itself could not be lowered. Mr. Dolpp indicated that the configuration may have been related to drainage requirements but stated that he would need to review the original design to confirm.

Chairman Fraas expressed support for the proposed signage and placement modifications and recommended that the Town continue to monitor the location after the improvements are installed to determine whether they improve traffic operations and pedestrian safety. He also requested that the property owner look into the ridge high point and provide a formal response to the Town following the meeting.

- A. E-Bike & E-Scooters – A draft for a local law prepared by the Town Attorney's Office was circulated to the Board on the day of the meeting. Given the new information, the item was held to allow members sufficient time to review the draft and provide comments at the September, 2026 meeting.
- B. Bike Path crossing North Forest, near Auden Apartments – Held pending analysis of data and County coordination. Held, no update.

Chairman Fraas asked if there was any other Old Business -- none being heard, Old Business is closed.

SITE PLANS / REZONING

SUBJECT: Proposed Private School – Building Addition
ADDRESS: 25 Chateau Terrace
PETITIONER: Bornhava Early Childhood Center Inc.

X MAJOR SITE PLAN REVIEW IS

X DENIED

1. The proposed project represents an approximately 126% increase in building area, and application indicates an estimated 80 additional students. No trip-generation estimates or existing and projected traffic volumes have been provided.
2. Provide an analysis of existing and proposed transportation operations, including student and staff traffic, parent drop-off/pick-up, bus operations, parking demand, on-site circulation, and vehicle queueing associated with the proposed expansion.
3. Town records indicate resident complaints regarding parent and bus queueing on Chateau Terrace under existing conditions. The analysis must specifically demonstrate that the expanded use can be accommodated on-site without worsening existing traffic, parking, circulation, or queueing conditions on Chateau Terrace, or adversely affecting operation of the Main Street/Chateau Terrace intersection.

SUBJECT: Proposed North Amherst Fire Hall – Building Addition and
Site Improvements
ADDRESS: 2200 Tonawanda Creek Road
PETITIONER: Studio T3 Engineering PLLC

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Remove the vehicle directional arrows from the site plan, as they may be misinterpreted as proposed pavement markings.
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SUBJECT: Proposed Uptown Apartments – Multi-Family Development
ADDRESS: 2190-2220 Wehrle Drive
PETITIONER: Young Development Inc.

X MAJOR SITE PLAN REVIEW IS

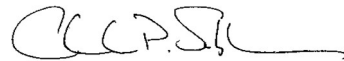
X DENIED

1. Similar to comments provided during the rezoning phase, the Traffic Safety Board continues to have concerns regarding the existing operational deficiencies at Wehrle Drive and Garrison Road. Public complaints continue to be received regarding excessive delay. While the applicant previously noted that the project would increase total intersection volumes by only approximately 2%, they also acknowledged that improvements may be achievable through revised signal timing and/or phasing. As approximately 29% of site-generated traffic is projected to utilize this already deficient intersection, the Town is requesting revised AM and PM timing plans to better balance delay and improve overall operation.
2. The submitted TIS reports the existing AM westbound left-turn movement at Wehrle Drive and Garrison Road as LOS C with 23.2 seconds of delay, and the westbound thru/right movement as LOS A at 4.3 seconds of delay. These modeled results are not consistent with the Town's continuous signal performance data. ATSPM data from May 1 through August 5, 2026 indicates the westbound left averaged approximately 64 seconds of delay, with a median cycle delay of approximately 70 seconds, and experienced split failures during approximately 38% of AM peak-period cycles. The Town is requesting that the applicant reconcile the modeled results with the available ATSPM data and revise the existing-condition analysis as necessary for all approaches during both the AM and PM peak periods. These findings should also be incorporated into the revised AM and PM signal timing evaluation requested in Comment #1.
3. Revised Site Plans do not show the gated emergency-only access to Limestone Drive assumed in the submitted TIS. At this time, the Traffic Safety Board is not recommending closure of the connection. However, the Board cannot complete its review until the TIS is revised to reflect the full-access connection to Limestone Drive shown on the current plans and evaluate the resulting traffic distribution and impacts on the surrounding roadway network.
4. Provide a vehicular connection to Garfield Road. While this specific connection is not specifically identified in the Amherst Bicentennial Comprehensive Plan, Chapter 6 supports roadway connections within and between subdivisions to improve local circulation, provide alternative routes, and reduce reliance on major corridors. The Plan also specifically identifies nearby Garfield Road connections as part of the Town's long-term roadway network. Consistent with these objectives, the Town is requesting that the applicant incorporate a connection to Garfield Road or demonstrate why such a connection is not feasible.
5. The TIS identifies Oakwood Drive as a potential cut-through route between Wehrle Drive and Main Street, but does not evaluate the effect of the proposed development on traffic volumes or travel patterns along Oakwood Drive. In conjunction with the revised Limestone Drive access analysis and requested Garfield Road connection, revise the TIS to evaluate anticipated site-generated traffic through the surrounding local roadway network, including Oakwood Drive.
6. Provide additional sidewalk connections from the residential units to the central sidewalk system. As currently shown, the connections are limited and spaced far enough apart that pedestrians are likely to create informal paths across lawn areas rather than walk to the nearest designated connection. Additional connections should be provided between Buildings 600 and 800, 1000 and 1200, 1700 and 1900, and 2100 and 2300. Berms should be bisected or modified as necessary to accommodate these pedestrian connections.

7. Install stop signs and stop bars at both Wehrle Drive site exits. Ensure that proposed screening and landscaping do not obstruct required sight distance at either driveway.
8. Provide a second pedestrian connection to the public sidewalk along Wehrle Drive on the west side of the front traffic loop, mirroring the connection on the east side.
9. The new tenant parking area adjacent to the interior loop island in front of the clubhouse is not properly striped, signed, or geometrically configured for parking. Either revise the area to properly accommodate parking or remove the parking designation.

Meeting adjourned at 9:00 pm.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'C.P. Schregel', with a long horizontal flourish extending to the right.

Christopher P. Schregel
Traffic Safety Coordinator