

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

May 7, 2025

The May meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on May 7, 2025, Vice Chair Cynthia Selden presiding. Vice Chair Selden began the meeting by reviewing the minutes from the April 2, 2025 meeting, asking if there are any changes or corrections. None being heard, motion by Vice Chair Selden, second by Kevin Cantwell, to approve the minutes as written. Approved 6-0. Members in attendance are Vice Chair Cynthia Selden, Kevin Cantwell, Nicholas Alterio, Cara Biddlecom, Patricia Dunne, and Chairman Fraas (late). Departmental liaisons included William Prenevau of the Building Department; Scott Marshall of the Planning Department; Captain Charles Persons of the Police Department; Chris 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. Cottonwood Drive – Speeding concerns. Chris Schregel introduced this item by saying a resident contacted the Town with speeding concerns on the 500 block of Cottonwood Drive, a section just east of North Forest as shown on the screen. Counts showed the eastbound volume to be 321 vehicles with an 85th percentile speed of 35 mph against the 30 mph speed limit; the westbound volume is 331 vehicles with an 85th percentile speed of 36 mph. No accidents have been reported in the past 3 years. Vice Chair Selden opens the public comment period for this item:
 - a) Wendy Sanacore, 555 Cottonwood. She begins by thanking the Traffic Safety Board for having the counts collected, but she has seen vehicles going close to 40 mph on her section of Cottonwood, and points out that at least 24 young children live in that area. She is urging the Board to consider a speed trap, increased enforcement, or a digital sign – any steps to increase the safety for the children in the neighborhood.
 - b) Matthew Lepovich, 592 Cottonwood Drive. He has lived on this section of Cottonwood for 30 years, observing the speeding has been a problem for many years, adding that many small children live in this neighborhood. He is asking for a lower speed limit on this block of Cottonwood and would also like the installation of a speed hump, questioning why speed humps or bumps are not an option.

Vice Chair Selden closes the public comment period for this item and opens discussion to the Traffic Safety Board. Nick Alterio addresses the matter of speed humps, explaining that the Board is in favor of them, but several Town Departments oppose their installation for a variety of reasons. Chairman Fraas

informs the residents of a past request for speed humps that was approved as a pilot project on an Amherst street, but despite the activism of a few residents, the majority of the people living on the street opposed the installation - as a result the project was shelved. He offers that Cottonwood could be added to the list of candidate streets for a pilot project should the Town Board approve the idea. Kevin Cantwell requests a speed trailer be deployed on this section of Cottonwood when available from the Police Department, which Captain Persons affirms when the speed trailer is available. Chairman Fraas addresses the request for a lower seed limit, explaining that 30 mph is the lowest speed limit allowed in the town of Amherst at this time.

Vice Chair Selden makes a motion, second by Patricia Dunne, to turn the meeting over to Chairman Fraas. Approved 6-0.

2. Hopkins / Dodge Intersection – Request for morning crossing guard(s). Chris Schregel opens the discussion by noting that though this is an Erie County intersection, the Town of Amherst owns and operates the signal. A crossing guard is currently present during the afternoon (PM) hours, and a resident contacted the Town to request a crossing guard for the morning (AM) hours to help along students attending the nearby schools. The Police Department collected data during the PM hours, which showed that the criteria for a crossing guard were met. The Engineering Department also conducted pedestrian counts on a 50-degree day, which may have impacted the number of children crossing -- as a result, the AM crossing did not meet the required pedestrian criteria, although all other criteria were satisfied. Chairman Fraas opens the public comment period for this item:

- a) Barb Sanchez, 89 Indian Trail. She drives by the intersection every day and has witnessed numerous children walking to school unassisted by an adult. She also comments that inexperienced high school age drivers pass through this intersection to get to their school in the morning time. Multiple parents have asked for an AM crossing guard, and she is advocating for the children's safety by asking for some help for the children during the morning hour.

Chairman Fraas closes the public comment period and opens the Board discussion by asking Captain Persons whether it is standard practice to have crossing guards present during only one of the school crossing times, to which Captain Persons responded that it is indeed unusual, noting that only two intersections currently have guards assigned for just one of the time periods. He adds that counts might not have warranted a crossing guard many years ago, but the number of children crossing could have changed since then.

Chris Schregel next talks about the Miovision cameras at this intersection and how they were used to retrieve the pedestrian counts. Chairman Fraas would like to get further counts before making a recommendation to the Town Board. Nick Alterio would like to recognize that this intersection is a high traffic area, making it a good reason to have a crossing guard in place. Motion by Nick Alterio, second by Kevin Cantwell, to refer the request for a morning crossing guard at Hopkins and Dodge to the Town Board, basing the motion on the current afternoon counts with the assumption that the same number of children are crossing in the morning -- all conditions being equal, if an afternoon crossing guard is warranted, it stands to reason there should be one on hand in the morning as well. Approved 5-1 (Selden opposed).

3. Heim Road – Traffic issues related to ISNF Masjid An-Noor Amherst. Chris Schregel begins by stating that this item is related to traffic being generated by the Mosque on Heim Road. A resident living on Montbleu reached out to the Town with a concern related to vehicles parking illegally during Mosque meeting times, claiming vehicles are parking in front of fire hydrants, in driveway areas, and in “No Parking” sections on Heim and Montbleu. She feels this is very dangerous as it denies emergency vehicles access to some areas. She also states delivery trucks and school buses are unable to navigate the turn onto Montbleu from Heim due to illegally parked vehicles. The Traffic Safety Board has looked at this issue several times in recent months and has made several parking restriction recommendations that have been implemented. Vice Chair Selden opens the public comment period for this item:
 - a) Emmanuel Steenbakker, 46 Montbleu. He begins by saying that he was before the Traffic Safety Board in 2023 concerning this situation. He feels the issue is the safety at the intersection of Heim and Montbleu. He would like to see more police enforcement in the problem areas, specifically near the intersection of Heim and Montbleu where larger vehicles like school buses, emergency vehicles, and delivery trucks have trouble navigating the turn when illegally parked vehicles jam the intersection.
 - b) Carolina Steenbakker, 46 Montbleu. Suggests a shuttle from one of the area school parking lots to alleviate the number of vehicles coming to this area. She explains how difficult it is to navigate down Montbleu on Fridays during prayer services, and comments even with police enforcement and talking with Mosque security the parking and traffic issues have not improved. She also feels that the bike path, if paved, will add to the problems and concerns in this area.
 - c) Gina Curella, 40 Montbleu. She had a fire in her back yard a few years ago and the fire truck was unable to access her street from Heim Road because of the parking from the Mosque. She adds that last Friday vehicles were parked illegally, making it impossible to navigate in or out of Montbleu. She would like to have a “No Parking Anytime” at a distance of 75-feet from the corners of both Montbleu/Heim and Fairwood/Heim. She is unable to back out of her driveway on Friday afternoon because of the way vehicles are parked.
 - d) Michelle Curella, 17 Montbleu. She has a file of most of the parking violations that have been occurring, stating the number is well over one hundred. She comments that she loves this neighborhood, but this issue that she deals with every Friday is a big problem. She says there is complete disregard related to parking in the “No Parking” areas, contributing to a dangerous situation and would like something done to stop the illegal parking.
 - e) Amjad Aref, 283 Sagewood. Mr. Aref is president of the Mosque. He is sorry for the problems related to the parking caused by his members. He informs the Board that at every prayer service the members are told to park legally and obey the “No Parking” signage. He also encourages area residents to contact the Police if vehicles are parked illegally. He also adds that 50 parking spots have been added on the Mosque property to help with parking issues. He comments that he would like to work with both the neighbors and the ATSB to solve the problem.

Vice Chair Selden closes the public comment period and opens the discussion to the members. Police Captain Persons begins the discussion by informing the members that the legal distance for no parking from a posted stop sign is 30'. Kevin Cantwell likes the idea of shuttling mosque members to alleviate the congestion. Nick Alterio feels the main issue is that laws are not being followed or

enforced -- he would like to make a referral to the Police Department to see what can be done to increase enforcement.

Kevin Cantwell, assessing that while the immediate issues are indeed traffic related, there are matters here reaching far beyond the purview of the Traffic Safety Board -- he suggests a high-level meeting to explore reasonable solutions which would include representatives from the Mosque, the Traffic Safety Board, neighborhood residents, and the Police Department. Councilmember Szukala is in favor of having a such high-level meeting, offering to organize it and notify lead individuals involved. Nick Alterio makes a motion, second by Cynthia Selden, for increased Police enforcement along Heim Road, Montbleu, Southwedge, and Fairwoods. Approved 6-0. Kevin Cantwell makes a motion, second by Cara Biddlecom, to refer to Councilmember Szukala to schedule a community forum with all parties involved to explore solutions to the issues. Approved 6-0.

4. Lebrun Road at Mona and the VA Hospital Driveway – Improve signage. Chris Schregel opens the discussion by saying that a resident contacted the Town pointing out two separate intersections, one being Lebrun and Mona and the other Lebrun at the VA Hospital driveway. Both intersections are not signed in the typical way, as shown on the screen -- the standard stop sign placement would be on the bottom leg of the T or signed as an all-way stop. The resident said that both intersections are confusing to drivers, and is requesting a sub-panel saying 'On Coming Traffic has Right-of-Way'. It was explained to the resident that there is no such sign, nor any other sign that would be appropriate in this situation. When the resident asked if a sign with new wording could be created, Chris Schregel responded that a new sign with this type of wording would very likely not be approved. Counts were done indicating that neither intersection would meet the warrants for an all-way stop, and there have been no reported crashes at either intersection.

Vice Chair Selden opens the discussion to the Board. The members agree it's unusual to have a stop sign placed on Lebrun and the VA hospital driveway, and Chris Schregel comments that records don't indicate when or why the stop sign was installed. Chairman Fraas suggests installing all-way stops at both intersections as an option; or conducting counts at the driveway of the VA to see if the current stop sign is warranted, and if not warranted remove it, and make the intersection at Lebrun and Mona an all-way stop. Members agree. Motion by Nick Alterio, second by Chairman Fraas, to have counts done at both locations before making a determination. Refer to Highway for counts. Hold.

- Resident Mike Kozelski, 60 Fruehauf. Mr. Kozelski asks to comment on this item. After being granted time, he said he often drives in this area and states that it is not confusing to him, and he thinks the stops signs are helpful in the current spots.
5. 2559 North Forest Road – Request for "School Bus Stop Ahead" Sign. Sign already posted by the County. Resident is happy.
 6. Spruce Road at Buckeye Road – Request for 'No Parking Here to Corner' on Spruce Road. Chris Schregel opens the discussion with a resident's concern related to on-street parking on Spruce Road. This area already has numerous parking restrictions, as shown on the screen, but the resident is asking for an additional 'No Parking here to Corner' sign on Spruce for safety reasons, remarking that it is dangerous to see

with vehicles parked close to the corner and to make the turn safely. A crash review was done for the past 3 years, and no accidents have been reported.

- a) Rosemary Popielarski, 76 Spruce Road. She presents photos of the area close to the intersection and the stop sign and states that is very difficult to make the turn onto Spruce Road or exiting Spruce Road. She comments that a house close to the corner is a rental and the occupants tend to park in the street rather than use the rental's driveway.
- b) Phyllis Vinchek, 91 Spruce Road. She adds that the renters sometimes leave in May, but this group of renters always parks in these spots close to the corner.

Vice Chair Selden closes the public comment period for this item and opens the discussion to the members. Chris Schregel comments that if the board agrees to post 'No Parking' signage in this area, it is customary to notify all affected residents. It's suggested to hold this item until the next meeting so area residents can be notified and comment if they desire. Cynthia Selden would like to propose putting 'No Parking Here to Corner Anytime' on both sides of the street to be installed at the standard legal distance. Motion by Nick Alterio, second by Kevin Cantwell, to add 'No Parking from here to corner, all hours' on Spruce Road on both sides of the street for a distance to be determined. Hold until residents are notified.

- 7. Carmen Road / Henel Ave. Intersection – Request for 'Cross Traffic Does Not Stop' sub-plaques. Chris Schregel begins the conversation by saying that a resident reached out requesting 'Cross Traffic Does Not Stop' panels at this intersection. This intersection is a four-legged intersection with stop signs only on Carmen Road. The resident states that driver confusion occurs here, as demonstrated by the accident history -- Chris Schregel confirms this, affirming 4 accidents have been reported. After remarking that he had been considering bringing this very matter before the Board himself, motion by Kevin Cantwell, second by Cara Biddlecom, to install 'Cross Traffic Does Not Stop' sub-plaques. Approved 6-0.

Chairman Fraas asks if there is any other New Business -- 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. Chris Schregel begins the conversation by presenting the results of the counts. He comments that the current sidewalk is disconnected and the resident for this item wanted an established crossing connecting the sidewalks. The Traffic Safety Board wanted this location looked at for the possible installation of an RRFB if warranted. Examination of the data revealed that all the criteria were met except the number of pedestrians. Given the low number of crossing pedestrians, motion by Chairman Frass, second by Cynthia Selden, to receive and file. Approved 6-0.

- C. Chateau Terrace – Request for additional counts. Chris Schregel begins the discussion by stating that this was brought to the Traffic Safety Board by a resident concerned with the traffic generated by Park School, asking for an additional count be done. The counter was placed at 65 Chateau Terrace, the results indicating 99 vehicles northbound with an 85th percentile speed of 24 mph, and 227 vehicles southbound with an 85th percentile speed of 27 mph. Chairman Fraas opens the public comment period for this item:

- a) Bob Drdul, 90 Chateau Terrace. He begins by saying that the traffic count indicated that the vehicles are going over the speed limit for a school zone. He goes on to say that during the summer the speeding and volume of vehicles increases. He wants something done to improve the safety by addressing the speeding and stop sign non-compliance on Chateau Terrace.

Chairman Fraas closes the public comment period and opens the Board discussion by saying the Traffic Safety Board has requested that the curb cut allowing driveway access to Park School via Chateau be closed-- this is the corrective action that needs to take place to improve this issue. However, the Highway Department will not close the curb cut, and the Board is unable to go forward with that recommendation without the Highway Department support. The Board can refer to the Police Department for enforcement when time allows. Refer to the Highway Department to consider deterrents for drivers using that access driveway but still leaving it open for emergency vehicles. Approved 6-0.

- D. Bike Path crossing North Forest Road, near Auden Apts. – Pedestrian Counts. Hold for Counts
- E. Elmhurst / Getzville – RRFB Study. Chris Schregel begins by saying a count was done, an established crosswalk is currently in place, and recommendations have already been submitted to the Highway Department on how to improve the signage and striping. The addition of a RRFB at the crosswalk was suggested, but the results of the pedestrian counts determined that the pedestrian traffic did not meet the criteria. Motion by Chairman Fraas, second by Vice Chair Selden, to receive and file based on pedestrian counts. Approved 6-0.

Chairman Fraas asks if there is any other old business -- none being heard, Old and New Business are closed.

SITE PLANS / REZONING

SUBJECT: Request to Amend The Bicentennial Comprehensive Plan for 24.9± Acres of Land
ADDRESS: 2190-2220 Wehrle Drive
REVIEWER: Amherst Traffic Safety Board

Request is not reviewable because:

1. Submitted Traffic Impact Study is not accurately depicting the site access driveways shown on the concept plan. Specifically, TIS shows a full-access connection to Limestone Drive instead of an emergency gated access.

2. Trip distribution and assignment figures are presented in a format that is atypical and difficult to comprehend. Revise to a format that is typically provided.
3. Expand study area to Wehrle/Garrison and Wehrle/Transit

General Comments relative to your agency's interest:

4. Records indicate residents on Oakwood Drive report issues with speed and cut-through traffic. Provide a narrative or analysis to determine if this reported problem will be exacerbated after full-build out. Determine if off-site mitigation is necessary

SUBJECT: Proposed 2- Story Commercial Building
ADDRESS: 4548 & 4564 Main Street & 17 Fruehauf
PETITIONER: Benderson Development

X MAJOR SITE PLAN IS

X NOT REVIEWABLE

1. As the ground-level parking lot and basement ramp entrances have been switched, the applicant is required to provide a supplemental traffic analysis reflecting this change. The revised analysis must include updated trip distribution diagrams replacing Figures 6, 6A, 7, and 8 of the Passero traffic assessment dated January 18, 2023.
2. Install signage to prohibit left turns from the proposed Chateau Terrace ground-level parking lot.
3. Install signage to prohibit right turns from the proposed Fruehauf Avenue basement-level parking garage.
4. Improve visibility or detection for outbound drivers at the Fruehauf Avenue ramp driveway to ensure pedestrian safety. This may be achieved through the use of technology or an appropriate engineering solution.
5. To minimize the potential for pedestrian-vehicle conflicts on the public sidewalk along Fruehauf Avenue, remove the proposed sidewalk north of the driveway curb cut on the east side of Fruehauf Avenue. Apply for a sidewalk waiver through the Town for this section of sidewalk.

Meeting adjourned at 10:30 PM.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator