

PUBLIC HEARING

RE: US 20 OVER CAZENOVIA CREEK BRIDGE PROJECT

Public hearing held at the Town of West Seneca Community Center and Library, 1300 Union Road, West Seneca, New York, on July 21, 2022, commencing at 4:57 p.m., before KATHLEEN COON, Notary Public.

1 PRESENT: FRANCIS P. CIRILLO,
2 New York State Department of Transportation
3 Regional Director

3 SANJYOT VAIDYA,
4 Regional Design Engineer

4 ANTHONY DISPENZA,
5 Real Estate Specialist 2

6 NORMAN DUENNEBACKE,
7 Regional Structures Engineer

MEMBERS OF THE PUBLIC

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16:57:46 1 **MR. CIRILLO:** Good evening, everyone. I'd
16:57:48 2 like to ask everyone to take a seat so we can begin
16:57:51 3 the formal presentation portion of the hearing.

16:57:54 4 Good evening, ladies and gentlemen. It's
16:57:56 5 now about 5:00 and I call the formal presentation
16:57:58 6 of the public hearing to order.

16:57:59 7 My name is Frank Cirillo. I'm the regional
16:58:02 8 director of the New York State Department of
16:58:04 9 Transportation for the Buffalo region. I'll be
16:58:07 10 presiding at this design public hearing on the
16:58:09 11 proposed highway reconstruction and bridge
16:58:12 12 replacement project located on US Route 20,
16:58:14 13 Southwestern Boulevard, starting west of Reserve
16:58:17 14 Road and proceeding north to Seneca Street.

16:58:20 15 Before we proceed any further, we'd like to
16:58:23 16 thank Amelia Greenan, deputy town supervisor, for
16:58:28 17 her help in arranging the use of this site for the
16:58:32 18 public hearing.

16:58:32 19 A few housekeeping measures. The fire exits
16:58:35 20 are located to the rear of the room. Most of you
16:58:39 21 are probably familiar with that. The restrooms are
16:58:42 22 located to the left of the main entrance of the
16:58:44 23 building.

16:58:44 1 At this time we'll go through a short
16:58:48 2 presentation explaining the proposed project.

16:58:52 3 The fire exits and restrooms I believe are
16:58:54 4 in that direction. Some of you have probably have
16:58:59 5 been through here.

16:59:04 6 The projects extends on Southwestern
16:59:08 7 Boulevard from 650 feet west of Reserve Road to
16:59:13 8 Seneca Street located in the towns of West Seneca,
16:59:16 9 Elma and Orchard Park in Erie County.

16:59:21 10 The proposed project will replace the
16:59:24 11 existing bridge over Cazenovia Creek with a widened
16:59:27 12 bridge carrying five lanes.

16:59:31 13 To the south of the bridge Southwestern
16:59:34 14 Boulevard will be reconstructed with a slight shift
16:59:36 15 to the east to match the alignment of the new
16:59:40 16 bridge.

16:59:41 17 As a result, Kinsley Road will also have to
16:59:44 18 be slightly realigned to provide safe distance from
16:59:44 19 Southwestern Boulevard.

16:59:44 20 Southwestern Boulevard to the north of the
16:59:48 21 bridge will be reconstructed and widened from a
16:59:51 22 three lane section to a five lane section.

16:59:55 23 New sidewalks will be added on both sides of

16:59:57 1 the proposed bridge and north of the bridge to
16:59:59 2 Seneca Street.

17:00:03 3 New drainage and sidewalk ramps compliant
17:00:05 4 with the Americans With Disabilities Act will also
17:00:07 5 be installed.

17:00:11 6 This slide shows the realignment of
17:00:25 7 Southwestern Boulevard as it approaches the bridge.
17:00:27 8 The hatched area indicates the portion of the
17:00:27 9 existing roadway that will be removed. This
17:00:34 10 portion of the roadway will undergo full depth
17:00:35 11 reconstruction.

17:00:41 12 For the Kinsley Road reconstruction this
17:00:42 13 slide shows the proposed plan and section for the
17:00:45 14 realignment of Kinsley Road which is needed to
17:00:48 15 provide safe distance from the shifted Southwestern
17:00:55 16 Boulevard.

17:00:55 17 This slide shows the existing and proposed
17:00:57 18 sections for the highway from Reserve Road to the
17:01:00 19 bridge over Cazenovia Creek. The existing roadway
17:01:03 20 is a five lane section and will continue to be a
17:01:05 21 five lane section with some modifications in lane
17:01:08 22 and shoulder widths.

17:01:12 23 This slide shows the existing bridge and a

17:01:15 1 conceptual view of proposed bridge over Cazenovia
17:01:19 2 Creek. The new bridge is proposed to have three
17:01:21 3 spans as shown in the elevation section.

17:01:27 4 This slide shows the typical sections of the
17:01:27 5 existing and proposed conditions of the highway
17:01:31 6 reconstruction from the bridge to Seneca Street.
17:01:35 7 The roadway will be widened from the current three
17:01:41 8 lane section to a five lane section.

17:01:43 9 Traffic will be maintained on site during
17:01:45 10 roadway reconstruction through lane shifts and
17:01:48 11 temporary lane and shoulder closures. A minimum of
17:01:51 12 one lane in each direction will be maintained at
17:01:54 13 all times. No night work is anticipated.

17:02:01 14 The construction will be staged to maintain
17:02:04 15 one lane in each direction.

17:02:07 16 This slide shows the stage bridge
17:02:10 17 construction during stage one of the construction.
17:02:13 18 One lane of traffic in each direction will be
17:02:16 19 maintained on the existing bridge while the east
17:02:19 20 side of the new bridge is being constructed.

17:02:23 21 In stage two, traffic will be moved over to
17:02:25 22 the newly constructed portion of the bridge while
17:02:28 23 the remainder of the new bridge is under

17:02:30 1 construction.

17:02:32 2 Stage three which is not shown on this slide
17:02:36 3 will include the closure pour for the gap between
17:02:39 4 the two sections of the newly constructed bridge.

17:02:50 5 There you got the final bridge cross
17:02:52 6 section.

17:02:52 7 There are 12 fee takes for acquisitions for
17:02:58 8 right-of-way, 72 temporary easements and five
17:03:01 9 permanent easements.

17:03:02 10 Small parcels of land will be acquired for
17:03:02 11 road widening north of the bridge and for
17:03:07 12 realigning US Route 20 south of the bridge. No
17:03:10 13 residential buildings need to be acquired and the
17:03:12 14 acquisitions are not expected to adversely affect
17:03:16 15 businesses. Affected property owners will be
17:03:20 16 contacted directly by the New York State Office of
17:03:22 17 Right-of-Way.

17:03:25 18 The current project schedule is that the
17:03:28 19 anticipated design approval is in summer of 2022,
17:03:31 20 so right around the corner. Anticipated
17:03:34 21 construction bid opening is in the fall of '23.
17:03:40 22 The start of construction is the fall of '23. The
17:03:43 23 anticipated construction completion is December of

17:03:46 1 '25.

17:03:47 2 The purpose of this public hearing is to
17:03:49 3 present the alternative that has been developed and
17:03:52 4 to discuss the social, economic and environmental
17:03:53 5 impacts of the project. It is also an opportunity
17:03:56 6 for you to express your views on the proposed
17:03:59 7 design option before a design recommendation is
17:04:04 8 selected. We are here to listen to your comments.

17:04:07 9 The plans shown here are enlarged versions
17:04:14 10 of the plans shown in the project draft design
17:04:16 11 report. These plans are still preliminary.

17:04:17 12 This hearing is being held in an open forum
17:04:21 13 format since 4 p.m. this afternoon. It is called
17:04:23 14 an open forum public hearing because it includes an
17:04:27 15 information session that affords you the
17:04:29 16 opportunity to speak one-on-one with the department
17:04:32 17 representatives and learn more about the project.

17:04:36 18 We suggest you visit the displays and speak
17:04:39 19 directly with the representatives available about
17:04:42 20 any question or concern you may have. If you did
17:04:48 21 not, please take the opportunity to do so after
17:04:51 22 this presentation.

17:04:51 23 We are now in the formal part of the public

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17:04:51 1 hearing. This formal hearing session is included
17:04:53 2 to satisfy procedural requirements, explain the
17:04:56 3 environmental and real estate acquisition process
17:04:59 4 and to gather input from the public on the proposed
17:05:02 5 project.

17:05:03 6 Department representatives will remain
17:05:05 7 available if necessary after the close of this
17:05:07 8 formal presentation to discuss with you any
17:05:09 9 questions that you may have on the design concept.
17:05:13 10 These department representatives are available to
17:05:15 11 discuss engineering, social, economic,
17:05:22 12 environmental and real estate considerations.

17:05:22 13 There is also a stenographer who has been
17:05:24 14 available for anyone wishing to make oral comments
17:05:27 15 for the record, but did not wish to do so in front
17:05:28 16 of an audience in this session. In case you aren't
17:05:29 17 aware, there's the stenographer sitting over there.

17:05:36 18 If you have a specific question that you
17:05:37 19 would like addressed during this hearing, you could
17:05:39 20 approach any person with a name tag. They will
17:05:44 21 explain the display and answer your questions or
17:05:46 22 will direct you to someone who will be able to
17:05:48 23 help.

17:05:48 1 At this time I would like to introduce the
17:05:51 2 people who will be participating in this formal
17:05:53 3 session.

17:05:55 4 On my right is Norm Duennebacke, regional
17:05:59 5 structures engineer and project manager for the
17:06:01 6 subject project. Norm will give a brief overview
17:06:06 7 of the public review process that we're following
17:06:10 8 here tonight.

17:06:10 9 Next to Norm is Tony Dispenza. Tony
17:06:10 10 represents our regional real estate group and will
17:06:16 11 explain the right-of-way acquisition procedures
17:06:16 12 that are used by the Department of Transportation.

17:06:18 13 Also present are several department staff to
17:06:21 14 help answer your questions and listen to your
17:06:24 15 comments. Following the real estate presentation,
17:06:29 16 we will receive individual views and comments from
17:06:31 17 the audience. All statements received at either
17:06:31 18 the informal or formal session of this hearing as
17:06:35 19 well as those presented in writing by August 5th,
17:06:38 20 2022 will become part of the record and be
17:06:40 21 considered in preparation of the design
17:06:44 22 recommendation for this project.

17:06:46 23 We would like this meeting to run as

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17:06:48 1 smoothly as possible and ask that you be
17:06:50 2 considerate of those making statements. We want to
17:06:53 3 make sure that all people that wish to make a
17:06:56 4 statement feel comfortable. At this time I will
17:06:59 5 now turn the hearing over to Mr. Dunnebacke.

17:07:08 6 **MR. DUENNEBACKE:** Thank you, Frank. My name
17:07:11 7 is Norm Duennebacke. I'm the regional structures
17:07:15 8 engineer and project manager for the Department of
17:07:18 9 Transportation.

17:07:18 10 I will now continue with an overview of the
17:07:20 11 environmental procedures we are following for this
17:07:23 12 project.

17:07:24 13 The legal notice advertising the public
17:07:27 14 hearing was published this year on June 21st and
17:07:31 15 July 14th in the Buffalo News.

17:07:32 16 The stenographer will now enter the complete
17:07:35 17 notice of the public hearing as published in the
17:07:37 18 record. I will dispense with the reading of this
17:07:47 19 notice as copies of the notice are available from
17:07:51 20 the Department of Transportation upon request.
17:07:55 21 I'll hand her a copy of the hearing announcement.
17:08:04 22 It's this section in red. Thank you.

23 Notice of Public Hearing, New York State

1 Department of Transportation project identification
2 no. 5111.77 highway reconstruction and bridge
3 replacement project US Route 20 (Southwestern
4 Blvd./Transit Road) from Leydecker Road to NY Route
5 16 (Seneca Street) Erie County.

6 In accordance with the provisions of Title
7 23, U.S. Code, Section 128 and Title 40, Code of
8 Federal Regulations, Parts 1500 to 1508; a design
9 public hearing will be held in the Town of West
10 Seneca Community Center and Library, 1300 Union
11 Road, West Seneca, New York 14224 on Thursday,
12 July 21 between 4:00 p.m. and 6:30 p.m. The open
13 forum hearing will consist of an information
14 session from 4:00 p.m. to 5:00 p.m. and a formal-
15 meeting beginning at 5:00 p.m. on the proposed
16 highway reconstruction and bridge replacement
17 project US Route 20 from Leydecker Road to NY Route
18 16. The bridge replacement of BIN 1015520 over
19 Cazenovia Creek is located approximately 3,600 feet
20 south of the intersection of US Route 20 and NY
21 Route 16. This project will include highway work
22 on US Route 20 between the intersections with
23 Leydecker Road and NY Route 16. The total length

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1 of the project is 1.4 + miles in the Towns of West
2 Seneca, Elma and Orchard Park, Erie County.

3 Design plans for the project have been
4 developed by the New York State Department of
5 Transportation (NSYDOT) after coordination with
6 federal, state and local agencies. This project is
7 being progressed as a categorical exclusion pending
8 FHWA approval. NYSDOT engineers will be on hand
9 one hour prior to the start of the hearing to
10 discuss the project and answer any questions.

11 Tentative schedules for right-of-way
12 acquisition and construction will be discussed.
13 Information pared which assesses the project's
14 effect on the quality of the human environment.
15 Copies are available for review and copying during
16 business hours beginning July 07, 2022 at the Town
17 of West Seneca Community Center and Library, 1300
18 Union Road, West Seneca, NY 14224 and at the Elma
19 Public Library, 1860 Bowen Road, Elma, NY 14059.

20 Maps, drawings and other pertinent
21 information developed by the state and written
22 views received as a result of the coordination with
23 federal, state and local agencies will be available

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1 for public inspection and copying at the office of
2 the regional director, New York State Department of
3 Transportation, 100 Seneca Street, Buffalo, NY
4 14203.

5 All interested persons will be given the
6 opportunity to express their views concerning the
7 economic and social effects of the design plans,
8 their impact on the environment and their
9 consistency with the goals and objectives of such
10 planning as has been promulgated by the community.
11 The proceedings will be recorded. Persons may file
12 written statements and other exhibits in place of
13 or in addition to oral statements made at the
14 public hearing. Written statements submitted at
15 the hearing or mailed and received before August 04,
16 2022 at the regional director's office will be made
17 part of the record.

18 Those property owners who may subsequently
19 wish to challenge condemnation of their property
20 via judicial review under the Eminent Domain
21 Procedure Law (EDPL) may do so only on the basis of
22 issues, facts and objections raised at the hearing.

23 Please advise this office by July 14, 2022

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1 if a sign language interpreter, assistive listening
2 system or any other accommodation will be required
3 to facilitate your participation in this public
4 hearing. Our contact person is Mr. Norman
5 Duennebacke, project manager, at (716) 847-3204.

6 TDD (telecommunications device for the deaf)
7 relay service:

8 New York relay operator, translates calls
9 between TDD and non-TDD users. For in-state calls
10 only.

11 Non-TDD user to TDD user: 1-800-421-1220.

12 TDD to non-TDD user: 1-800-662-1220.

17:08:14 13 **MR. DUNNEBACKE:** This hearing is being
17:08:14 14 conducted in accordance with the provisions of
17:08:15 15 Title 23, U.S. Code, Section 128 and Title 40, Code
17:08:21 16 of the Federal Regulations, Parts 1500 to 1508.

17:08:24 17 The project is being progressed as a
17:08:26 18 categorical exclusion pending Federal Highway
17:08:30 19 Administration approval.

17:08:32 20 The intent of the design public hearing is
17:08:37 21 to afford the opportunity for the public
17:08:37 22 participation in the consideration of the highway
17:08:40 23 design options.

17:08:42 1 All interested persons are invited to become
17:08:45 2 fully acquainted with the highway and bridge
17:08:48 3 proposal and to express their views at this stage
17:08:51 4 while the flexibility to respond to those views
17:08:57 5 still exists. At this time our plans for this
17:08:59 6 project are preliminary.

17:09:08 7 As you entered the room tonight, you should
17:09:10 8 have received a registration card such as this one.

17:09:13 9 The purpose of this registration card is to
17:09:15 10 obtain a registration of audience and to also help
17:09:20 11 us allow sufficient time for each person who wishes
17:09:20 12 to make a statement. If you did not receive a
17:09:22 13 registration card or if your card has not been
17:09:24 14 collected, please raise your hand.

17:10:20 15 Let the record show that everyone has
17:10:22 16 received their registration card and that each card
17:10:24 17 has been collected.

17:10:27 18 Upon entering the auditorium, you should
17:10:30 19 have been offered a printed brochure which briefly
17:10:33 20 describes the general features of the project.
17:10:36 21 This is the brochure.

17:10:45 22 Also available are comment sheets for you to
17:10:49 23 use and if you would like to make a comment the

17:10:52 1 comment sheets were placed within the brochures.

17:10:55 2 This is the comment sheet.

17:10:57 3 The comment sheet can be returned to us
17:10:59 4 tonight or by August 5th, 2022 to be included in
17:11:03 5 the record. The comment sheet will be conveniently
17:11:07 6 folded and taped and it is pre-addressed for you to
17:11:09 7 mail to us. It is necessary to attach a first
17:11:13 8 class stamp to the comment sheet before it is
17:11:16 9 mailed.

17:11:16 10 If you did not receive a brochure or a
17:11:20 11 comment sheet tonight and would like one or both,
17:11:22 12 please raise your hand.

17:11:30 13 Let the record show that everyone that
17:11:33 14 wanted a brochure or a comment sheet has received
17:11:36 15 one.

17:11:37 16 Booklets entitled how your state acquires
17:11:44 17 property for public purposes are available at the
17:11:46 18 registration desk. That would be this book right
17:11:48 19 here.

17:11:51 20 These books include general information on
17:11:53 21 property acquisition procedures. You will get some
17:11:57 22 more detailed explanation of the property
17:11:59 23 acquisition process later in the presentation.

17:12:02 1 The details of the studies of the proposed
17:12:05 2 project are documented in a draft design report
17:12:08 3 dated June 2022. That would be this report right
17:12:14 4 here.

17:12:17 5 This report has been available for your
17:12:20 6 review or your copying at the New York State
17:12:20 7 Department of Transportation office in Buffalo, at
17:12:23 8 the West Seneca Community Center and Library which
17:12:27 9 is right next-door and the Town of Elma Library.
17:12:30 10 Copies of the report are also on display here
17:12:33 11 tonight.

17:12:33 12 In addition to the project reports, we have
17:12:36 13 visual displays available here for your view.
17:12:40 14 These displays include plans, photos of the US
17:12:46 15 Route 20 and bridge over the Cazenovia Creek. We
17:12:49 16 encourage you to review these displays tonight if
17:12:52 17 you have not already done so.

17:12:56 18 As stated earlier, the department's
17:12:58 19 representatives will be available at the displays
17:12:58 20 to answer questions informally. The stenographer
17:13:00 21 is also available to accept verbal comments for the
17:13:04 22 record. Written comments are also being accepted
17:13:06 23 tonight and until August 5th, 2022.

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17:13:12 1 In connection with the design studies for
17:13:13 2 this project, the Department of Transportation has
17:13:16 3 solicited the views of the federal, state and local
17:13:20 4 governments and agencies which we believe might be
17:13:23 5 interested in or affected by the design of this
17:13:27 6 project. All comments received by the Department
17:13:31 7 of Transportation are part of the project record
17:13:32 8 and will be available for your inspection and
17:13:34 9 copying at the office of the regional director.

17:13:38 10 The proceedings of this hearing are being
17:13:43 11 recorded. When completed, the transcript will be
17:13:45 12 available for the public inspection at the office
17:13:47 13 of the regional director. Statements may be
17:13:52 14 presented at this hearing either orally or in
17:13:55 15 writing.

17:13:56 16 After comments from the hearing and the
17:13:58 17 views of the contacted agencies are fully
17:14:01 18 evaluated, the New York State Department of
17:14:02 19 Transportation will recommend a course of action.

17:14:05 20 At any time after this hearing all
17:14:07 21 information developed for the proposed project will
17:14:12 22 be available upon request for public inspection and
17:14:12 23 copying at the office of the regional director.

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17:14:21 1 I will now turn the meeting over to
17:14:23 2 Mr. Dispenza who will continue with the
17:14:27 3 presentation regarding the real estate acquisition
17:14:30 4 process.

17:14:34 5 **MR. DISPENZA:** Thank you, Norm. Good
17:14:38 6 evening. My name is Tony Dispenza. I represent
17:14:40 7 the office of right-of-way at the New York State
17:14:42 8 Department of Transportation.

17:14:42 9 If a build alternative is selected, our
17:14:49 10 design engineers will establish the amount of
17:14:50 11 right-of-way required to accommodate the project
17:14:53 12 design. Title searches will be conducted by the
17:14:55 13 department and individual appropriation maps will
17:15:00 14 be drawn for each affected property. It is at this
17:15:05 15 point that the office of right-of-way becomes
17:15:08 16 involved as it is our responsibility to acquire the
17:15:08 17 land necessary for the highway and bridge project.

17:15:08 18 As the first step in the acquisition
17:15:13 19 process, a real estate specialist will contact each
17:15:16 20 affected property owner to schedule an appointment
17:15:18 21 at the owner's convenience. This meeting which is
17:15:21 22 usually at the acquisition site is to provide you
17:15:24 23 with preliminary information regarding the proposed

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17:15:26 1 acquisition and to verify ownership and/or
17:15:30 2 occupancy of the property. The real estate
17:15:35 3 specialist will accomplish the following.

17:15:37 4 Deliver a copy of the acquisition map.
17:15:40 5 Explain the project and the affect that it will
17:15:43 6 have on the property. Provide a preliminary
17:15:46 7 timetable and information regarding the
17:15:50 8 department's acquisition process.

17:15:51 9 In the next step the department will order
17:15:53 10 an appraisal for each affected property. This
17:15:57 11 analysis is prepared by state appraisers or
17:16:00 12 consultant appraisers having specialized training
17:16:04 13 and expertise in this field.

17:16:06 14 Per Department of Transportation policy, the
17:16:07 15 appraiser is required to contact all affected
17:16:09 16 property owners individually and to afford each the
17:16:14 17 opportunity to accompany the appraiser during the
17:16:16 18 inspection of the property. The appraiser will
17:16:20 19 examine all features of the property which affect
17:16:22 20 its value. Any information that you can provide
17:16:22 21 with respect to your property is welcomed. You're
17:16:26 22 encouraged to accompany the appraiser during the
17:16:29 23 inspection.

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17:16:29 1 The appraisal reports are supported by
17:16:31 2 recent land and/or improved sales as applicable.
17:16:35 3 Property owners will be paid for all land, land
17:16:38 4 improvements and building improvements within the
17:16:40 5 acquired area. A thorough analysis of the
17:16:43 6 remaining property will also be conducted. Any
17:16:46 7 adverse affect on the value of the remaining
17:16:48 8 property will be considered. If a temporary
17:16:51 9 easement is acquired, payment for the rental value
17:16:54 10 of the temporary easement will also be included.
17:16:59 11 When the appraisal is completed, it undergoes a
17:17:04 12 multi-layered review process before it is finally
17:17:04 13 approved.

17:17:05 14 We work under a one offer system whereby the
17:17:09 15 full approved appraisal amount is offered.
17:17:12 16 Included in the offer package will be a written
17:17:13 17 statement detailing the offer. The real estate
17:17:19 18 specialist assigned to your claim will explain the
17:17:19 19 agreements, the acquisition process and the payment
17:17:22 20 process in greater detail.

17:17:25 21 You are entitled to receive the state's full
17:17:29 22 offer of compensation even if you disagree with the
17:17:31 23 settlement offer amount. Any property owner who

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17:17:35 1 disagrees with our offer may attempt to negotiate a
17:17:38 2 settlement by providing appropriate documentation
17:17:40 3 to substantiate a request for an increase in his or
17:17:43 4 her claim. Failing that, the property owner may
17:17:46 5 elect to file a claim against the state in the
17:17:48 6 Court of Claims.

17:17:49 7 Shortly after the offer is made, the
17:17:51 8 Department of Transportation will legally acquire
17:17:54 9 the property by filing a map and notice of
17:17:56 10 appropriation in the office of the county clerk in
17:18:03 11 the county where the property is located.

17:18:06 12 The real estate specialist assigned to your
17:18:08 13 claim will assist you in receiving your
17:18:11 14 compensation which will be paid after an agreement
17:18:15 15 is signed and satisfactory completion of the
17:18:17 16 closing papers prepared by the New York State
17:18:17 17 Department of Law.

17:18:19 18 The design alternative being considered will
17:18:21 19 not necessitate any residential or commercial
17:18:24 20 relocations. Should any relocations become
17:18:28 21 necessary, the department will provide relocation
17:18:30 22 services in accordance with Title 2 of the Uniform
17:18:33 23 Relocation Assistance and Real Property Acquisition

17:18:37 1 Policies Act of 1970 as amended, commonly referred
17:18:43 2 to as the Uniform Act.

17:18:47 3 In conclusion, I would like to say that we
17:18:47 4 realize this is not the typical buyer/seller
17:18:50 5 relationship although the eminent domain process
17:18:50 6 allows the state to acquire private property for
17:18:53 7 public use.

17:18:54 8 You are entitled to just compensation. The
17:18:57 9 goal of the office of right-of-way is to make sure
17:19:00 10 that this process proceeds as smoothly as possible
17:19:02 11 for all concerned.

17:19:04 12 Thank you for your time and attention. I'll
17:19:06 13 now turn the meeting back over to Mr. Cirillo.

17:19:17 14 **MR. CIRILLO:** Thank you, Tony. We've
17:19:19 15 concluded our formal presentation and we are about
17:19:21 16 to receive your comments. If there's anyone in the
17:19:25 17 audience who wishes to make a statement and has not
17:19:28 18 yet filled out one of these registration cards,
17:19:30 19 please do so. Anyone?

17:19:41 20 When I call your name, please approach the
17:19:44 21 microphone. Before beginning your statement,
17:19:48 22 kindly state your name and address and your
17:19:50 23 position with any organization you may represent.

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17:19:52 1 Please speak clearly so that the stenographer can
17:19:55 2 make an accurate recording of your statement. We
17:19:57 3 ask that you keep your comments to five minutes or
17:20:00 4 less so that everyone attending has a chance to
17:20:03 5 speak. Please note that we will not be directly
17:20:06 6 responding to the comments made in the formal
17:20:08 7 session. Department representatives will be
17:20:10 8 available to answer any questions after the
17:20:12 9 conclusion of the formal session.

17:20:15 10 I now call for the statements. First, Peter
17:20:22 11 Holdsworth. If you would, please.

17:20:31 12 **MR. HOLDSWORTH:** My name is Peter Holdsworth
17:20:33 13 and I am currently under contract to purchase the
17:20:37 14 property at 1845 Transit Road. This is the
17:20:40 15 property which actually borders the bridge. It's
17:20:44 16 approximately 7.4 acres. I do not support this
17:20:48 17 project primarily for the reason that the way it is
17:20:52 18 currently proposed I have walkable or I will have
17:20:57 19 when I own the property walkable access down to the
17:21:00 20 creek. The only walkable access is immediately
17:21:05 21 adjacent to the bridge. It's about a 20 foot
17:21:09 22 section. I will lose that and this will
17:21:12 23 essentially turn a 7.4 acre parcel with walkable

17:21:19 1 access to about 6 -- I think it's about 600 feet of
17:21:22 2 creek frontage into about a 1 and-a-half acre
17:21:25 3 parcel with a view of 6 acres that I can't get to
17:21:30 4 because there's a cliff. Unless you're a mountain
17:21:35 5 goat, you're not going to be able to get down
17:21:38 6 there. This completely will change the complexion
17:21:40 7 of the property, change the value. I care or less
17:21:41 8 honestly about the value than my ability to enjoy
17:21:46 9 the property the way that it is and with the
17:21:47 10 access, the walkable access that I currently have.
17:21:51 11 That's why I'm buying it. It's going to -- it's
17:21:55 12 going to destroy that. That's basically my
17:21:57 13 position and that's why I'm opposed to it. Thank
17:22:00 14 you.

17:22:03 15 **MR. CIRILLO:** Okay. Thank you. Next I ask
17:22:06 16 for Tim Pawarski.

17:22:34 17 **MR. PAWARSKI:** My name is Tim Pawarski. I
17:22:37 18 live at 1905 Transit Road. That's the Elma side.
17:22:40 19 I'm about five houses north of the bridge. I've
17:22:46 20 lived there for approximately 13 years. I grew up
17:22:52 21 and was raised in Elma since 1959, so I'm kind of a
17:22:57 22 hometown boy in the Town of Elma. I grew up on
17:23:02 23 Stolle Road in Elma where my father lives. The

17:23:05 1 reason I decided to stay in Elma after completing
17:23:08 2 my education is to be closer to family. When I
17:23:14 3 bought my house, it was a nice area. Since I've
17:23:19 4 lived there, the reconstruction down by the bridge,
17:23:26 5 as many of you know, they added a signal because of
17:23:28 6 some fatalities that were occurring there and ever
17:23:32 7 since that signal was added the traffic is terrible
17:23:38 8 leaving your house in the morning or coming home,
17:23:44 9 so between 7 and 8, maybe between 4 and 6 the
17:23:47 10 traffic is terrible because what happens is that
17:23:50 11 signal piles up the cars coming northbound and you
17:23:55 12 not only have that piled up traffic that's coming
17:23:58 13 down Transit northbound, but then all the other
17:24:01 14 cars that are catching up to that traffic. That's
17:24:04 15 not to mention what happens when there's a Bills
17:24:06 16 game. My position regarding this project I'm
17:24:12 17 opposed to the scope of it. Not the entire
17:24:16 18 project, but the scope. Specifically one item is
17:24:19 19 the proposed sidewalks. I'm not sure what studies
17:24:24 20 anybody has done about pedestrians, bicyclists
17:24:27 21 going up and down the road, but there isn't any
17:24:32 22 except maybe a casual walker or a bicyclist. Are
17:24:32 23 the bicyclists going to be on the sidewalks or on

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17:24:32 1 the shoulder of the road or where are they going to
17:24:44 2 be? There isn't the pedestrian traffic. There's
17:24:47 3 not a need for these sidewalks. Who's going to be
17:24:51 4 maintaining these sidewalks? The people that live
17:24:54 5 there -- when these state plows come down the road,
17:24:56 6 they push that snow and ice and it's usually like 3
17:25:00 7 feet, 4 feet high. Most of the people that live on
17:25:04 8 my section of the street are elderly. I'm 67 and
17:25:07 9 some are older than me. They're not capable of
17:25:10 10 shoveling and maintaining sidewalks. The state,
17:25:13 11 the federal government, the town is going to push
17:25:15 12 it down to you. You're going to have to go out
17:25:18 13 there and maintain that sidewalk. We can't do
17:25:22 14 that. There's not a need for the sidewalk. What
17:25:24 15 does it connect to? A bridge? There isn't plazas
17:25:30 16 other than a Tim Hortons. The people that want to
17:25:32 17 go to Alton's or Tim Hortons, they're going to
17:25:37 18 drive there. They're not going to be walking
17:25:39 19 there. You're not going to get pedestrians from
17:25:41 20 other areas walking these sidewalks. The only
17:25:43 21 people that are going to utilize these sidewalks
17:25:46 22 are the people that possibly live there. You and
17:25:46 23 I, we get in our car and we drive to Alton's or Tim

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17:25:46 1 Hortons or to the gas station. We're not going to
17:25:52 2 be walking there. It's a waste of taxpayers'
17:25:54 3 money. It puts a burden on you to maintain these
17:25:59 4 sidewalks. I'm asking that those sidewalks be --
17:26:05 5 at least that plan of the design be removed. They
17:26:10 6 serve no useful purpose. Matter of fact, in your
17:26:15 7 brochure you indicate here what will the project
17:26:17 8 accomplish and it says improve traffic flow and
17:26:21 9 pedestrian access along Transit. What pedestrian
17:26:23 10 access? There isn't any. I'm not sure where the
17:26:32 11 funding is coming from, if it's federal, state, any
17:26:38 12 local funding on this project. I'm sure it's
17:26:41 13 costing a lot of money. I don't know if our town
17:26:44 14 elected officials have been invited to this
17:26:47 15 meeting, state assemblymen, state senators, our
17:26:49 16 local politicians from the town board. I don't see
17:26:49 17 anybody here that I recognize. This is an
17:26:51 18 important meeting. When you take my property at
17:26:59 19 1905, you're going to give me a new survey? What
17:27:07 20 you're doing is changing my existing survey. My
17:27:10 21 survey is no longer useful because now you've
17:27:13 22 changed it. Who's going to bear that cost? The
17:27:19 23 same thing with the title search. You're changing

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17:27:22 1 things. When I kind of looked at this from the end
17:27:25 2 of the shoulder, the gravel now, you're going to be
17:27:30 3 coming 20 feet into my property. You're going to
17:27:33 4 bring that traffic closer to me. I have redwood
17:27:37 5 oak trees that are over 100 years old. You're
17:27:40 6 going to be taking a couple of my trees. You're
17:27:44 7 going to put in this traffic closer to my front
17:27:46 8 door. You people in the state government don't
17:27:52 9 live here. We live here. We're going to have to
17:27:54 10 listen to this traffic. I don't know if you're
17:27:56 11 putting in any buffers or you're planting trees or
17:27:59 12 whatever. It's just not a good thing. Maybe to
17:28:02 13 connect the roadway to make the traffic flow is all
17:28:07 14 well and good, I understand that, but can somebody
17:28:11 15 tell me how this enhances our quality of life, our
17:28:17 16 property value? I just don't see it. It's taking
17:28:22 17 something away that we enjoy. It's putting a
17:28:27 18 burden on us now to maintain something. Right now
17:28:30 19 you've got about I think an easement, a 20 foot
17:28:33 20 easement now where the road ends. You don't own
17:28:37 21 the easement. You have a right-of-way to come on.
17:28:41 22 Now you're going to be putting more roadway onto my
17:28:44 23 property and now you're going to tack onto that

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17:28:45 1 another easement, so you're really not only taking
 17:28:49 2 20 feet. You're taking 40 feet. Just think when
 17:28:53 3 the Bills traffic comes how much closer that's
 17:28:57 4 going to be to your front door and when they do
 17:29:00 5 this road construction that's going to take about a
 17:29:04 6 year and-a-half to two years to summer completion
 17:29:06 7 of '25 and they're going to reduce the traffic down
 17:29:11 8 to a lane each way, okay, when the Bills traffic
 17:29:13 9 comes you'll never get out of your properties. My
 17:29:17 10 opposition to the scope of the project I would ask
 17:29:19 11 that the sidewalks be deleted from the project
 17:29:22 12 design. One thing that would be helpful, guys, if
 17:29:25 13 you can give us a contact list, the names of
 17:29:30 14 anybody we would want to contact, what their
 17:29:34 15 purpose is, their phone numbers, not answering
 17:29:38 16 machines, so we can talk to somebody after this
 17:29:41 17 meeting. I would ask also is there another public
 17:29:44 18 hearing or is this the final public hearing and how
 17:29:47 19 do we hear back about our comments reflected in the
 17:29:51 20 design? Thank you.

17:29:58 21 **MR. CIRILLO:** All right. Thank you. Next
 17:30:00 22 Marcia Garcia.

17:30:13 23 **MS. GARCEA:** My name is Marcia Garcea. I

17:30:16 1 live at 1895 Transit Road in Elma and I just
17:30:21 2 recently bought my house there in December to be
17:30:26 3 closer to family. I came from a rural area,
17:30:31 4 Wyoming County, so it was nice and quiet there. I
17:30:36 5 oppose the project, most of the project. I don't
17:30:41 6 agree with the sidewalks. I support Mr. Pawarski's
17:30:47 7 ideas and I think he speaks for most of us I would
17:30:51 8 assume. I don't think the sidewalks are necessary.
17:30:57 9 I hardly see anyone walking and there's just going
17:31:01 10 to be tons of noise. That's it.

17:31:08 11 **MR. CIRILLO:** Thank you. Next Eileen Kranz.

17:31:48 12 **MS. KRANZ:** Eileen Kranz. I am up here to
17:31:50 13 also -- I agree with Tim and Marcia, my new
17:31:55 14 neighbor. I live at 1885. I'm not sure if I said
17:31:58 15 that or not. I agree with no sidewalks. I can't
17:32:04 16 see why you're upsetting all these residents just
17:32:07 17 to repair a bridge. I mean the traffic goes
17:32:12 18 through. The light goes on. It actually helps me
17:32:18 19 to get out of my driveway with that light. Before
17:32:22 20 that signal was up there it was really bad getting
17:32:26 21 out of the driveway. Now if you get it right you
17:32:29 22 could get out, but if you don't it's five minutes
17:32:33 23 wait before you could get out of your driveway.

17:32:36 1 With the traffic for the Bills, are there eight
17:32:43 2 games? I don't even know. I don't follow Bills.
17:32:45 3 They earn way too much money. I mean I don't --
17:32:47 4 it's a very limited time. The traffic flow,
17:32:53 5 there's more traffic stoppage with the school
17:32:57 6 buses. That's when you see all the traffic buildup
17:33:00 7 on Transit is in the morning and at 2:00, 2:30.
17:33:05 8 That's when you see all the traffic buildup. How
17:33:07 9 is that going to help traffic flow? I disagree
17:33:13 10 with the whole project. I think the bridge, yes,
17:33:17 11 fix the bridge, but leave the residents alone.
17:33:21 12 They're not -- they're not causing any problems.
17:33:23 13 All you're doing is upsetting. I agree with Tim.
17:33:25 14 Yes, we are old. We are old. I have a plow
17:33:31 15 service to do my driveway. I can't even do my
17:33:34 16 driveway and now I'm going to have to go and do my
17:33:38 17 sidewalks? Again, that's a lot of snow from the
17:33:41 18 state plows. That's my statement.

17:33:50 19 **MR. CIRILLO:** Next I would ask Kelly Bebak
17:33:56 20 to come up.

17:34:18 21 **MS. BEBAK:** Hi, neighbors. I have a feeling
17:34:21 22 after this -- I've been wanting to get to know more
17:34:26 23 of the neighbors. We've been on our property about

17:34:30 1 eight years. I know Tim. We're across the street.
17:34:33 2 He did a fantastic job, actually. He spoke really
17:34:39 3 eloquently and laid out so many things that I
17:34:40 4 haven't even thought of or my husband probably.
17:34:40 5 I'm Kelly Bebak. We live at 1900 Transit Road on
17:34:53 6 the West Seneca side. As I said, I think we've
17:34:57 7 been there maybe going on eight years. Honestly,
17:35:02 8 our house is 500 feet set off the road, so, truth
17:35:09 9 be told, this doesn't really affect us that
17:35:11 10 negatively honestly except for the state is going
17:35:15 11 to come in and take property, but, as Tim said,
17:35:19 12 with the bridge the traffic is a nightmare. I mean
17:35:22 13 it's so hard to -- if you make a left out on the
17:35:25 14 road it's just -- it's -- it's rough. I originally
17:35:29 15 thought sidewalks were a good thing 'cause my
17:35:32 16 husband and I bike a lot, so we ride our bikes like
17:35:36 17 miles and miles and miles around here and if
17:35:38 18 anybody has ever ridden your bike it's pretty
17:35:43 19 dangerous. We had a friend many years ago that was
17:35:45 20 a runner hit by a car on the bridge because people
17:35:48 21 are not paying attention. I don't know if you've
17:35:50 22 ever seen people on their phones, but I mean we're
17:35:53 23 always -- you know. It's kind of -- it's dicey

17:35:56 1 when you're on your bike, so I was -- we were
17:35:59 2 thinking sidewalks sounded like a good idea, but
17:36:03 3 actually now that Tim brought up some really good
17:36:06 4 points, the shoveling, really the -- you know. Are
17:36:11 5 we -- are the sidewalks really going to be used?
17:36:13 6 Is it worth everybody here losing property over?
17:36:18 7 Perhaps a better alternative could be to have like
17:36:23 8 bike lanes, designated bike lanes instead of a
17:36:26 9 sidewalk which, like you said, I don't think
17:36:29 10 really I -- we never see anybody walking, honestly,
17:36:32 11 but I do see people riding bikes, so maybe a bike
17:36:37 12 lane, like I said, would be a better alternative to
17:36:42 13 a sidewalk. I just -- I don't know. I think the
17:36:45 14 other thing that's -- as I said, we live 500 feet
17:36:49 15 off the road. We're set way back. We're on the
17:36:52 16 Cazenovia Creek escarpment. It's incredible, it's
17:36:57 17 beautiful, the wildlife everywhere, but I don't
17:37:01 18 think people realize like -- I feel bad for all my
17:37:03 19 neighbors and the majority of you are -- you border
17:37:06 20 the creek either on the Elma side or the West
17:37:10 21 Seneca side, so we all are -- most of us are on the
17:37:13 22 creek. The people that live closer to the road I
17:37:16 23 mean I just -- I can't believe that that much land

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17:37:19 1 is going to be taken through these easements. It's
17:37:22 2 just -- like Tim, you don't have a huge backyard
17:37:25 3 that I can see and they're going to take -- I mean
17:37:28 4 I just -- I think it's -- I don't think it's right.
17:37:32 5 Our neighbors at 1880 bought their house about
17:37:36 6 five, six years ago and they've spent just on the
17:37:40 7 berm in front of their house -- I don't know.
17:37:45 8 They're maybe 200 feet back or something. They
17:37:47 9 spent like probably 10 grand on a gorgeous berm.
17:37:50 10 He's a landscape designer. I mean I don't how that
17:37:54 11 even -- like if that's reimbursed, but they're
17:37:57 12 beautifying their property and now it's going to be
17:38:00 13 totally, you know, picked off. Again, like I said,
17:38:03 14 we're not really impacted, you know, because we're
17:38:05 15 set way back, but I just don't think it's fair and
17:38:07 16 I wanted to come out here and just speak up for
17:38:10 17 everybody here. Like I said, I have a feeling we
17:38:13 18 might have to meet and maybe we're going to have a
17:38:16 19 street barbecue and get together and do a little
17:38:18 20 protest. I'm in.

17:38:26 21 **MR. CIRILLO:** Thank you. I have the last
17:38:29 22 card in my hand. That would be Ryan McClure.

17:38:41 23 **MR. McCLURE:** Hello. I live at 1978 Transit

17:38:53 1 Road which is West Seneca side about halfway
17:38:58 2 between Seneca Street and the bridge. For the most
17:39:00 3 part, I just have -- I have two comments. One is
17:39:03 4 that I was kind of questioning the need for the
17:39:19 5 sidewalk, as well. I mean I think just maybe --
17:39:19 6 like I see that the shoulder is going from 8 foot
17:39:26 7 to 5 foot and probably just keeping it at 8 foot
17:39:27 8 might be sufficient. That's probably the only
17:39:30 9 thing I could really think about the sidewalk
17:39:32 10 there. It's a bigger deal for other people than it
17:39:35 11 is for me, I guess. The main thing I wanted to
17:39:36 12 mention was actually just the suggestion that up at
17:39:41 13 the intersection for Seneca Street and Transit Road
17:39:45 14 that I think there's a good opportunity here to
17:39:48 15 update the light there, one, for synchronization
17:39:55 16 sake which would ease a lot of the traffic stuff if
17:39:55 17 that hasn't already happened. The other thought is
17:39:57 18 just the thing I know that's not good about that
17:40:01 19 light is that if you're heading southbound on
17:40:02 20 Transit coming to that intersection you get a left
17:40:05 21 turn lane with a left turn arrow. If you're going
17:40:05 22 northbound you get a left turn lane with no arrow
17:40:05 23 and that results in a pileup of cars and waiting a

17:40:14 1 very long time to make your turn. It would be nice
17:40:15 2 to have a left turn arrow at both directions, I
17:40:19 3 think.

17:40:28 4 **MR. CIRILLO:** Thank you, everyone. This
17:40:31 5 concludes the -- does anyone else want to make a
17:40:35 6 statement? Would you like to come up and state
17:40:35 7 your name?

17:40:35 8 **MS. ZACHWIEJA:** Hi. My name is Sylvia
17:41:12 9 Zachwieja. I live at 2091 Transit Road, Elma, New
17:41:18 10 York 14059. I've been listening to all these
17:41:22 11 folks, neighbors that I don't know, but I kind of
17:41:24 12 agree with all of them. My -- this is kind of
17:41:28 13 mundane, but my concern is plowing that I've had,
17:41:33 14 you know, done on my driveway over the years. I
17:41:35 15 have a circular drive and I have a hard enough time
17:41:40 16 getting somebody to come and plow my driveway as it
17:41:43 17 is being on Transit Road. Also I have somebody
17:41:46 18 that cuts my grass. What am I going to do while
17:41:49 19 you guys are working on my road? Who's going to do
17:41:53 20 all of this for me? I can't. I'm old. Anyway,
17:41:58 21 that's all I have to say. Thanks.

17:42:04 22 **MR. CIRILLO:** Last call.

17:42:39 23 **MS. AKAUOLA:** My name is Valerie Akauola. I

17:42:39 1 live at 1840. I realize that your view of the
17:42:42 2 project is so different than ours. We live down
17:42:47 3 the creek and under the bridge. That's what we
17:42:51 4 see. We see a bridge that's falling apart. We see
17:42:54 5 a bridge where we know people are going to get
17:42:58 6 hurt. We see a bridge that's so dangerous. When
17:43:03 7 we turn out of our driveway, we come all the way up
17:43:10 8 to make the right turn and we see a bridge that is
17:43:13 9 heaving and you'll see pockets of rocks coming out.
17:43:17 10 We see a bridge where we can't let our grandbabies
17:43:21 11 go near it to get down to the creek. We see a
17:43:25 12 bridge that's so beautiful. It's like a piece of
17:43:28 13 art that we hate to lose it, but it's in such
17:43:32 14 disrepair. Something has to be done. We don't
17:43:41 15 need any sidewalks. I agree. We need to do
17:43:46 16 something about this bridge. I'm letting you know
17:43:49 17 it is so dangerous that when the guys from New York
17:43:52 18 State come down I fear for them. I think they're
17:43:57 19 going to get hit in the head by a piece of
17:44:01 20 concrete. It falls all the time. We see a bridge
17:44:05 21 that connects us to where we need to go. We are
17:44:06 22 just so concerned that it's safe for everyone
17:44:09 23 including the Bills, interlopers, including running

17:44:15 1 to Tim Hortons real quick. Yes, the lights need to
17:44:19 2 be synched. I don't know why they put that light
17:44:20 3 in. We didn't have any trouble with it, but maybe
17:44:24 4 somebody needed it. We see a problem here that if
17:44:26 5 it's not addressed while we have an opportunity to
17:44:29 6 garner the funds to make it safe we're going to
17:44:32 7 really have a problem. It will be the old way
17:44:36 8 where you take Seneca all the way around and we
17:44:38 9 won't have that connection anymore. That's all
17:44:41 10 that's going to happen. Yeah, let's get together
17:44:45 11 again. Our view is so different from yours. Maybe
17:44:50 12 we should go up top and look around sometimes. We
17:44:54 13 just don't. I'm so grateful, my husband and I are
17:45:07 14 so grateful for all the information that you shared
17:45:11 15 because we don't see the bridge like you see it, so
17:45:14 16 maybe we could come together that way.

17:45:20 17 **MR. CIRILLO:** One more last call. I think
17:45:20 18 there was at least one or two more people that
17:45:20 19 raised their hands.

17:45:35 20 **MR. KOLARCZYK:** My name's Tom Kolarczyk.
17:45:36 21 I'm at 1875 Transit Road. I understand completely
17:45:53 22 the bridge is in poor repair. I've walked on it.
17:45:56 23 We're just the second house in from heading north

17:45:58 1 from the bridge on the right-hand side, the Elma
17:46:01 2 side, and we have probably the largest clump of
17:46:05 3 trees in front of our property and we're going to
17:46:08 4 be losing, from what I understand, a large portion
17:46:09 5 of those trees and the neighborhood the way it's
17:46:13 6 been for all these years. We've been there for
17:46:14 7 five years, but it's been enough to just enjoy it.
17:46:23 8 I don't want to make this selfish. Everyone's
17:46:24 9 property is being affected, so we understand that.
17:46:31 10 One thing that concerns me, a show of hands, has
17:46:32 11 anyone here been contacted during this process
17:46:35 12 while they were looking into redoing this bridge to
17:46:39 13 ask your opinions of what you think the roadway
17:46:41 14 should be or what the bridge should be? Has anyone
17:46:45 15 been asked? It's our house. It's our home.
17:47:22 16 Again, I think the bridge -- all of us could say
17:47:27 17 that bridge is rough. Let's fix the bridge. One
17:47:31 18 question was has anyone from the state decided
17:47:34 19 let's just keep the bridge the way it is and
17:47:37 20 rebuild it, make the new bridge exactly the way it
17:47:41 21 is? Let the traffic flow the way it flows. My
17:47:47 22 point before was no one came to us and said would
17:47:50 23 you be upset if we took your trees away in front of

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17:47:54 1 your house because we want to make this road wider
17:47:57 2 and we're going to put sidewalks. Everyone here is
17:48:02 3 saying why do we need sidewalks? We don't need
17:48:04 4 sidewalks. They're sidewalks to nowhere. Again,
17:48:06 5 the point being that I just find it incredibly rude
17:48:08 6 of the State of New York to assume they could come
17:48:12 7 up with this project and say we're doing this, it's
17:48:17 8 preliminary. Baloney it's preliminary. This is
17:48:17 9 what they're doing. We need to -- why couldn't
17:48:20 10 they come to us and say what do you think? We live
17:48:21 11 here. This is our property. It affects us more
17:48:23 12 than anyone else. Not one of us was asked would
17:48:28 13 you like sidewalks, would you like a new road, do
17:48:31 14 we need a new road? Keep it the way it is. Give
17:48:38 15 us a safe bridge and end this stuff of taking
17:48:38 16 easements and property and all this. That's all we
17:48:39 17 can pray. Will it happen? Welcome to this world,
17:48:43 18 folks. It's going to happen. If we stand
17:48:45 19 together, if we can all oppose this, we need
17:48:49 20 numbers, we need to let them know you're not just
17:48:55 21 going to take this right-of-way and all these
17:48:58 22 easements and things. Just keep it the way it is.
17:49:00 23 Build the bridge and stop this nonsense. Thank

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17:49:06 1 you.

17:49:06 2 **MR. CIRILLO:** I saw at least one other hand.

17:49:28 3 **MS. BEBAK:** I agree with you on the bridge.

17:49:32 4 I probably didn't say that when I was speaking, but

17:49:35 5 I agree 100 percent about the bridge. That's like

17:49:39 6 a necessity, a safety issue. Other than that,

17:49:42 7 again, the negative impact on all these people that

17:49:46 8 live there every day on taking their property and

17:49:49 9 making it four lanes and all that, I think the

17:49:52 10 negative impact far outweighs any positive that

17:49:57 11 would come of us and our properties. I do think

17:50:01 12 the bridge is a great idea.

17:50:04 13 **MR. CIRILLO:** Okay. Could you state your

17:50:04 14 name, please, for the stenographer?

17:50:18 15 **MR. STRAIF:** Fred Straif. We don't need

17:50:21 16 sidewalks. I see there's curbing listed on there.

17:50:27 17 To me there should be no curbing. It should be an

17:50:31 18 8 foot shoulder the way it is right now. It's

17:50:34 19 about 6, 8 feet now. An 8 foot shoulder would be

17:50:38 20 fine with no curbing. I understand that the state

17:50:42 21 can get some money from -- if you put sidewalks in

17:50:45 22 and curbing you get a little money from the -- out

17:50:50 23 of the feds for the state. We don't need that. I

17:50:56 1 would say it would be much more expensive to fix
17:50:59 2 that bridge and concrete. That would be wonderful
17:51:05 3 if that was the case. It's a cheaper bridge with
17:51:10 4 structural steel and a flat surface on top.
17:51:17 5 Actually, my father and grandfather worked on the
17:51:21 6 original bridge. It would be wonderful if that --
17:51:24 7 and it is a work of art. You could see that. When
17:51:28 8 I was a kid, I was down there. Thank you.

17:52:07 9 **MR. CIRILLO:** Okay. This concludes the
17:52:08 10 formal presentation segment of this public hearing.
17:52:11 11 As stated earlier, department representatives will
17:52:14 12 be available to address individual questions and
17:52:18 13 concerns if necessary at the close of the meeting.
17:52:21 14 Additional written comments may be submitted until
17:52:23 15 August 5th, as I mentioned earlier, 2022 at the
17:52:23 16 office of the regional director at 100 Seneca
17:52:28 17 Street in Buffalo.

17:52:31 18 I would like to thank everyone for your
17:52:35 19 expressions of concern, comments and suggestions.
17:52:38 20 They will all be studied and considered prior to
17:52:40 21 our making a design recommendation.

17:52:43 22 As there are no more statements concerning
17:52:44 23 this project, I declare this hearing adjourned. On

17:52:49 1 behalf of the department, I thank you for attending
17:52:53 2 this public hearing. Good night and have a safe
17:52:57 3 trip home. Thank you.

4 (Proceedings concluded at 5:52 p.m.)

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1 STATE OF NEW YORK)

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3 COUNTY OF ERIE)

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5 I DO HEREBY CERTIFY as a Notary Public in and
6 for the State of New York, that I did attend and
7 report the foregoing proceedings, which were taken
8 down by me in a verbatim manner by means of machine
9 shorthand. Further, that the proceedings were then
10 reduced to writing in my presence and under my
11 direction. That the proceedings were taken to be
12 used in the foregoing entitled action.

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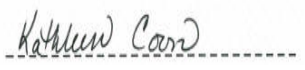
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KATHLEEN COON,
Notary Public.

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