

2013-2014 Regular Sessions

I N S E N A T E

(PREFILED)

January 9, 2013

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,

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

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

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

51 S 2. This act shall take effect immediately.