

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

December 3, 2025

The December meeting of the Amherst Traffic Safety Board was called to order at 7:00 p.m. on December 3, 2025, with Chairman Eric Fraas presiding. Chairman Fraas began the meeting by reviewing the minutes from the November 5, 2025 meeting and asked if there were any changes or corrections. Kevin Cantwell has two minor changes to the minutes: page 1, item 1, remove "to" on the 3rd line down and also in the same paragraph, second line from the bottom, remove "the". Motion by Chairman Fraas, second by Kevin Cantwell, to approve the minutes as corrected. Approved 6-0. Members in attendance were Chairman Eric Fraas, Vice Chair Cynthia Selden, Dan Rider, Cara Biddlecom, Kevin Cantwell and Nick 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 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. 680 Youngs Road, Dorchester Square – Request for a driveway sign and left turn lane on Youngs Road. Chris Schregel began by explaining that this item was brought to the Amherst Traffic Safety Board by a resident of the Dorchester Square Condominiums, with an aerial view of the development displayed on the screen. The resident is requesting additional signage on the private driveway to indicate that a driveway is located there – since there is no designated turn lane on Youngs Road leading into the driveway, there is a risk of being rear-ended when turning into driveway from Youngs. Chairman Fraas opened the public comment period:
 - a) Susan Tomas, 650 Youngs Road. The resident moved into the condominium in June and shortly thereafter noticed that there were no markings or signage indicating the presence of a driveway at the entrance. She stated that the driveway is difficult to see at various times of the day and reported frequently hearing vehicle beeping and tire screeching. The resident is requesting signage to alert drivers that a driveway is located at this location.

Chairman Fraas closed the public comment period and opened the Board discussion by asking whether there was a light pole at the location and was informed that the existing light pole is not working but is on the list to be repaired shortly by the Town. After Chairman Fraas confirmed that the driveway in question is private, Al Spoth stated that the Highway Department does not install street signs for private driveways or developments within the Town of Amherst. Chris Schregel observed that there does not appear to be any sight-distance issues with the driveway, but he noted that the MUTCD no longer includes a "Hidden Driveway" sign option. He went on to say that the condominium association is permitted to install a sign on its own property or may request a permit to place a sign on Town property. Dan Rider expressed interest in seeing some type of signage installed at the location, and Cara Biddlecom followed up by suggesting signage, with Town approval, highlighting the name of the community and at the same time alerting drivers to the presence of the access driveway.

The resident then brought to the Board's attention a driveway warning sign she had seen on Sheridan Drive and requested something similar to that signage. After scanning Sheridan Drive,

Chris Schregel found the sign referenced by the resident and displayed it on-screen. Noting that Sheridan Drive is a State highway, Chris said he would need to contact the State to determine whether the existing sign on Sheridan Drive is permitted and whether similar signage would be suitable for this location.

Approaching the matter from a different angle, Chris Schregel also noted that a dedicated left-turn lane at this location would be a more appropriate and safer solution than installing signage alone. The item will be held until January to allow for further research on signage and also a concept draft for a striping plan illustrating potential turning lane additions.

2. E-Bike & E-Scooters – Chairman Fraas opens the discussion by introducing Captain Persons who is on hand to present this item. Captain Persons began by stating that the Police Department has received numerous inquiries regarding E-Bikes and E-Scooters. He is requesting the Amherst Traffic Safety Board and the Town Board review the matter and determine whether changes or modifications to existing state laws should be pursued, or if the current laws should remain unchanged. He also requested the addition of signage along bike paths. As a baseline, he presented an overview of the current NYS laws in effect regarding these E-vehicles:

- New York State regulates where E-Bikes and E-Scooters are allowed and what type can be used. There are three types of E-Bikes:
 - a) Class 1 – Assist only when peddling with a top speed of 20 mph
 - b) Class 2 – Full electric, up to 20 mph with combination of peddle and assist
 - c) Class 3 – Only authorized in NYC, these are the same as type 2 but have a top speed of 25 mph
- E-Scooters are not supposed to be operated in excess of 15 mph
- E-Scooters and Bikes must obey all vehicle laws on public roadways
- Riders must be 16 years old
- E-Bikes and E-Scooters must be used in bike lanes when available
- E-Bikes and E-Scooters cannot be used on roadways where the speed limit is over 30 mph
- E-Bikes and E-Scooters cannot be operated on sidewalks or public/park lands unless local law allows – this includes off street bike paths such as Ellicott Creek Trail

NYS law allows municipalities to adopt local ordinances to regulate E-Bike & E-Scooter traffic to further restrict or promote their use. Local ordinances can regulate:

- Time of use
- Places they can be used (sidewalks, bike paths, public lands)
- Speed of travel
- Roadways that they are allowed to travel on
- Regulations regarding helmets
- The wearing of reflective clothing
- Prohibit the use of E-Bikes/ E-Scooters entirely in the entire municipality

Currently the Town does not have any ordinance or legislation in place that regulates E-Bikes or E-Scooters. As stated above, New York State law prohibits them on public lands, which would include use on Amherst's off-street bike paths.

Chairman Fraas opened the discussion to the members. The discussion focused on whether pedal bicycles and E-Bikes/Scooters should be treated within the same category. Kevin Cantwell stated that E-Bikes and E-Scooters are currently operating in locations where they would be prohibited due to a lack of public knowledge of the applicable laws and insufficient signage. Captain Persons followed up on this by commenting that there is confusion because

E-Bikes and E-Scooters are not specifically listed as prohibited on existing signage. To address this information gap, Chairman Fraas expressed interest in updating signage to explicitly include E-Bikes and E-Scooters as prohibited motor vehicles.

Board discussion solidified into specific questions addressed by the members:

- I. Should there be a local law allowing E-Bikes and E-Scooters to travel on public lands, including trailways?
 - a) Motion by Cynthia Selden, second by Cara Biddlecom, to comply with current NYS laws where this is prohibited. No recommended change to Town ordinances. Approved 6-0.
 - b) Chairman Fraas asks the members to consider changing the Town signage on bike trails to specifically exclude the use of E-Bikes and E-Scooters. Motion by Chairman Fraas, second by Cynthia Selden, to ask the Highway Department to update current signs on bike paths prohibiting motor vehicles to include E-Bikes and E-Scooters. Approved 6-0.
- II. Should E-Bikes and E-Scooters be allowed on public sidewalks?
 - a) The Traffic Safety Board suggests that the Town comply with the NYS law which does not allow these vehicles on sidewalks. No recommended change to Town ordinances.
- III. Can E-Bikes and E-Scooters travel on roadways that have a speed limit of higher than 30 mph? Captain Persons clarifies to the members that they can change the local law to allow E-Bikes and E-Scooters on certain streets according to the posted speed limit, or not allow them at all over 30 mph.
 - a) Motion by Chairman Fraas, second by Kevin Cantwell, to refer to the Town Attorney to draft a local law recommendation to the Amherst Traffic Safety Board permitting E-bikes and E-scooters to ride on roads with speed limits higher than 30 mph, but not greater than 45 mph. Further, the local law is suggested to include helmet use and reflective clothing requirements and any other requirement applicable while riding on local roads in the Town of Amherst. Approved 5-1 (Selden opposed).

With a recommendation from the Town Attorney in hand, the Amherst Traffic Safety Board will be in a better position to review the matter and consider it more clearly before sending any recommendations to the Town Board. Hold pending the draft from the Town Attorney.

3. Klein Road Corridor – Presentation by the hired transportation engineer. Chris Schregel opens this item by explaining that since Klein Road is a trouble area and has been before the Board frequently for improvement, the Town hired a transportation engineering firm, Colliers Engineering and Design (CED), to examine the corridor. Five locations were selected as the focus of their study, and their recommendations are being presented in draft form for review by the Town, Boards, and Residents. Chris Schregel introduces Jessica Ross from CED, who begins the presentation:
 - a) W. Klein/Birchwood/Ranch Trail – This is a four-legged, two-way stop intersection with a relatively high 85th percentile speed of around 40 mph. A Crash Analysis, Traffic Analysis and Warrant Analysis were done at this intersection, with the Warrant Analysis specific to a 4-way stop intersection presented here:
 - Warrant A -- Crash Experience – met
 - Warrant B – Sight Distance – met
 - Warrant C – Transition to Signal Control to Transition to Yield control at Circular intersection – not met
 - Warrant D – 8-Hour Volume – not met
 - Warrant E – Other Factors - met

After considering all the collected data, CED recommends retaining the 2-way stop controlled intersection, improving pedestrian and bicycle markings, and trimming and/or removing trees.

- b) W. Klein at Dash's Market/Cobblestone Lane - This is a four-legged uncontrolled intersection, with concerns related to exiting the plaza and Cobblestone Lane due to congestion, especially between 3-6 pm. This area has relatively high operating speeds.

After review of the analysis and data collected, CED is not recommending a signal at this intersection. Instead, CED recommends a 2-way stop be installed on the minor approaches, and extending the left turn lane from the Hopkins Road intersection to just west of the intersection – a display is shown on-screen better illustrating the recommendation.

- c) Klein/Hopkins - This is a four-legged signal-controlled intersection, with each approach having full barrier striping along the center-line, designated turning lanes and a striped crosswalk. This is one of the busiest intersections in the corridor and has been a topic at many Traffic Safety Board meetings.

After review of the analysis and data collected, CED is recommending the signal be optimized, and extending the 3-lane sections on at least 3 legs of the intersection. Further, CED recommends increasing the yellow time for eastbound and westbound traffic on Klein Road.

- d) Klein/Youngs – This is a signalized intersection with a two-lane highway that widens to multiple lanes as you approach the intersection. This includes left turn lanes in all directions and right turn lanes on the north and south approaches of Youngs Road.

CED recommends adjusting turn lane lengths to provide optimal Line-of-Sight. Further, widen the eastbound approach to Klein Road to install a dedicated right turn lane. CED is not recommending additional left turn arrows at this time.

- e) Klein/Knollwood-Ayer four-legged offset intersection. The minor legs of this oddly configured area are both stop controlled. Public complaints concern property damage north of the Ayer Road approach where the existing fence has been damaged multiple times.

CED proposes a number of short-term recommendations: the Town install oversized Ayer Road stop signs; apply retro-reflective sheeting on the stop sign posts; and install "Stop Ahead" signs. The long-term solution would be to realign Ayer Road to intersect squarely with Knollwood Lane, but this would be a costly project with numerous considerations involved.

A guard rail is not recommended at this location.

Chairman Fraas opens the public comment period for this item:

- a) Noah Rifkin, 125 Briarhill, addressed the Klein Road/Knollwood Drive – Ayer Road intersection. He stated that this location has been dangerous for many years. He regularly observes vehicles using the shoulder on Klein Road to pass turning vehicles and other unsafe driving behaviors. He claims these dangerous actions have resulted in accidents on numerous occasions, many of which go unreported, and further notes that the corner property owner has had to replace their fence multiple times due to vehicles leaving the roadway. He requested that measures be taken to improve safety at this intersection.
- b) Greg Pope, 215 Briarhill Road. Mr. Pope introduces himself as a member of the neighborhood homeowner's association Board of Directors and a resident of the neighborhood for 25 years. He remarked that this intersection is very dangerous, emphasizing that the unusual layout causes driver confusion, frequently resulting in near misses. He confirmed that the fence at the corner of Knollwood has been damaged

numerous times. He requested improvements to enhance safety at this location on Klein Road and stated that he believes realigning the roadway would be the best solution.

- c) Joe Dash, 30 Indian Trail Road, owner of Dash's Market, stated that the market has been located at this site for more than 20 years. He noted numerous safety issues with vehicles entering and exiting the parking lot and observed pedestrians crossing Klein Road without the protection of a traffic signal. He commented that this section of Klein Road has become increasingly dangerous, and recommends that the traffic study be conducted over a longer period to provide more accurate data for this area. He also remarked on the lack of sidewalks on the south side of Klein Road, which creates difficulties for pedestrians. Additionally, he suggested adding a third lane on Klein Road for vehicles making left turns into the parking lot and stated that he believes a traffic signal would significantly improve safety at this location.
- d) Neil Weinberg, owner of Dash's Plaza for 30 years, stated that he has observed traffic conditions during peak hours between 3:00 and 6:00 p.m. He noted that traffic volumes are extremely heavy during this period and expressed concern for the safety of customers entering and exiting the parking lot. He requested that a traffic signal be installed to improve safety at this location.

Chairman Fraas closes the public comment period for this item and opens the discussion of this report to the members, suggesting they review each part sequentially. The Board begins with:

W. Klein/Birchwood/Ranch Trail – Chairman Fraas agrees with the recommendation from CED. Questions related to tree trimming and crosswalks were addressed by the CED representatives and will be looked at more closely in the final recommendation.

W. Klein Road at Dash's/Cobblestone Lane - Chairman Fraas opened the discussion by stating that he does not believe a traffic signal is the appropriate solution due to the close proximity of the signal at Hopkins and Klein. He suggested modifying the U-shaped driveway adjacent to Dash's parking lot to a single curb-cut driveway and connecting that lot to the Dash's Market parking lot – his thinking is that reducing the number of driveways could help address some of the issues. He agreed that adding a left-turn lane on Klein Road would alleviate some operational concerns. Nick Alterio inquired about the possibility of installing sidewalks on the south side of Klein Road, and while the Board agreed sidewalks are generally beneficial, they noted this was outside the scope of the current study. Kevin Cantwell stated that installing stop signs and stop bars on the minor legs would be appropriate, but since both are on private property, implementation would be the responsibility of the property owners – he suggested that the Dash's plaza owner just go ahead and install a stop sign on the property. Chairman Fraas also requested improved pavement markings for movements in and out of Dash's parking lot.

Klein/Hopkins - Chairman Fraas inquires if the addition of a traffic circle had been considered at this location, to which Chris Schregel explains that was not part of this particular study.

Klein/Youngs – Chairman Fraas comments that vehicles are not able to make left turns from Youngs to Klein during peak hours. The addition of left turn lanes and a right turn approach extension would be a solution for this intersection although funding of a project like this might be difficult. CED is asked to add the left turn lanes in the final draft of their study, and also to refer to a previous TIS specific to the 330 Klein Subdivision that suggested left turn arrows.

Klein/Knollwood/Ayer – CED responds to the residents' concerns related to this intersection by saying they are in agreement that offset intersections are a challenge and generally not

ideal. CED comments that it is a major project to realign the intersection but feels it would be a good investment and the best way to improve and make this intersection safer. After some discussion clarifying the direction in which the cars damaging the corner fence are travelling, the effectiveness of some type of warning or barrier on Klein will be considered in the final study.

The final report from CED will be provided to the Amherst Traffic Safety Board when completed.

Chairman Fraas makes a motion, second by Cynthia Selden, to suspend the agenda to add a missing item. Approved 6-0.

4. 2026 ATSB Meeting Dates (new). Review of draft 2026 Amherst Traffic Safety Board meeting dates. The proposed meeting dates are displayed on the screen for the members to review. Motion by Chairman Fraas, second by Dan Rider, to approve the meeting dates for 2026 as proposed. Approved 6-0. Motion by Chairman Fraas, second by Kevin Cantwell, to return to the original agenda. Approved 6-0.

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

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.

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

SITE PLANS / REZONING

SUBJECT: Proposed Place of Worship (Gurdwara Redevelopment)
ADDRESS: 2345 North French Road
PETITIONER: Nanaksar Thath Isher Darbar

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

- 1) Install a public sidewalk along Hopkins and North French Roads.

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

X MAJOR SITE PLAN REVIEW IS

X APPROVED AS SUBMITTED

SUBJECT: Proposed Emily's Garden Apartments – Apartment Unit Addition
ADDRESS: 3230, 3238 & 3260-3278 Millersport Highway
PETITIONER: Emily's Garden Estate Inc.

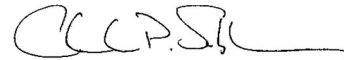
- 1) Extend the proposed sidewalk southerly, terminating at the property line.
- 2) Consideration should be given to:
 - a. Connecting the existing parking lot in the rear of 3260 Millersport Highway to the proposed parking lot along the south boundary line. This connection would fall within the 40-foot rear setback area and would provide for an improved circulation.
 - b. Removing the existing and proposed curb cuts and consolidating them into a single, centrally located driveway. Note: This option must be acceptable to the Town's Fire Inspector as part of its consideration.

X MAJOR SITE PLAN REVIEW IS

X APPROVED WITH CONDITIONS

Meeting adjourned at 9:30 pm.

Respectfully submitted,



Christopher P. Schregel
Traffic Safety Coordinator