

TO: JAMES KEYSA
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Minutes from Historical Preservation Committee and
State Transportation Dept. 11/18/85

Attendance:

Preservation Committee

James Keysa
Buck Reed (Absent)
Margaret Stock (Absent)
Joseph Brunet

NYS Dept of Transportation

Joseph Touke
Paul Knab
Edward Gereuke

Town Officials

Stanley Keysa, Supervisor

Village Officials

Ron Hadsall, Mayor
Robert Deustchlander, Chairman
Planning Commission

Opening Comments by Jim Keysa -

The Historic Preservation Committee was recently established in an effort to preserve certain historical assets in our community. There is a desire to preserve our Village image and identity. There is no present benefit to the Village from the truck traffic. The widening of Broadway to 52 feet would jeopardize the proposed historical district.

Mr. Keysa outlined two alternative proposals which involved rerouting traffic through a bypass.

Proposal 1 - This would involve rerouting traffic down Bowen Road, (building another bridge) to William Street. It would cut through Como Park crossing William Street by the Park Entrance. From that point it would cross open land and eventually reach Transit Road.

Proposal 2 - This would involve extending Bowen Road to Walden Avenue.

Both proposals would open new property for development in the community.

Bob Deutschlander

The village, in his opinion, would not necessarily oppose a 2 foot widening, but 12 feet would be detrimental.

Joseph Touke, NYS Transportation

Mr. Touke expressed doubts about any plans to build new highways. He cited a 1960's NFTA Study, Basic Corridor Plan, which included a Lancaster By-Pass. This plan died when it met opposition in Cheektowaga.

Since 1965, 15 miles of highway have been built rather than the 126 miles predicted.

Unless, there is a new Federal Program, no new highways will be built.

The 1983 Bond issue voted for repair of existing highway to 1990. New roads were not a part of this bond issue.

Emphasis appears to be on the deteriorating infrastructure.

The forecast for our area does not show a population increase until the year 2000.

New York State would rather use Federal money to build State roads. Sixty to seventy percent of State highway funds come from the Federal government.

Truck lobbyist negotiated to have 11 to 12 feet travel lanes with 1 foot curb offset. This means a four lane highway with a width of approximately 50 feet, while allowing for 2 foot curbs.

Presently Broadway has the following dimensions:

- 1) Transit to Brunswick - 40 feet
- 2) Brunswick to Aurora - 36 feet
- 3) Aurora to Eastern Village Line - 40 feet.

Both Broadway bridges need to be rebuilt. Bridge funding not affected by road work.

Widening might take at least 3 feet from each side of Broadway.

Mr. Touke stated that if the Village of Lancaster opposes a 52 foot widening and passes a resolution, the project will be dead.

A bypass with no widening of Broadway would be 12 to 15 years before completion and is not realistic. Ellicottville has a similar project which might be done by the year 2000.

Federal funds have restrictions, which might require at the very least some widening. A three lane highway instead of a four lane highway may be a possible solution.

There is no way to address problems between curbs without widening.

The State does have an extensive landscaping plan with such projects. Some trees might have to go.

Broadway needs extensive maintenance at the very least. Maintenance people have complained of problems.

The design phase of this project will not start until Spring, 1987.

The next steps are:

- 1) A meeting with the Village of Depew,
- 2) A check of available aerial mapping,
- 3) Field survey.