

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 6, 2025

The August meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on August 6, 2025, Chairman Eric Fraas presiding. Chairman Fraas began the meeting by reviewing the minutes from both the May and June meetings, first asking if there are any corrections or changes to the May 7, 2025 meeting minutes. None being heard, motion by Kevin Cantwell, second by Cara Biddlecom, to approve the minutes as written. Approved 6-0. Chairman Fraas asks if any changes or corrections are needed to the June 11, 2025 minutes. None being heard, motion by Kevin Cantwell, second by Dan Rider, to approve the June minutes as written. Approved 6-0. Members in attendance are Chairman Eric Fraas, Vice-Chair Cynthia Selden, Cara Biddlecom, Dan Rider, Kevin Cantwell, and Nicholas Alterio. 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; 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. Maple Road / Old Lyme / Maple West Elementary – Request for a left turn signal in the westbound direction. Chris Schregel opens the discussion by saying a resident has requested that a dedicated left-turn arrow be added to the existing left-turn lane on Maple Road at Old Lyme where it crosses over to the Maple West Elementary School driveway. The concern arises because westbound left-turning traffic is backing up within its lane, especially when vehicles are attempting to access the elementary school located on the south side of the intersection. Chris Schregel presents a turning movement diagram generated by Miovision to illustrate the traffic patterns. He notes that the intersection was last reviewed in 2022, at which time the criteria for a left-turn arrow were not met. Current crash data shows a total of 14 accidents over the past three years, one of which was a crash involving a parent from the elementary school last year. Chris Schregel reviews the current criteria for a left-turn arrow and notes that, based on a recent analysis, the intersection meets the requirements during morning hours but falls short during the afternoon. Chairman Fraas opens the public comment period for this item:
 - a) Angela Marinucci, 258 Robin Hill Dr. She is aware of last year's crash and would like to see a left-turn arrow placed at this intersection. She adds that she has children that attend the elementary school and is very active volunteering there -- she often drives her children to school and is very well acquainted with the workings of this intersection. She informs the members that the school enrollment has increased in the past couple of years and is expected to increase even more in 2026. She is concerned with the safety of the children and parents that use this intersection and would like the support of the Traffic Safety Board in the installation of a left-turn signal on Maple Road going into Maple West Elementary.

Chairman Fraas closes the public comment period for this item and opens the Board discussion. Kevin Cantwell begins by stating that having school personnel direct traffic during the busy morning hours could help alleviate congestion on school property. This, in turn, could make a left-turn arrow more effective. Nick Alterio adds that traffic counts have increased since 2022, and if volumes are expected to rise, this upward trend should be considered when evaluating the need for a left-turn arrow. Chairman Fraas notes that adding a left-turn arrow may cause

additional delays on the minor legs of the intersection. While he agrees with the idea of installing the arrow, he expresses reservations due to the complexity of the intersection -- he recommends conducting a comprehensive traffic study before proceeding with any changes. Chris Schregel informs the Board that a permit must be obtained from the County for any changes to the intersection, and such requests must be supported with justified reasons. Chairman Fraas concludes by recommending a detailed traffic engineering study and suggests forwarding the request to the Town Board to seek funding for the study, which should be conducted by an external consultant. The matter will be referred to Engineering for the necessary traffic study.

2. Washington Highway – Various traffic safety concerns. Chris Schregel opens this item by saying that this request encompasses the entire length of Washington Highway from Kensington Avenue to Main Street. The resident wants roadway safety improvements, and has concerns with speeding, stop sign non-compliance and unsafe conditions for pedestrians and school children. Chris Schregel specifically mentions the intersection of Yorktown and Washington Highway, stating it is an all-way stop controlled intersection much like the other 4-legged intersections along Washington Highway. The resident is requesting that the speed limit be lowered, a center median be installed at the intersection, and speed humps be considered like those within the Buffalo city limits. The crash data for the last three (3) years on Washington Highway is 11 total crashes. Signage in the area is displayed on the screen and shows all-way stops through most of Washington Highway intersections. Counts in the northbound direction show an 85th percentile speed of 25 mph with a total number of vehicles at around 700 vehicles per day; southbound numbers are very similar. A stop sign compliance review was done at Yorktown that indicated many vehicles do not come to a full stop, although volume in this area is very low. Chairman Fraas opens the public comment period for this item:

- a) Dr. Elia Vargas, 461 Washington Highway. Dr. Vargas begins by explaining that he is looking for a way to increase safety on Washington Highway. He and his family live on the corner of Washington Highway and Yorktown. He has very young children along with several of the families in his area, he also states that many pedestrians travel this area due to its proximity to Saratoga Park, Amherst Middle School, Amherst High School and a church with daycare. He feels Washington Highway is not wide enough for two cars if vehicles are parked on both side of the street. He also thinks 30 mph is a high speed for this residential area and thinks crosswalks or signage might be able to help in slowing speeds on Washington Highway. He is looking for guidance on implementing numerous steps that could be taken to calm traffic.

Chairman Fraas closes the public comment period and opens the discussion to the Board while photographs of traffic calming measures and strategies are displayed on-screen at the request of Dr. Vargas. Kevin Cantwell informs the resident that vehicles parking on the street is a good way to calm traffic, effectively serving the purpose of some of the ideas displayed. Chairman Fraas responds to other suggestions from the resident, explaining that a number of improvements can be implemented when speeding has been found to be an issue on a road. However, speeding does not appear to be an issue on Washington Highway given the results of the count, and the addition of any type of traffic calming is not justified. Chairman Fraas would like to refer this item to the Police Department for stop sign non-compliance issues. Motion by Nick Alterio, second by Cara Biddlecom, to receive and file. Approved 6-0.

3. Tonawanda Creek Road – Speeding Concerns. Chris Schregel opens this item by noting that Tonawanda Creek Road spans the entire width Amherst from east to west. The specific section under discussion lies between New Road and Transit Road, as shown on the screen. A resident has requested that the speed limit on this stretch be reduced from the current limit of 50mph to 40mph, expressing concerns about vehicles traveling significantly above that limit. In support of a speed reduction, they point out that nearby roads have lower speed limits. According to the resident, Tonawanda Creek Road also presents several safety issues: blind spots, curves, a lack of sidewalks or bike paths—forcing pedestrians and cyclists to share the roadway—and frequent wildlife crossings. The resident also mentioned that exiting their driveway is particularly challenging. Chris Schregel then displays a map showing speed limits in the surrounding area. Speed and

volume data showed that the 85th percentile speeds were 52 mph eastbound and 48 mph westbound, with a total daily vehicle volume of 1,171 in both directions. Only two crashes were reported in this area over a three-year period. This issue was previously reviewed by the Traffic Safety Board in both 2022 and 2023, and in both instances, it was received and filed without further action. It is also noted that Tonawanda Creek Road is under Erie County jurisdiction, meaning any changes to the speed limit would need to be recommended to and implemented by the County. He further explains that the Manual on Uniform Traffic Control Devices (MUTCD) has recently updated its guidance, allowing additional factors—beyond the 85th percentile speed—to be considered when setting speed limits.

Chairman Fraas opens the discussion to Board members. Kevin Cantwell remarks that since drivers are generally adhering to the current speed limit, it's unlikely the County will take any action to effect a change. Chairman Fraas makes a motion, seconded by Cynthia Selden, to receive and file the item based on past decisions. Approved 6-0.

4. Heim And Deer Ridge – Intersection signage review. Chris Schregel begins by stating this area is at the entrance/exit of Heim Elementary and Heim Middle Schools, and this request is for proper signage to be installed at this intersection. This was brought to the attention of the Amherst Traffic Safety Board by Mrs. Butera, a crossing guard currently serving at this location. During her career there she has had some close calls with vehicles that are creating unsafe conditions. Chris Schregel points out that this is not a signalized intersection and is uncontrolled on Heim Road but has stop signs on both Deer Ridge and the school driveway. A resident pointed out that flashing beacons located prior to the intersection currently flash "Slow Down" instead of displaying a vehicle's current speed -- the resident is asking that the current speed be displayed as that, in their opinion, has more impact than a generic "Slow Down". The resident is also asking for re-painting of the crosswalk, a rectangular flashing pedestrian beacon specific to that intersection, radar feedback for the speeds, and tree trimming. The current signage is displayed on the screen for the members to review in comparison with signage suggested and permitted by the MUTCD, which is also displayed. Members are informed that the MUTCD also allows the option of installing a Yield Line (shark teeth) to be added ahead of the crosswalk. Chairman Fraas opens the public comment period for this item:
 - a) Eric Corson, 248 Heim Road. He begins by saying a few years ago improvements had been made to this intersection. He would like the current flashing speed sign changed to flash the actual speed of the vehicles. He also states the current crosswalks are worn and need to be repainted and trees at this intersection need to be trimmed. He would also like some kind of crossing signal. He would like all his suggestions considered in future funding requests.

Chairman Fraas closes the public comment period and opens the discussion to the members. Motion by Chairman Fraas, second by Cynthia Selden, to change and install the signage as indicated on the screen with all current standards per the MUTCD. Approved 6-0 -- refer to Highway to make all signage changes. Chairman Fraas then asks the members for comments related to the installation of the Yield Line. Motion by Chairman Fraas, second by Cynthia Selden, to refer to the Highway Department to install the Yield Line (shark teeth) on the street as indicated on the drawing and upgrade the crosswalk to high visibility. Approved 6-0. Kevin Cantwell would like to make a recommendation for Highway to change the flashing speed sign from "Slow Down" to display the actual speed of vehicles. This recommendation will be reviewed for consistency Town wide -- refer to Highway and Engineering. A vote takes place to refer to Engineering and Highway or to change from "Slow Down" to Actual speed of vehicles. Refer to Highway and Engineering 4-2.

Vote to change the speed sign to actual numbers - (Yes) Cantwell and Rider

Vote to Refer to Engineering and Highway to determine consistency of flashing speed signs throughout the Town before any changes are made. - (Yes) Fraas, Selden, Biddlecom, Alterio.

5. Dodge Road south of North French – Request for flashing school beacons with radar feedback. Chris Schregel opens the discussion by stating this location is at Dodge Elementary School and the request is for flashing school beacons with a radar feedback sign. The resident's reason for this request is speeding vehicles. Current signage is displayed on-screen, where it's pointed out that the signage is outdated. Since no sidewalks or crosswalks surround the school, a diagram is displayed on-screen with the recommended signage, following MUTCD guidance on what is correct where there are no sidewalks. Chairman Fraas opens the public comment period for this item:
- a) Ken Montz, 1965 Dodge Road. He has lived on this section of Dodge for 40 years. He sees the largest problem with speeds coming from the intersection of West Klein and Dodge. He feels some of the vehicles are going as fast as 50 mph while children are walking to and from school. He would like flashing beacons to make drivers more aware of the speed they are going and that a school is on this section of Dodge Road.
 - b) Sam Smith, 60 Fruehauf Ave. She suggests narrowing the road as a possible solution to slowing traffic in this situation.

Chairman Fraas closes the public comment period and opens the discussion by saying he would be hesitant putting flashing beacons at this location because of lack of sidewalks and pedestrian accommodations. He goes on to say, however, that future development in the area could change it enough to revisit the idea flashing beacons at a later time. Motion by Chairman Fraas, second by Cara Biddlecom, to upgrade the school signage to current standards as indicated on the diagram and recommended by the MUTCD. Approved 6-0. Chairman Fraas asks if any member is in favor of the installation flashing beacons under current conditions, to which no one responds. Chairman Fraas refers to the Police Department for speed enforcement. Nick Alterio would like a referral to the County to implement some type of traffic calming when future improvements are made to Dodge Road.

6. Imperial Drive / Huntleigh Circle – Request for intersection traffic control. Chris Schregel begins by introducing Frank Fontana, an Engineering intern, to do a presentation on this item. Mr. Fontana begins his presentation with an on-screen visual of the Imperial Drive/Huntleigh Circle intersection, explaining that the resident is requesting traffic control at this uncontrolled intersection. Residents are concerned with close calls, lack of any traffic control, and tricky geometry. Mr. Fontana goes on to say this area was last reviewed in 2015-2016 when turning movement count data was reviewed -- the Amherst Traffic Safety Board ultimately recommended no change due to the low volume.

Referring to the aerial view of the intersection on-screen, he points out the unconventional geometry to the members, and shows that no stop or yield signs are present at this intersection. He goes on to say that while an uncontrolled intersection is uncommon, there is guidance within the MUTCD that allows for such a lack of signage.

Recent counts have been collected which demonstrated very low traffic volume, and no crashes have been reported at this intersection in the past 5 years. The resident is asking for a stop sign at the intersection going westbound. A short-term suggestion (shown on-screen) would be to stripe a more defined intersection to direct drivers to a new stop sign and stop bar. A long-term concept (shown on-screen) would be to remove some of the paved area to create more of a T-intersection, although this would require a more complex design and construction. Chairman Fraas opens the public comment period for this item:

- a) Sam Smith, 60 Fruehauf Ave.. She suggests planting more trees or setting up cones, and says that she never had any problems with this intersection while living in that area.

Chairman Fraas closes the public comment period and opens the Board discussion by saying intersections with very low volumes can be safer with no traffic control signage because drivers

tend to be more cautious at those intersections. He adds that per the MUTCD, it is acceptable to leave intersections unsigned when the traffic volume is low. Motion by Cara Biddlecom, second by Nick Alterio, to receive and file. Approved 6-0.

7. Charlotte / Delta Road intersection – Request for a “Cross Traffic Does Not Stop” sub-plaque. Chris Schregel begins by saying the resident would like a “Cross Traffic Does Not Stop” sub-plaque because drivers are failing to yield the right of way, leading to many close calls. Currently Delta is stop controlled, with no crashes at this location. Motion by Chairman Fraas, second by Cynthia Seldon, to receive and file. Approved 6-0.
8. 199 Park Club Lane – Request to remove the right turn restriction onto Park Club Lane. Chris Schregel begins by clarifying that the request is to remove the right turn restriction exiting Roswell’s private property on to Park Club Lane. The reason for this request is to simplify the current configuration which forces drivers ultimately bound in a northerly direction to make multiple left turns which are more difficult, time consuming and dangerous in order to head that way. Chris Schregel displays a diagram of the medical campus indicating the various turning restrictions exiting on to Park Club Lane. No crashes have been reported at this location in the past 3 years. Chairman Fraas opens the public comment period for this item:
 - a) Mr. Konsvitz, 140 Brookedge. He begins by saying he is the husband of a breast cancer survivor, commenting that this is a medical campus serving cancer patients. Entering and exiting the campus should not be made difficult for these individuals. He adds that Park Club Lane is a public road and access to it should not be limited or made complicated, especially for those individuals that might be receiving cancer treatments. He has trouble understanding why a “no right turn” would be implemented as it is the safest and most reasonable turn at this location. He is asking that this location be made safer.
 - b) Lisa Drdul 92 Chateau Terr. She is a patient at this location also and constantly has trouble exiting the parking lot. She goes on to say if she wants to head north, she has to turn around in a driveway across the street and then make a more dangerous left out of that parking lot.

Chairman Fraas closes the public comment period for this item and opens the discussion to the Board. Scott Marshall begins the discussion by saying during the site plan stage of this development the residents of Park Club Lane requested the restrictive turning signage. This was requested to limit traffic on Park Club Lane generated by the medical campus. He explains that in order to change a previously approved site plan, the property owner or related individuals would need to file for a site plan adjustment to remove the signs, which would then require Planning Board approval. Chairman Fraas also explains that the current signs have not been placed by the Town of Amherst but are placed by the landowner -- as such, the Town cannot simply remove them. Chairman Fraas asks for clarification from Captain Persons related to the enforcement of the “No Right Turn” signs, to which the Captain responds that any sign placed on private property is not enforceable by the Amherst Police Department. Chris Schregel comments that if this location has any future site plans submitted, the Traffic Safety Board can request that the signs be removed as a requirement for approval. Chairman Fraas closes this item.

9. Callodine Avenue between Longmeadow Road and Freemont Avenue – Request for a parking restriction on the west side (even addresses). Chris Schregel begins by stating the area in question is the block between Longmeadow Road and Freemont on Callodine Avenue, where the resident is asking for a parking restriction on the even side (west side) of Callodine. The resident feels the current situation allowing parking on both sides of Callodine presents a number of safety concerns. Preliminary letters were sent to all area residents who would be impacted by a parking restriction, and 8 residents responded: 6 residents supported the parking restriction and 2 were opposed. Chris Schregel goes on to say that Callodine is 28 feet wide which is standard with for the Town of Amherst. Chairman Fraas opens the public comment period for this item:

- a) Nick Schmidt, 394 Callodine. He is the resident that put in the original request, and he leads off by saying the people who live on the west side of Callodine are generally single-family homeowners with driveways, so this parking restriction should not impact them. On the other side of the street are mainly apartments and rentals, the residents of which park on both sides of the street making it dangerous to navigate down the street, especially at night. He also feels that it would be very difficult for larger emergency vehicles to pass through this section of Callodine. He concludes by saying that other sections of Callodine have parking restrictions on one side, so this request is not unreasonable.

Chairman Fraas closes the public comment and opens the Board discussion by asking to refer the Town Board for the installation of "No Parking" as requested, based on the resident feedback. In addition, Chairman Fraas would like for the only other block of Callodine that does not have a parking restriction to be added to this request as well. After Board discussion concerning the fire hydrants, it is decided to implement the parking restriction on the east side of Callodine instead of the west side to accommodate the hydrants, and to extend the restriction to cover the entire length of Callodine. Cara Biddlecom would like to send out another letter to all residents affected by this request, again asking about parking restrictions but on the east side instead. Held pending results of this new survey of Callodine residents.

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

OLD BUSINESS

A. Bike Path crossing North Forest, Near Auden Apts – Pedestrian Counts. Hold for counts until school is in session. Chairman Fraas opens the public comment period on this item:

- a) Thomas Frank, 5403 Main Street. He begins by saying that this section is part of New York Central Park and part of the statewide greenway project, and part of the transportation network and historic preservation program. The Town School districts have athletic programs that include many sports but none of the schools have bicycle programs. Mr. Frank feels bicycling is the most efficient way of transportation on the planet. All these trails are part of the trails plan in the community.
- b) Tim Desidari, 225 Greengage. He was involved in an e-bike incident that he would like to discuss. He was in a minor accident involving a e-bike that struck the vehicle he was in. He states that when the police arrived no information from the e-bike driver was obtained. He says the e-bike rider was going fast and riding on the sidewalk when he hit the car he was in. He would like something in place for the Police to start investigating the e-bikes, educating drivers on how dangerous these bikes can be compared to a standard riding bike.

Chairman Fraas closes the public comment and opens the discussion by addressing the issues that the residents have had. E-bike enforcement can be reviewed by the Traffic Safety Board in its place as an agenda item at a future meeting, but the matter would likely be referred to the Police Department. Concerning the bike path and the New York Greenway project, he explained that the item on the agenda is not related to the New York Greenway Project but rather the sidewalk connecting the Auden Apartments to the UB bike path. Chairman Fraas explains that this crossing area is unsafe as designed now and improvements are needed. This is a County road and the County is asking for pedestrian counts to determine the best action to take. Hold item for pedestrian counts.

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 from Commercial Office To Medium Residential
ADDRESS: 2190-2220 Wehrle Drive
PETITIONER: Youngs Development Inc.

X REQUEST TO AMEND THE BICENTENNIAL COMPREHENSIVE PLAN IS

X APPROVED WITH CONDITIONS

General Comments relative to your agency's interest:

The submitted Traffic Impact Study (TIS) identifies poor and failing levels of service for westbound movements at the Wehrle Drive / Garrison Road / Lehn Springs Drive intersection during the PM peak hour. The Town acknowledges this condition already exists in both the existing and background scenarios. However, the proposed development adds traffic that further degrades performance and increases delay.

As a condition of approval, the petitioner shall conduct a more detailed study of this intersection and prepare a new signal timing plan that the Town can implement. The plan must improve PM peak hour operations and better balance level of service across all approaches to reduce excessive delays.

SUBJECT: Proposed The Boulevard – Restaurant Addition and Alternative Parking Plan
ADDRESS: 1565, 1575-1659 & 1641-1703 Niagara Falls Blvd.
PETITIONER: Benderson Development

X MINOR SITE PLAN IS

X APPROVED WITH CONDITIONS

1. Install an internal crosswalk on the Niagara Falls Blvd. side of the building, connecting the public sidewalk along Niagara Falls Blvd. to the front door of the restaurant. Suggest that it connect to an accessible parking aisle.
2. Install a crosswalk at the southeast corner of the site, connecting the proposed sidewalk along the perimeter of the restaurant to the sidewalk located in the parking lot median east of the site.
3. Re-orient the existing stop sign at the west side of the Lowe's where a plaza driveway intersects with Ridge Lea Road, as it is currently facing the wrong direction:



SUBJECT: Proposed Building Addition
ADDRESS: 1350 Eggert Road
PETITIONER: 1097 Group LLC

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

1. Provide a sidewalk connection between the existing ECO Park stairs and the proposed north building access. Ensure the sidewalk alignment and grading meet ADA accessibility requirements. The sidewalk shall continue uninterrupted through the proposed driveway.
2. Install a concrete sidewalk across the existing Eggert Road driveway to maintain a continuous pedestrian path.

SUBJECT: Proposed Modifications to Parking, Sidewalk and Refuse Enclosure
ADDRESS: 4340-4350 Maple Road
PETITIONER: Benderson Development

X MINOR SITE PLAN IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed Office Building Addition
ADDRESS: 4357-4367 Harlem Road
PETITIONER: Zubin Builders

X PROPOSED MINOR PLAN IS

X APPROVED WITH CONDITION

1. Revise the plan to show all existing curb cuts on the west side of Harlem Road in the vicinity of the project site. This information is necessary to assess driveway spacing, access management, and potential conflicts with existing driveways.

SUBJECT: Proposed Office Building - Building Addition and Site Improvements
ADDRESS: 757 Hopkins Road
PETITIONER: Center for Jewish Life Inc.

X MAJOR SITE PLAN REVIEW IS

X DENIED

1. The subject property currently lacks sufficient parking to meet existing demand, resulting in off-site parking and related traffic safety concerns. The proposed building addition is expected to further intensify these issues by increasing on-site activity without providing additional parking. This will likely lead to increased pedestrian and vehicular parking along Hopkins Road, an area that lacks adequate pedestrian infrastructure such as sidewalks and crosswalks to safely accommodate overflow parking.

SUBJECT: Proposed Office Building (Surgery Center)
ADDRESS: 1692 Maple Road
PETITIONER: 1692 Maple Road LLC

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITION

1. Revise the plan to show all existing curb cuts on the west side of Youngs Road in the vicinity of the project site. This information is necessary to assess driveway spacing, access management, and potential conflicts with existing driveways.

Meeting adjourned at 9:30 pm. The next meeting is scheduled for January 15, 2025.

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