

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

November 5, 2025

The November meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on November 5, 2025, with Chairman Eric Fraas presiding. Chairman Fraas began the meeting by reviewing the minutes from the October 8, 2025 meeting and asked if there were any changes or corrections. None being heard, motion by Chairman Fraas, second by Cara Biddlecom, to approve the minutes as written. Approved 6-0.

Members in attendance were Chairman Eric Fraas, Vice Chair Cynthia Selden, Dan Rider, Maxwell Kahn, Cara Biddlecom, 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, Chris Schregel, Traffic Safety Coordinator and Engineering Liaison, and Councilman Michael Szukala, Town Board Liaison to the Amherst Traffic Safety Board. Guest list is on record at the Town Engineering Department.

NEW BUSINESS

1. Addison Avenue - Request Addison be added to the Arcade Avenue pilot study that reviews benefits of 'No Trough Traffic' signage. Chris Schregel explained that a resident requested a "No Through Traffic" sign for Addison Avenue which parallels to Arcade Avenue, both streets running between Millersport Highway and Eggert Road. This specific sign, included in the newest version of the MUTCD, was recommended for Arcade Avenue after the Traffic Safety Board reviewed the possibility of using it there in January 2025. NYSDOT was sent a letter informing them of the planned installation, to which they responded that they have not yet determined whether this sign will be eliminated in the upcoming MUTCD supplement. Chris Schregel noted that the volume of vehicles traveling on both streets is excessive compared to the number of houses, implying the streets are being used by cut-through traffic. The matter for the Traffic Safety Board to consider is whether to post the sign on both streets as a pilot to determine its effectiveness, or to wait for the NYSDOT supplement to see if the sign will be eliminated. Chairman Fraas made a motion, seconded by Cara Biddlecom, to recommend piloting the sign on both streets and to ask the Town to take the action required to create the local law to allow the installation of "No Through Traffic" signs. Approved 6-0.
2. Casey Road and Youngs Road intersection– Roundabout request. Chris Schregel began by establishing jurisdiction, noting that Casey Road is a County Road and Youngs Road is a Town road. The resident requested that the Town consider a roundabout, stating that the intersection is not safe under current conditions. While this is a County intersection, the Town owns and operates the current flashing signal and is responsible for pavement markings. Casey Road currently has bike lanes and sidewalks that were installed by the Town in 2019. Two crashes have been reported in the past three years. Currently, no pedestrian accommodations exist on the south side of Casey Road. The Town approved development to the north, extending Youngs Road into a new residential subdivision.

In 2021, the Amherst Traffic Safety Board recommended to the Highway Department that the stop bars be moved closer to the intersection to reduce driver confusion, diagram displayed

on-screen, but this work has not yet been completed. The Engineering Department conducted a review for the roundabout, and it was determined that a roundabout at this location is not feasible given the available right-of-way, although the final decision would have to be made by Erie County.

Chairman Fraas opened the Board discussion by remarking that a request was sent to the Highway Department earlier this year to make the necessary changes to choke down the intersection during a scheduled paving project, but no changes to the striping were made. He also noted that a flashing light is currently present and that no accident history is on record. Chairman Fraas does not recommend a roundabout but would like to request that Highway consider making striping changes to choke down the intersection as previously proposed. Motion by Chairman Fraas, seconded by Cara Biddlecom, to receive and file the roundabout request. Approved 6-0. Coordinator Chris Schregel to provide the previous recommendation to the Highway Department as a second request.

3. North French/ Hopkins Intersection – Request for pedestrian accommodations. Chris Schregel began the discussion by stating that a resident requested the installation of a pedestrian signal and crosswalks at North French Road and Hopkins Road. This is a Town of Amherst signal at a County intersection, so any changes must come from the Town but require County approval. The resident indicated that a number of schoolchildren cross at this location and that it is currently unsafe. Sidewalks exist on the northwest corner but are not continuous throughout the area. No ramps or pedestrian signals are present at this intersection, and it is heavily trafficked. Chris Schregel displayed the Town's sidewalk network map, showing sidewalks on the northwest corner and sporadically along the west side of Hopkins Road, but no connection to either school. A pedestrian count was conducted during the most appropriate time to record children traveling from both schools, although no pedestrians were observed during this count. A brief count was also conducted on Halloween night, with no pedestrians observed. Accident data indicated no reported pedestrian or bicycle accidents in the past six years. The public comment period is opened:
 - a) Eustace Mendez, 211 Daven Drive, noted that traffic has increased in the 19 years he has lived near the intersection. He observed that a number of children cross at various times of the day and that bicyclists also use the intersection frequently. He expressed concerns for the safety of children crossing at this location.
 - b) Kim Wasikowski, 19 Daven Drive, stated that children in the neighborhood cross at this intersection and that pedestrian accommodations are needed. She noted that without a shoulder or crosswalk, the intersection is very dangerous. She also suggested that the signal timing be reviewed, as the light does not change at suitable intervals. She added that most vehicles exceed the 35-mph posted speed limit and that numerous vehicles run the red light. She requested pedestrian crossing enhancements and suggested adding the area to the pilot speed bump program.
 - c) Mary Dorr, 67 Daven Drive, spoke in support of installing pedestrian safety features at the intersection. She noted that she has witnessed numerous vehicles running the red light at high speeds. She expressed concern for her elderly neighbors and for the safety of children walking home from school. She emphasized that the intersection is less than three miles from three schools, making it a primary path for many children. She also noted that ongoing construction of a new development will likely increase traffic volume and speed. She requested a crosswalk, pedestrian signal, and guardrails, stating that these measures would improve safety for the community.
 - d) Lisa Ferraro, 186 Daven Drive, described herself as a runner, pedestrian, and parent of school-age children. She stated that she does not allow her children to cross at this intersection due to safety concerns. She noted that the intersection's traffic volume and patterns make pedestrian crossing difficult. She requested a continuous sidewalk from Hopkins to North French and a crosswalk to make the intersection safer for all pedestrians.

Chairman Fraas closed the public comment period and opened the discussion to the Board. He noted that the Town has Miovision at this intersection, which records traffic and red-light compliance. Chris Schregel explained that Miovision uses a camera to continuously count vehicles and pedestrians, and provides automated traffic signal performance measures that can help identify when red-light violations occur. This information can be relayed to the Police Department for enforcement.

Chairman Fraas addressed the request for sidewalks, noting that crosswalk installation requires landing pads and connecting sidewalks. While the northwest corner has a sidewalk, no other sidewalks currently exist to create a full connection. He asked members for comments. Maxwell Kahn expressed support for installing sidewalks and suggested referring the matter to Engineering to determine the best locations. Chris Schregel recommended that residents submit a request to the Sidewalk Technical Review Committee as a first step. If sidewalks can be installed, the Traffic Safety Board will then consider recommending pedestrian accommodations. Cara Biddlecom suggested that red-light violations be referred to the Police Department. Item received and filed.

4. Ruby Lane – Request for a parking restriction at end turnaround. Removed from the agenda due to this roadway configuration changing in the upcoming months.
5. Eggert Road – Speeding concerns. Chris Schregel opened the discussion by saying that a resident emailed the Town expressing concerns over speeding on Eggert Road south of Main Street. A traffic counter was placed and data collected, with the following results:
 - In the northbound direction, close to 6,000 vehicles per day.
 - 85th percentile speeds in the northbound direction were 40 mph
 - 85th percentile speeds in the southbound direction were 39 mph.
 - In the southbound direction, close to 5,500 vehicles per day.

Eggert Road is a County highway. Chairman Fraas opened the public comment period for this item:

- a) Michelle Cefaratti, 11 Norman Drive, noted that the right-of-way is very narrow. She has lived at this address for 32 years and observed that traffic volume has always been high. She stated that at night, when vehicle volume is lower, speeds increase, and about 300 vehicles per week exceed 50 mph. She expressed growing concern due to the close proximity of homes to the street. She cited a recent accident in which a vehicle traveled onto lawns and hit a porch. She requested regular monitoring of speeds or the installation of speed signage.

Chairman Fraas closed the public comment period and opened the discussion to the members. He noted that narrowing lanes is a common traffic calming measure, suggesting referral of the matter to the County to consider fog lines. He also mentioned that radar feedback signs could be effective in controlling speeds, in combination with Police enforcement. Motion by Chairman Fraas, seconded by Cynthia Selden, to send a letter to Erie County advising them to investigate the addition of fog lines as a traffic calming measure. Approved 6-0. The use of radar feedback signs is on hold as the Town is evaluating new temporary radar signs to better select locations for permanent installations.

6. Casey Road – Pedestrian Safety and crossing concerns on the east/north side between Dodge Road and Pinelake Drive. Chris Schregel opened the discussion by saying a resident has requested a sidewalk and established crossing on Casey Road between Dodge Road and Pinelake Drive – at present, there is neither. In 2019, Casey Road had a TAP project that added a sidewalk and bike lanes up to Paradise Road, and it also included an RRFB to connect the north side of Casey Road to the south side school crossing. In 2026, a continuation of that

project will be completed from Paradise to Transit, adding sidewalks from Casey Middle School to Transit Road. The residents' concerns included:

- No sidewalk on the east side of Casey Road.
- No crosswalks in this immediate area.
- Children living on the east side of Casey must walk past the school to access the Casey Road crossing.
- Near misses involving students crossing who do not travel to the RRFB.
- Drivers exiting the school parking lot often fail to yield to pedestrians.
- The crossing guard is stationed beyond the desired pedestrian access route.
- It is very dangerous for children to cross when school bus drivers wave them on.
- School staff and parents have shared concerns about safety in this area.

The resident requested an immediate assessment of this section of Casey Road and the Casey/Dodge Road connection to evaluate feasible measures to improve safety for students from this area. There have been no bike or pedestrian crashes reported in this area in the past six years. The Engineering Department reviewed the area specific to sidewalks and found that installation would be difficult due to limited right-of-way, utility poles, and drainage constraints. Sidewalk installation in this section could be considered if the resident submitted a formal sidewalk request. The resident also requested a mid-block crosswalk with an RRFB, which is discouraged for safety reasons and would most likely not meet warrants for installation.

Chairman Fraas opened the discussion to the members. After discussion related to sidewalk and crosswalk installation, the members decided to refer the resident to the Sidewalk Technical Review Committee to evaluate the possibility of installing a sidewalk. Motion by Chairman Fraas, seconded by Cynthia Selden, to receive and file the crosswalk request.

Chairman Fraas asks if there is any other new business, to which Chris Schregel responded that there is one item he would like added to the agenda. Motion by Chairman Fraas second by Cynthia Selden to add Millers Crossing to the agenda. Approved 6-0:

7. Miller's Crossing Subdivision – Installation of Stop Sign (new item) – Chris Schregel explains that a new subdivision has been constructed (Miller's Crossing) and the Amherst Traffic Safety Board is responsible for stop sign placement recommendations. A diagram of the subdivision is displayed for the members to review. Motion by Cara Biddlecom second by Chairman Fraas for installation for

"The "T" intersection of Autumn Meadows Lane and Streamsong Court is hereby designated as a stop-controlled intersection, and a stop sign shall be installed at the northwest corner, oriented to stop the southbound approach."

Approved 6-0.

Chairman Fraas asks if there is any other new business – None being heard, new business is closed and old business is open.

OLD BUSINESS

- A. Bike Path crossing North Forest, near Auden Apartments – Held pending pedestrian counts.
- B. Maple Road / Old Lyme / Maple West Elementary – Held pending study. Dan Rider visited this location and observed the morning drop-off and traffic patterns of vehicles and buses. He noted that parent drop-off was very busy and backed up. He suggested that more students should utilize the buses to help reduce congestion. He also remarked that school traffic is affecting the intersection.
- C. Heim Road Parking at Southwedge Drive – Review of sight distance. Chris Schregel explained that the Engineering Department visited this location and took photos showing sight distance issues, which illustrated the difficulty of seeing oncoming traffic while exiting Southwedge. Measurements indicated that 100 feet would help alleviate sight distance issues. Motion by Chairman Fraas, seconded by Max Kahn, to install “No Parking” for 100 feet on the northeast and southeast sides of Southwedge on Heim Road, all hours, all days. Approved 6-0.
- D. Caesar Boulevard – Request for turnaround expansion for school buses. Chris Schregel described Caesar Boulevard as a no-outlet road off Main Street, fairly close to Transit Road, with a small turnaround currently at the dead-end. The resident requested expansion of this space to accommodate Clarence School District buses, allowing a three-point turn so children living at the north end of Caesar Boulevard could be picked up rather than walk to the intersection of Connie and Caesar. The Planning Department provided information related to Town Code and turnaround areas. The area at the end of Caesar Boulevard. does not have enough space to allow a turnaround that meets code. Chris Schregel displayed diagrams showing what is allowed under Town Code and the current available space, which demonstrated inadequate space for a turnaround. Chairman Fraas opened up the public comment period:
 - a) Dale Zwierschke, 249 Caesar Boulevard, noted that there is currently an L-shaped turnaround, adding that one large tree in the right-of-way could potentially be removed to expand the space. He stated that other large vehicles currently use the available space to make turnarounds. He commented that expanding this space would also provide additional room for snow storage. He expressed hope that the space could be approved or considered for a turnaround and requested a “No Parking” sign if the area is expanded. He noted that his children currently need to walk an unreasonable distance to the bus stop, which is unsafe.

Chairman Fraas closed the public comment period and opened the Board discussion by stating that Town Code indicates a turnaround is not possible in the current space and that a change in the local ordinance would be required to allow a hammerhead turnaround. He noted that there is not sufficient space to make any expansion. Chris Schregel added that the space could be modified at the discretion of the Highway Superintendent. Cara Biddlecom noted that the request has been reviewed from a traffic safety perspective and that there is nothing further the Board can do. Motion by Cara Biddlecom, seconded by Cynthia Selden, to receive and file. Approved 6-0.

Chairman Fraas asked if there was any other old business. Hearing none, he closed Old and New Business.

SITE PLANS / REZONING

SUBJECT: Proposed 716 Sports Complex and Hotel
ADDRESS: 330 Maple Road
PETITIONER: 716 Sports Complex LLC

X MAJOR SITE PLAN REVIEW IS

X NOT REVIEWABLE

Site Plan Comments

1. Provide truck movement (swept path) plan sheet(s).
2. Identify designated areas for bus parking.
3. The proposed single signalized access point is likely to result in long internal queues following major events. Multiple access points onto Maple Road should be considered to reduce congestion and improve site circulation.
4. Related to Comment #3, a secondary access aligned with Donna Lea would be beneficial. Obtain an easement or property transfer from the adjacent parcel to accommodate this alignment. If a single signalized access remains, consideration should be given to signalizing the Donna Lea/Site Driveway intersection.
5. Provide an additional sidewalk connection to the public sidewalk at the western end of the site.
6. Show all driveways and lots on the south side of Maple Road. If the proposed signalized intersection remains in its current location, it should be shifted to align with the vacant park land to reduce headlight glare impacting nearby residences.

Meeting adjourned at 9:30 pm.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator