

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

April 2, 2025

The April meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on April 3, 2025, Chairman Eric Fraas presiding. Chairman Fraas began the meeting by reviewing the minutes from the March 5, 2025 meeting, asking if there are any changes or corrections. Kevin Cantwell has a correction to page 2, line 1, changing a comma to a period. Motion by Kevin Cantwell, second by Helaine Sanders, to approve the minutes as corrected. Approved 8-0. Members in attendance are Chairman Eric Fraas, Dan Rider, Kevin Cantwell, Maxwell Kahn, Nicholas Alterio, Cara Biddlecom, Helaine Sanders and Patricia Dunne. Departmental liaisons included William Prenevau of the Building Department; Scott Marshall of the Planning Department; Captain Charles Persons of the Police Department; Al Spoth of the Highway Department; Christopher Schregel, Traffic Safety Coordinator/Engineering Liaison; and Councilman Michael Szukala, Town Board Liaison to the Amherst Traffic Safety Board. Guest list is on record at the Town's Engineering Department.

NEW BUSINESS

1. Kaymar / Edgewater - Request for an all-way stop. Chris Schregel begins the discussion by noting that this is a four-legged intersection currently signed as a two-way stop, with the resident requesting an all-way stop or other signage to improve the safety of this intersection. Recently reviewed in 2023, an all-way stop warrant analysis determined that the intersection did not meet the criteria for an all-way stop, and at present is signed appropriately. One possible improvement is adding 'Cross Traffic Does Not Stop' plaques to the existing stop sign posts, which Chairman Fraas suggests deploying. Motion by Kevin Cantwell, second by Cara Biddlecom, to add "Cross Traffic Does Not Stop" plaques to the existing stop signs at this intersection. Approved 8-0. Refer to Highway for installation of the sign plaques.
2. Sierra Drive Parking Area – Request to prohibit parking after dark. Chris Schregel begins by saying this item was brought forward by a resident who lives at the dead-end of Sierra Drive, where the road terminates in a turnaround area and parking lot intended to serve nearby recreational areas. There is also a terminus to a pathway here that connects to other local developments. The resident is requesting a parking restriction after dark, as fishermen and others have been using the parking lot during nighttime hours. He expressed safety concerns for the children and families living in the neighborhood, noting issues with littering and unwanted activity in the area. Chris remarks this parking area is within the Town of Amherst right-of-way, establishing jurisdiction. Chairman Fraas opens the public comment period for this item:
 - A) Brian Sedar, 254 Sierra Dr., Amherst, NY, 14228. Brian began by explaining that when he built his home three years ago, the pathway was originally intended as a small walking path for the neighborhood. Over time, however, the area evolved into part of a larger plan focused on biking and connectivity. He expressed concern that vehicles are frequently parked in the lot, and individuals are often walking through the neighborhood after dark, raising safety concerns. He also noted that there are no streetlights in the area and that some residents are leaving vehicles in the parking lot for extended periods.

Chairman Fraas closed the public comment period and opened the discussion to the members. Kevin Cantwell began by asking whether trespassing is an issue, which does not seem to be a problem. Chairman Fraas then inquired about the types of signage available for the location,

asking Al Spoth if signage with the wording "Sunset to Sunrise" could be used, to which Al responded that the wording on the signage is flexible. All members agreed that some form of signage is necessary and collectively decided on the time frame of 10:00 p.m. to 6:00 a.m. for any potential restrictions, consistent with other such signage in the Town. Motion by Chairman Fraas, second by Kevin Cantwell, to post a parking restriction between the hours of 10 PM and 6 AM and according to MUTCD guidance, 15 feet from the driveways of 254 and 255 Sierra Drive and to wrap around to the end of the street. Further, the Board recommends the Highway Department also place "No Littering" signage. Approved 8-0.

3. Troy Del Way – Cut Through traffic, speeding concerns, & stop sign compliance. Chris Schregel opens the conversation by mentioning that Troy Del Way has been reviewed recently in 2019 and 2022 by the Amherst Traffic Safety Board. A resident has asked the Board to re-visit this area, concerned with cut-through traffic, speeding and stop sign non-compliance, claiming that she and her dog were nearly struck by a vehicle while walking in the neighborhood. The count conducted in 2022 showed a volume of over 1000 vehicles per day in the northbound direction, and close to 900 vehicles southbound; the side streets had a daily range of 300 – 550 vehicles. Troy Del Way connects Sheridan Drive and Maple Road with a slight curvature in the roadway, and is entirely residential with a posted speed limit of 30 mph. Speed counts were included in the two previous reviews: the 2019 count at 342 Troy Del Way revealed 85th percentile speeds of 37mph northbound and 40mph southbound; the 2022 count at 170 Troy Del Way revealed 85th percentile speeds of 32 mph in both directions? Neither count revealed enough volume to meet the warrants for an all-way stop. Displayed on-screen is a map showing current stop sign placement in this area. Previous recommendation and considerations from the Amherst Traffic Safety Board included:

- Restriping
- Parking Lane
- Bike lanes
- Striping all intersections with stop bars

Dan Rider visited the location and observed that vehicles approaching from the side streets often failed to come to a complete stop at the stop signs, instead merely slowing down before continuing through. However, he did not witness any instances of speeding during his time there. Kevin Cantwell identified the issue as a combination of cut-through traffic and non-compliance with stop signs by neighborhood residents. Chairman Fraas attributed the cut-through traffic to congestion at the intersection of Sheridan Drive and North Forest Road, noting that traffic backs up there during peak hours, prompting drivers to seek alternate routes. He suggested that the New York State Department of Transportation (NYSDOT) review the signal timing at that intersection to determine whether improvements could be made. Refer to NYSDOT to study this entire area and come up with an alternative traffic plan. Approved 7-1 (Rider opposed). Refer to Highway to re-consider the previously recommended striping package with the priority being the stop bar striping at the stop signs on Troy Del Way. Refer to Police for enforcement. Approved 8-0.

4. Bike Path crossing North Forest Road, near Auden Apts. – Request for pedestrian crossing signage. Chris Schregel opens this item by saying that North Forest Road is a County road with a bike path connection to the Ellicott Creek pathway -- the resident is asking to enhance warning signage at the pedestrian crossing. Auden Apartments are displayed on the screen with a picture of the current conditions, a sidewalk ending at the shoulder of North Forest Road and across from the bike path. Chris continues, explaining that as part of the construction plan the Town Board placed a special use permit condition on the development which mandated pedestrian connectivity/access to the existing Audubon pedestrian trail on the opposite side of North Forest. As part of the approved site plan, a crosswalk was included with notes stating that Town & County engineers would coordinate improvements for the crosswalk. It was never installed because the County wanted additional pedestrian safety measures in addition to a crosswalk, specifically a rectangular flashing beacon (RRFB) due to the vehicle volume, sight

distance, and speeds in that area. The crosswalk is on the original site plan, but the developer is unable to do the installation unless the County gives permission, and they have not given permission. Left hanging is the County's recommendation for an RRFB, without any data to support installation.

Kevin Cantwell would like pedestrian counts done at this location. Acting upon Chris Schregel's suggestion that a RRFB warrant analysis could be conducted should the Board request it, the Board refers the item to the Engineering Department to perform such an analysis. Chairman Fraas asks if there are any pedestrian warning signs that can be used in the meantime, to which Chris Schregel responded that he had contacted the county to see if they would allow a pedestrian warning sign -- the County felt that this type of signage would be misleading since it would indicate that this was a formal crossing, which it is not without the RRFB.

The Board's recommendation is to conduct a pedestrian study for an RRFB: if criteria are not met for an RRFB, the Town will design a striping plan to give to the County; if the criteria are met, the ATSB will communicate with the Town Board a request for some entity, either the Town or the Petitioner, to pursue pedestrian safety changes. Approved 8-0.

Chairman Fraas asks if there is any other new business.

Kevin Cantwell raised concerns about traffic issues associated with the Mosque on Heim Road during service times. He recently visited the area during a service and observed what he described as out-of-control traffic, including numerous vehicles parked illegally. Chairman Fraas acknowledged the concern and noted that members of the Mosque have previously been in contact with the Traffic Safety Board and have worked collaboratively with the Town to address traffic-related challenges. He recommended that the issue be brought to the attention of the Mosque's leadership and stated that it could be added to a future agenda if formally requested by a Board member or a resident.

Dan Rider would also like to bring to the members attention that the Village of Williamsville is considering speed humps as a traffic calming measure.

Chairman Fraas asks if there is any other new business to discuss, none being heard, he closes New Business and opens Old Business.

OLD BUSINESS

A. Hopkins/Red Oak/ Bassett – Pedestrian Counts. Hold for counts.

B. Chestnut Ridge Road - Request for a mid-block crosswalk – Held for spring counts.

Chairman Fraas asks if there is any other old business. Hearing no other old business, Chairman Fraas closes Old and New Business.

SITE PLANS / REZONING

SUBJECT: Proposed Commercial Building – Parking improvements
ADDRESS: 1101 Niagara Falls Boulevard
PETITIONER: Isaac Development

X PROPOSED MINOR SITE PLAN IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed 14 Building lot Subdivision
ADDRESS: 1789 Dodge Road
PETITIONER: Joseph Rubino

X SEQR AND PRELIMINARY PLAT REVIEW IS

X APPROVED WITH CONDITIONS

1. Extend the stub street and terminate at south property line.
 2. Provide highway lighting for the extended stub street, remove trees as necessary.
 3. Provide public sidewalk along both sides of the extended stub street, remove trees as necessary.
 4. Install a crosswalk and stop bar crossing the proposed public road at Dodge Road.
 5. Properly remove the driveway apron that was for the single-family home being demolished. Install upright curb in accordance to Town curbing standards.
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SUBJECT: Proposed Empower Federal Credit Union – Building & Site Modifications
ADDRESS: 4010 Maple Road
PETITIONER: Empower Federal Credit Union

X PROPOSED MINOR SITE PLAN IS

X NOT REVIEWABLE

1. Plans do not indicate ADA ramps at the building to accommodate the proposed accessible parking stalls.
2. Install a crosswalk from the accessible parking access aisles to building.
3. Install a sidewalk from the public sidewalk along N. Bailey Road to connect to the same access aisle selected in condition #2.
4. Removal of the right-in / right-out curb cut on Maple Road is not acceptable.
5. Public sidewalk must continue through the Maple Road curb cut similar to how N. Bailey Ave. curb cut is shown.
6. Install bike racks on the site.

SUBJECT: Proposed 23-Lot Subdivision of 22 Townhomes with attached Garage
Development
ADDRESS: 4780 Sheridan Drive
PETITIONER: 4780 Sheridan Drive LLC

X MAJOR SITE PLAN IS

X APPROVED AS SUBMITTED

Meeting adjourned at 9:30 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