

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 **October 8, 2025**

The October meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on October 8, 2025, Chairman Eric Fraas presiding. Members in attendance included Chairman Eric Fraas, Maxwell Kahn, Patricia Dunne, Cara Biddlecom, Dan Rider, Helaine Sanders (late), and Nicholas Alterio. Departmental liaisons present were William Prenevau of the Building Department, Scott Marshall of the Planning Department, Captain Charles Persons of the Police Department and Christopher Schregel, Traffic Safety Coordinator and Engineering Liaison; and Councilman Michael Szukala, Town Board Liaison to the Amherst Traffic Safety Board. The guest list is on file with the Town's Engineering Department. Chairman Fraas asked if there were any changes or corrections to the minutes of the September 3, 2025 meeting. None being heard, Motion by Chairman Fraas, second by Dan Rider, to approve the minutes as written. The motion was approved unanimously, 6-0.

Chairman Fraas opened the floor to new business.

NEW BUSINESS

1. Tech Drive / Stonham Way / Main Street – Request for a signalized intersection. Chris Schregel opened the discussion by giving a short presentation related to the history of this item, stating that this area has been looked at by the Traffic Safety Board for over 10 years. Currently a stop-controlled intersection on a NYS highway, this request from the Greythorne neighborhood to the north asks for the installation of a traffic signal here for the following reasons:

- History of Crashes
- Existing conditions along with proposed ECC Sports Playing Field Project

Tech Road is owned by ECC, Stonham is a local road and Main Street is a NYSDOT Highway, with this intersection coming under the jurisdiction of NYSDOT. The Traffic Safety Board has requested studies multiple times from NYSDOT to determine if a signal is appropriate at this intersection, but NYSDOT has ultimately determined after conducting these studies that a signal would not be installed, citing various reasons. C&S Engineers conducted a signal analysis during a traffic impact study for the nearby YMCA expansion (not built) that showed that warrants would have been met if the extension was built, although NYSDOT would have to consider a number of other surrounding conditions before any installation was approved. There are two signals close to this intersection, one at Main and Youngs and one at Main and Spindrift. Chairman Fraas opens the public comment period for this item:

- a) Fred McKosky, 212 Stonham Way, introduces himself as President of the Greythorne Board of Managers and presents the following points:
 - asserts that a traffic signal at Main Street, Tech Drive, and Stonham Way is greatly needed
 - left-turn movements onto and off of Main Street have been a problem since 2008
 - Stonham Way is the only point of access to Main Street for the Greythorne community
 - traffic volumes have increased significantly over the years due to new businesses and residential development in the area
 - the planned ECC multi-sport complex will further increase traffic demand
 - there is frequent reckless driving and speeding, which worsen safety concerns at this already dangerous intersection

- The Greythorne Board of Managers strongly urges the Town of Amherst and NYSDOT to install a traffic signal at this location for the safety of area residents
- b) Paul Tokasz, 68 Brockton Ridge, begins by noting that a rezoning was previously completed on a parcel in front of the Greythorne Townhomes. At that time, Greythorne residents saw it as an opportunity to raise the need for a traffic signal. They were told that a traffic study was being conducted for the entire Main Street corridor – Mr. Tokasz asks whether that study was completed, what the findings were, or if it was ever done at all. After discussion, it is clarified that the study did not cover area between Youngs Road and Transit Road. Mr. Tokasz adds that left turns at this intersection are very difficult and that Greythorne residents are requesting installation of a traffic signal.

Chairman Fraas closes the public comment period and opens the discussion by stating that the Amherst Traffic Safety Board is in full agreement that this intersection should be signalized, noting that the Board has previously requested a signal several times, but each request was denied by NYSDOT. Chairman Fraas asks if the members remain in agreement to refer this request once again to NYSDOT for signal installation. He further suggests sending a letter to NYSDOT requesting an analysis not only of this intersection but also of the entire corridor, including the Youngs Road and Spindrift Drive intersections, due to their proximity to the Main Street, Tech Drive, and Stonham Way intersection. All this is formalized in a motion by Chairman Fraas, second by Cara Biddlecom, to send a letter to NYSDOT requesting review and analysis of the Tech Drive/Main Street/Stonham Way intersection, as well as the Youngs Road and Spindrift Drive intersections, for potential signalization in light of recent development in the area. Motion approved, 7-0.

2. Oxford Drive – Stop Sign Compliance at Meadow Lea Drive and Windermere Blvd. Chris Schregel opened the item by explaining that a resident expressed concerns regarding drivers not stopping at the all-way stop intersection near Windermere Boulevard Elementary School. The location is heavily walked by schoolchildren, but there have been no reported accidents within the past five years. It is a T-intersection with all approaches stop-controlled, a posted speed limit of 30 mph in all directions, and a parking restriction on the south side of Oxford Avenue. Sidewalks and Type S crosswalks/stop bars are present on the north and west legs of the intersection. Traffic counts conducted in 2025 indicated 948 vehicles per day on Oxford Drive, with 85th percentile speeds ranging from 28 to 33 mph at mid-block. The Amherst Central School District is currently constructing a building addition and a new loop-shaped driveway for the school (shown on the screen).

A stop sign compliance study was performed and found that the majority of drivers on Oxford Drive were either rolling through the stop or failing to stop completely. At Meadow Lea Drive, slightly more than half of drivers made a complete stop, while just over 40 percent made a partial stop or did not stop at all. Many of the non-compliant vehicles were observed traveling to or from the nearby school parking lot.

Chairman Fraas opened the Board discussion by commenting that the likely reason for noncompliance is that some of the stop signs may not be warranted under current conditions. However, removal of the Oxford stop sign would likely be met with strong opposition from area residents given the school's proximity. The Board agreed to hold further action until the completion of the school construction project to allow for reevaluation of post-construction traffic patterns. The matter will also be referred to the Police Department for enforcement.

3. Fair Woods Drive – Request to remove raised median. Chris Schregel introduced the item by reminding the Board that Fair Woods Drive has been reviewed by the Traffic Safety Board multiple times. Originally a dead-end with one entrance at Hopkins Road, the street was extended to Heim Road and several additional homes constructed. To address potential cut-through traffic, a center median was installed as a traffic calming measure. At that time, the Traffic Safety Board recommended parking restrictions to include a lengthy restriction around the island, but the Town Board amended the resolution to include only a 10-foot restriction on either side of the island, reducing it from the original Traffic Safety Board recommendation in response to developer/builder concerns over how it would impact marketability for those nearby lots.

Fair Woods Drive is before the Board again due to a resident request to remove the center island, stating that it has minimal effect on driving behavior, causes driver confusion, and that drivers sometimes drive on the wrong side or strike the island signage.

Chairman Fraas opened the Board discussion by stating he does not support removal of the median due to traffic volumes, particularly from the school. Further, a recent count indicates the island is serving its original purpose – to slow thru motorists. He suggested asking the Town Board to reconsider the original parking restriction to allow safer vehicle maneuvering around the island. Chairman Fraas makes a motion, seconded by Maxwell Kahn, to refer the matter back to the Town Board to expand the “No Parking” zone to the original recommendation from the Traffic Safety Board. The motion was approved 7-0.

The Traffic Safety Board is also in favor of additional striping to enhance the island, and possibly painting the concrete in the island as well. Additional striping recommendation referred to the Highway Department.

4. Draden Lane / Denrose Drive – Request for an all-way stop intersection. Chris Schregel introduced the item, noting that the initial request was for an all-way stop. A map of the area was displayed on-screen, where neighborhood stop sign inconsistency became apparent. A resident mentioned a recent accident at the location, but review indicated it was not related to stop signs – two other reported accidents were noted in the three-year crash history. The resident also expressed concern that drivers are not stopping at the Draden Lane stop sign and noted overgrown foliage, while drivers on Denrose stop out of caution. A stop sign warrant analysis conducted in September indicated traffic volumes were low and did not meet the warrants – this finding is consistent with previous reviews in 2006 and 2019 that arrived at the same conclusion. A compliance analysis showed that nearly 70 percent of vehicles made a complete stop. The resident understood this but requested some type of solution. The addition of “Cross Traffic Does Not Stop” sub-plaques was suggested.

Chairman Fraas opened the discussion to the Board, where agreement was reached to install the sub-plaques – Maxwell Kahn made the motion, second by Chairman Fraas, to install “Cross Traffic Does Not Stop” sub-plaques on the stop signs on Draden Lane. The motion was approved 7-0. Patricia Dunne also requested that the Highway Department check if the foliage needs trimming.

5. Heim Road Parking near Southwedge Drive – Chris Schregel introduced the item by explaining that Southwedge Drive is a residential, Town-owned Street that intersects with Heim Road just southwest of the nearby Mosque. A resident requested a parking restriction on Heim Road on both sides of Southwedge Drive for sight distance reasons. The north side of Heim Road currently has parking restricted from 10 a.m. to 5 p.m. on Fridays, which is the timeframe for the heavy overflow parking. One accident has been reported at the intersection due to failure to stop at the stop sign. For purposes of conversation, a proposed parking restriction was displayed on-screen on the south side of Heim, flanking Southwedge Drive.

Chairman Fraas opened the Board discussion, stating he was not opposed to adding the “No Parking” restriction. He also suggested referring the matter to the Building Department for enforcement of the Clear Vision Triangle at the intersection, at the request of member Nicholas Alterio. A motion was made by Chairman Fraas, second by Cara Biddlecom, to install a “No Parking” sign on Heim Road in accordance with the Vehicle and Traffic law at the intersection of Heim and Southwedge. The motion was approved 7-0, with installation to be completed by the Highway Department.

6. Aspenwood Drive – Speeding concerns. Chris Schregel introduced the item, noting that residents had expressed concerns about speeding and drivers disregarding school buses. The location is near Williamsville East High School with correct and proper signage. No accidents have been reported in the past three years, and speed/volume counts showed the 85th percentile speeds at 29 mph and 28 mph, indicating that most drivers are operating within reasonable limits. Chairman Fraas stated that, based on the counts and the size of the street, no action is needed. A motion was made by Chairman Fraas, second by Cara Biddlecom, to receive and file the item. The motion was approved 7-0.

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

OLD BUSINESS

- A. Bike Path crossing North Forest, Near Auden Apts. – Pedestrian Counts. Hold for pedestrian counts.
- B. Maple Road / Old Lyme / Maple West Elementary – Request for left turn arrow(s); held pending an engineering study. Engineering Dept. seeking a funding source and working on procuring an engineering firm. Hold pending Engineering study.
- C. Callodine Ave. between Longmeadow and Oxford Parking Restriction – Chris Schregel provided an update on the parking restriction between Oxford and Longmeadow. A diagram was displayed showing the sections of Callodine Avenue not currently subject to a parking restriction. The results of a resident survey showed four residents opposed and ten residents in favor of the restriction.

Chairman Fraas explained that if the parking restriction were implemented, it would apply to only the east side of Callodine Avenue from Longmeadow to Oxford. A motion was made by Dan Rider, second by Helaine Sanders, to recommend to the Town Board the installation of "No Parking" on the east side of Callodine Avenue as shown on the diagram. The motion was approved 7-0.

Chairman Fraas noted that a resident was in attendance to speak about an item not on the agenda. A motion was made by Chairman Fraas, second by Maxwell Kahn, to suspend the agenda and allow the resident to speak. The motion was approved 7-0.

- D. Caesar Boulevard - Chairman Fraas explained that Caesar Boulevard was an old item, and opens the item up for public comment:

- 1) Dale Zwierschke, 249 Caesar Boulevard, spoke regarding the turnaround area at the dead end of Caesar Boulevard, known as the L-shaped turnaround. He explained that the discussion on this item began in February 2025. Mr. Zwierschke's children attend Clarence Central Schools, and he stated that the school buses cannot safely make the turn at this location. He requested that his children and neighbors' children be picked up and dropped off in front of their homes for safety reasons. Currently, children must walk approximately 500 feet to the bus stop at Connie Lane, which he said exceeds the school district's limits and is dangerous. Mr. Zwierschke added that Clarence Central School allows buses to back up and could use the turnaround space. He noted there is sufficient right-of-way, with only one tree needing removal and some paving required. He asked that research be conducted to determine if the turnaround can be used for school buses.

Chairman Fraas closed the public comment period and opened the discussion to the Board, noting that little information was available for discussion since the item was not on the agenda and members had not had time to research it. He also said he is not familiar with Town policy on turnarounds. He suggested holding the item for the November meeting so members can review relevant policies and school bus regulations, and determine if the turnaround can be utilized safely.

Chairman Fraas makes a motion, second by Cara Biddlecom, to return to the current Agenda. Approved 7-0.

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

SITE PLANS / REZONING

SUBJECT: Major Site Plan Review, **SP-2025-08**
Proposed Place of Worship (Gurdwara Redevelopment)
TOA Job# 2023.030

ADDRESS: 2345 North French Road
PETITIONER: Nanaksar Thath Isher Darbar

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Install 5'-wide sidewalk along the Hopkins Road and N. French Road frontages. Install storm drainage to accommodate this improvement. Obtain guidance and approvals from ECDPW.
2. Eliminate the sidewalk connection to N. French Road. The sidewalk connection from the building is to remain, but terminate at the sidewalk referenced in condition #1.

SUBJECT: Major Site Plan Review , **SP-2025-10**
Proposed Multi-Family Development
TOA Job# 2025.032
ADDRESS: 46, 54, 60, 68, 74 & 84 South Linden Street & Former S. Linden Street
RIGHT-OD-WAY
PETITIONER: South Linden LLC

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITION

1. The rear garage at 864 Wehrle Drive is no longer accessible as shown on the submitted plans. Provide a means of access for this owner and future property owners.
2. Provide a sidewalk across the Wehrle Drive frontage and through the driveway.

SUBJECT: Major Site Plan Review, **SP-2017_16_B**
Proposed Medical Office Building – Parking Expansion
TOA Job# 2017.37
ADDRESS: 190 Maple Road
PETITIONER: Youngs Road Property Development LLC

X MAJOR SITE PLAN REVIEW IS
X APPROVED AS SUBMITTED

SUBJECT: Major Site Plan Review, **SP-1988-11_Q**
Proposed Amherst Development Park – Building Mezzanine Addition &
Revisions to Park & Stormwater Facility
TOA Job# 880041
ADDRESS: 6000-6020 North Bailey
PETITIONER: Benderson Development Company

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITIONS

1. Provide a BCD mitigation worksheet with trip generation calculation back-up.

SUBJECT: Major Site Plan Review, **SP-2025-09**
Proposed Legacy Village Senior Housing
TOA Job# 880041
ADDRESS: 3900-3904 Maple Road
PETITIONER: Southern Tier Environments for Living Inc.

X MAJOR SITE PLAN REVIEW IS
X APPROVED AS SUBMITTED

SUBJECT: Major Site Plan Review, **SP-1989-19_C**
Proposed North French Soccer Complex-Restrooms/Concession Building
TOA Job# 2021.028
ADDRESS: 1681 North French Road
PETITIONER: Town of Amherst

X MAJOR SITE PLAN REVIEW IS
X APPROVED WITH CONDITION

1. Widen the existing driveway onto N. French Road with a designated outbound left and right turn lane. Obtain an ECDPW highway work permit.

SUBJECT: Major Site Plan Review, **SP-1992-44L**
Proposed Proposed Office Development – Building Expansion
TOA Job# 1992.109
ADDRESS: 2420-2430 North Forest Road (NCD)
PETITIONER: Benderson Development Company LLC

X PROPOSED MINOR SITE PLAN IS
X NOT REVIEWABLE

1. Driveway and Parking lot aisle widths are not shown.
2. Show hydrant on overall site plan on the north side of the driveway.
3. No parking sign shown blocking the ADA ramp adjacent to handicap access aisle.

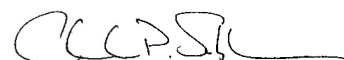
SUBJECT: Request for Relief Of Conditions Of Rezoning Approval **Z-2007-03_A**
ADDRESS: 330 Maple Road
PETITIONER: 716 Sports Complex LLC

Do you Agree with all Statements Made - Yes Specific to Relief of Conditions

SUBJECT: Request To Amend The Bicentennial Comprehensive Plan – For 24.9± Acres
Of Land From **Commercial Office** To **Medium Residential**; **BCPA-2025-01**
ADDRESS: 2190-2220 Wehrle Drive
PETITIONER: Youngs Development INC.
No Concerns With Request

Meeting adjourned at 10:30 pm. The next meeting is scheduled for November 5, 2025.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator