

3103

2011-2012 Regular Sessions

I N S E N A T E

February 8, 2011

Introduced by Sen. KENNEDY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

AN ACT to amend the highway law, in relation to designating South Park Avenue in the city of Lackawanna as a state highway

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

1 Section 1. Paragraph 1 of subdivision 14 of section 341 of the highway
2 law, as amended by chapter 639 of the laws of 1987, is amended to read
3 as follows:
4 1. Beginning at a state highway in or near the hamlet of Collins,
5 thence running generally easterly through or near the village of Spring-
6 ville to a state highway in or near the hamlet of Sardinia; beginning at
7 a state highway in or near the village of Farnham, thence running gener-
8 ally easterly through or near the village of North Collins to a state
9 highway in or near the hamlet of Langford; beginning at state highway
10 two, thence running generally easterly through or near the villages of
11 Orchard Park and East Aurora and the hamlet of Wales Center to the Erie-
12 Wyoming county line; beginning at a state highway in or near the hamlet
13 of Wales Center, thence running generally southeasterly to the Erie-
14 Wyoming county line; Mile Strip road, beginning at a state highway in or
15 near the hamlet of Woodlawn, thence running generally easterly to state
16 highway nine thousand two hundred sixty-nine; beginning at the eastern
17 city line of Buffalo near Seneca street, thence running generally south-
18 easterly to state highway nine thousand three hundred eighty-one; begin-
19 ning at the eastern city line of Buffalo near Clinton street, thence
20 running generally easterly through or near the hamlet of Marilla to the
21 Erie-Wyoming county line; beginning at the eastern city line of Buffalo
22 near Broadway, thence running generally easterly through or near the
23 villages of Depew, Lancaster and Alden to the Erie-Genesee county line;
24 beginning at the eastern city line of Buffalo near Genesee street,
25 thence running generally easterly through or near the hamlets of

EXPLANATION--Matter in *ITALICS* (underscored) is new; matter in brackets [] is old law to be omitted.

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1 Bowmansville, Millgrove and Crittendon to the Erie-Genesee county line;
2 beginning at the eastern city line of Buffalo at the Kensington avenue
3 arterial, thence running generally easterly through or near the village
4 of Depew to a state highway in or near the hamlet of Millgrove, said
5 highway to be built with control of access as determined by the commis-
6 sioner; beginning at the northern city line of Buffalo near Main street,
7 thence running generally easterly through or near the village of
8 Williamsville to the Erie-Genesee county line near the village of Akron;
9 beginning at state highway one hundred twenty-nine near the Grand Island
10 bridge, thence running generally southeasterly and easterly to state
11 highway one hundred thirty; beginning at a point on state highway five
12 thousand one hundred seventy-two near Ellicott creek, thence running
13 generally easterly to a state highway in or near the hamlet of Getz-
14 ville; beginning at the West River parkway near Staley road, thence
15 running generally easterly to state highway nine hundred ninety-one;
16 beginning at state highway five thousand four hundred fifty-two in the
17 Cattaraugus Indian reservation, thence running generally northerly and
18 northeasterly through or near the villages of Farnham and Angola and the
19 hamlet of Athol Springs to the southern city line of Lackawanna; begin-
20 ning at the Erie-Chautauqua county line in the Cattaraugus Indian reser-
21 vation, thence running generally northeasterly to state highway nine
22 thousand two hundred seventeen; beginning at the Grand Island terminus
23 of the South Grand Island bridge, thence running generally northwesterly
24 to the Grand Island terminus of the North Grand Island bridge; beginning
25 at the Erie-Cattaraugus county line in or near the village of Gowanda,
26 thence running generally northerly, northeasterly and northwesterly to a
27 state highway in or near the hamlet of Athol Springs; beginning at state
28 highway one thousand sixty-seven, thence running generally northeasterly
29 to state highway one thousand eight hundred fifty-six in or near the
30 hamlet of Athol Springs; beginning at a state highway in or near the
31 hamlet of Collins Center, thence running generally northerly to a state
32 highway in or near the village of Hamburg; beginning at a state highway
33 in or near the village of Hamburg, thence running generally northerly to
34 the southern city line of the city of Lackawanna; beginning at a state
35 highway known as Mile Strip road, thence running generally northerly to
36 the southern city line of Lackawanna; THAT PORTION OF SOUTH PARK AVENUE
37 BEGINNING AT THE TOWN LINE OF THE CITY OF BUFFALO SOUTH NINE THOUSAND
38 NINE HUNDRED TWENTY FEET TO THE SOUTHERN CITY LINE OF THE CITY OF LACKA-
39 WANNA; beginning at the northwesterly city line of Buffalo, thence
40 running generally northwesterly and northeasterly to the western city
41 line of Tonawanda; beginning at state highway twenty-three northwest of
42 the city of Buffalo, thence running generally northeasterly to state
43 highway nine thousand two hundred sixteen; beginning at the northern
44 city line of Buffalo, thence running generally northerly to the southern
45 city line of Tonawanda near Military road; beginning at state highway
46 nine thousand two hundred twenty-one, Military road, thence running
47 generally easterly to state highway nine thousand two hundred twenty,
48 Delaware avenue; beginning at the northern city line of Buffalo, near
49 Delaware avenue, thence running generally northerly to the southern city
50 line of Tonawanda; beginning at a point south of the city of Tonawanda
51 near an interchange with an interstate highway, thence running generally
52 northerly to the southern city line of Tonawanda near Eggert road;
53 beginning at the northern city line of Buffalo near Niagara Falls boulev-
54 vard, thence running generally northerly to the Erie-Niagara county
55 line; beginning at a point on the northern city line of Buffalo, thence
56 running generally northeasterly to a state highway in or near the hamlet

1 of Millersport; beginning at a state highway south of the hamlet of
2 Getzville near Campbell boulevard, thence running generally northerly to
3 the Erie-Niagara county line; beginning at state highway sixty-seven or
4 state highway nine thousand two hundred nineteen near Slade avenue,
5 thence running generally northerly near the easterly city line of
6 Buffalo to state highway nine thousand two hundred sixteen; Southern
7 expressway, beginning at state highway one thousand three hundred thir-
8 ty-three near the village of Springville, thence running generally
9 northerly to the New York state thruway, Erie section, near the city of
10 Lackawanna, said highway to be built with control of access; beginning
11 at the Erie-Cattaraugus county line in or near the village of Spring-
12 ville, thence running generally northerly to a state highway in or near
13 the village of Hamburg; beginning at a state highway in or near the
14 hamlet of North Boston, thence running generally northeasterly, norther-
15 ly and northwesterly through or near the village of Orchard Park to the
16 eastern city line of Buffalo; beginning at state highway sixty-seven
17 north of the village of Orchard Park, thence running generally northerly
18 to state highway nine thousand two hundred sixteen, near Sheridan drive;
19 beginning at state highway one thousand sixty-six near the village of
20 Orchard Park, thence running generally northerly through the village of
21 Depew to the Erie-Niagara county line in or near the hamlet of Millers-
22 port; beginning at the Ontario section of the New York state thruway
23 near William street, thence running generally easterly to state highway
24 five hundred twenty-nine in or near the hamlet of Town Line; Aurora
25 expressway, beginning at the Seneca street interchange of the Erie
26 section of the New York state thruway, thence running generally easterly
27 and southeasterly, through or near the village of East Aurora to state
28 highway five thousand three hundred seventeen in or near the hamlet of
29 South Wales, said highway to be built with control of access; beginning
30 at a state highway in the village of East Aurora, thence running gener-
31 ally northerly to a state highway; beginning in or near the hamlet of
32 Glenwood, thence running generally northwesterly to a state highway in
33 or near the village of Orchard Park near Duells Corners; beginning at
34 the Erie-Cattaraugus county line in or near the hamlet of Chaffee,
35 thence running generally northwesterly through or near the hamlets of
36 Holland and South Wales to a state highway in the village of East Auro-
37 ra; beginning at a state highway west of the hamlet of Wales Center,
38 thence running generally northerly to state highway five hundred twen-
39 ty-nine; beginning at a state highway south of the village of Akron,
40 thence running generally northerly, westerly and northerly to the Erie-
41 Niagara county line west of the Tonawanda Indian reservation; beginning
42 at a point on the eastern city line of Buffalo at or near Walden avenue,
43 thence running generally easterly through or near the villages of Depew
44 and Lancaster to a point on a state highway northwest of the village of
45 Alden; beginning at or near Maple avenue in the town of Amherst, thence
46 running generally northerly to a point on state highway one thousand
47 four hundred ninety-two; beginning at or near the Southern expressway,
48 thence running generally easterly to state highway one thousand six
49 hundred sixty-five.

50 S 2. This act shall take effect immediately.