



Village of Lancaster

HISTORIC DISTRICT COMMITTEE

MUNICIPAL BUILDING

5423 BROADWAY

LANCASTER, NEW YORK 14086

DOT MEETING WITH VILLAGE/TOWN OFFICIALS

MINUTES OF THE MEETING
NOVEMBER 10, 1997

ATTENDANCE:

PRESENT:

Mr. James Keysa, Chairman
Mr. William Harnack
Mr. Joseph Giallanza
Mrs. Jeannette Pecqueur
Mrs. Mary Harcrow, Secretary

ABSENT:

Mrs. Jean Brunea
Dr. Paul Kendall
Mr. Michael Meyer
Dr. Duane Redlinski

The DOT had several representatives present, including Tom Romano, who discussed at length the DEIS for the widening of Broadway. Mr. Romano reported that this is the "public participation phase" of the project. He explained that the comments from the public and the politicians regarding the DEIS were very important to the DOT. He went on to say that after analyzing all the comments received (whether they be from the public hearing or written comments sent to the DOT), the DOT will then make their recommendations to the Federal Highway Administration. Then a decision would be made which would take about 6-7 months. The actual construction work would not begin for a few years, probably early in the year 2000.

He reported that comments would be taken at the Public Hearing on 11/19/97 in written form in the cafeteria, or by the stenographer who will be available in the cafeteria from 4-10 p.m. or by speaking at the formal meeting at 8-10 p.m. We would have to wait until the night of the public hearing to see if there would be time limitation imposed on speakers (this would depend on how many people want to speak).

It is possible that the final alternative could be a combination of stated alternatives, or a totally new alternative. The final recommendation does not have to be one of the 4 documented alternatives.

The reason why this DEIS took so long to come out was that the DOT had to wait for the NFTA to coordinate all their figures. Being that Lancaster has such a rapid economic growth spurt, some of the information became inconsistent. Many factors had to be considered when they made the traffic projections such as the air impact, the noise impact, overload on adjacent roads, etc. They also had to safely balance the needs of the existing traffic and account for increased traffic, while maintaining the village atmosphere.

November 10, 1997

Page 2

Mr. Romano summarized the 4 alternatives in the DIES:

- 1) Null - do nothing just maintain the roads.
- 2) 5 lanes Transit to Aurora, Aurora to Central 4 lanes and Central to east village line 4 lanes.
- 3) 4 lanes throughout the entire project with extra turning lanes at the intersections.
- 4) 4 lanes Transit to Brunswick, Brunswick to Aurora 3 lanes, Aurora to Central 4 lanes and Central to east village line 3 lanes.

All recommendations received will be reviewed and implemented into the plan if possible. Public comments will weigh heavily on the project. The DOT will take into consideration the comments of the people who live in the project area, the accident statistics, expanding developments, etc.

A question was raised about the safety of the bridges as they stand now. The DOT assured everyone that the bridges are safe and are inspected on a yearly basis. They were narrowed down so that only one truck would go over at a time. They were also asked if the bridges could be started sooner. It was felt that they would probably not start the bridges sooner as the DOT considers the project as a whole and would not want to break it down into sections.

Broadway (Route US 20) is specially designated as a truck route. It would be nearly impossible to not allow trucks on Broadway. Broadway has specific criteria that was met so that it could be designated a truck route. Mr. Brody asked what that criteria was and if indeed the route still meets the qualifications to be designated a truck route. The DOT will get back to him regarding what criteria was needed to qualify to become a truck route.

The bypass issue was also discussed. It was felt that there would be no bypass constructed during the life of this project (20 years). It was felt to be too expensive and no money has been budgeted for any bypass.

Mr. Keysa asked what the criteria was for removing trees. Basically, they were planned to be removed if they anywhere pavement needed to be. They also said that a lot of trees died and needed to be removed for safety reasons. Some trees would be removed because of the root damage caused during the widening project. Mr. Keysa also asked what size caliber the trees would be replaced with. The DOT usually replants 2" caliber trees. They also said that the staff of 8 landscape architects would be willing to work with anyone regarding any specific trees and/or questions relating to them. Contact Tom Kluck at the DOT.

November 10, 1997
Page 3

The DOT reported that they have no control whether or not the utilities are placed underground. They reported that they only have jurisdiction over municipally owned property which is a small section of the project. They would work with the NYSEG and National Fuel when the time comes. This would involve an added expense to the home/business owner as they would be responsible for the hook up costs to the house/business.

In the end, everyone was invited up to look at maps, drawings, accident statistic graphs, etc. and have their questions answered.

Respectfully Submitted By:

Mary Harcrow, Secretary