



SECTION X. TRANSPORTATION

ROADWAYS

The Town of LaFayette has a strong network of roadways that serves as the “lifeline” of the community: importing and exporting goods and services, and providing workers, residents, and visitors safe passage in, out, and around the community. It is a vital thread in the social and economic fabric of the community. A discussion of the condition of roadways and maintenance responsibilities can also be found under Section IX. Infrastructure and Telecommunication, page ____.

The main routes through the community are US Route 11 which runs north to south, US Route 20 which runs east to west, and Interstate 81 which also runs north to south and includes Exit 15 in the Town. Routes I-81, 20, and 11 are maintained and controlled by the State. Routes 20 and 11 are technically United States roadways but are under the jurisdiction of New York. Routes 11 and 20 intersect in the LaFayette Hamlet and 20 is the longest east/west highway in the country. The DOT has plans in place to reconstruct this intersection in 2013. This is detailed more fully in Section V. Hamlet Development.

Interstate 81 is the largest and most prominent LaFayette roadway. The City of Syracuse is located approximately 10 miles north of the LaFayette exit on I-81. This four lane, limited access road network traverses approximately 15 miles through the Town, through the central part of the community, and includes on/off access at Exit 15. Access to I81 is provided via on/off ramps on both the east and west sides of the highway. If a vehicle is traveling northbound on 81 and wishes to travel southbound, a driver must travel through the Hamlet. I81 traffic and traffic generated by the intersection of Routes 11 and 20 results in a significant amount of vehicles passing through the Hamlet each day.

The New York State Department of Transportation maintains Annual Average Daily Traffic (AADT) counts and notes that 33,231 vehicles travel from the south to Exit 15 and 37,356 vehicles travel from Exit 15 northwards every day. Approximately 2,500 cars use the east side of Exit 15 to access I-81 northbound and 2,675 vehicles get off every day on the west side of Exit 15. Traffic counts for Routes 11 and 20 vary depending on the stretch of roadway being referenced. For example, the portion of Route 20 directly west of the Hamlet intersection (before the bridge), experiences a daily traffic count of 6,422 vehicles per day.

Overall, the Town’s roadway network meets the demands of the community.

Complete Streets

In 2011, New York State passed Complete Streets legislation requiring that communities take into consideration all aspects of street design for all users. As of April of 2010, the NYS DOT had already adopted a policy to “promote pedestrian and bicycle



travel for all persons on the state transportation system,” and further, “to develop a transportation system that offers travel mode choices that are inclusive of, accessible to, convenient and safe for pedestrians and bicyclists.” The Complete Streets law holds DOT accountable, requiring that it produce a report within two years demonstrating the Department’s compliance with the law and how it has modified its procedures to “institutionalize” complete streets design features. It is not known at this point, what impact the law will have on local municipalities. LaFayette should remain cognizant of the law’s existence, track its development, and be prepared to integrate aspects of the law into local law, if required.

Sidewalks

Complete Streets recognizes the needs of pedestrians when designing roadways, including those with special needs. As the Town works closely with the DOT on the reconstruction of the LaFayette Hamlet roadway, this is an excellent opportunity to include sidewalks, crosswalks, signals, signage, etc. that will increase the walkability in and around not only the Hamlet area but to the LaFayette High School, as well. This includes not only consideration for those on foot, but also for those in wheelchairs, baby strollers, and bicycles. In its present state, the LaFayette Hamlet does not provide a safe and welcoming transportation network for pedestrians, the handicapped and bicyclists, as sidewalks are not in good condition and are unsafe, and it is difficult to cross at the intersection and elsewhere in the Hamlet. No sidewalks exist on Route 11 from the Hamlet to the high school.

The Town has a sidewalk ordinance that, among other things, notes that property owners are required to maintain their sidewalks and clear them of snow and other impediments. It is not strictly enforced. If the Town is going to promote the installation of more sidewalks throughout the Town, it will need to better enforce its ordinance.

Bicycle Trails/Paths

At the present time, there are no designated bicycle routes in the Town and there are no bicycle lanes, despite that fact that anecdotally there are many bicyclists using Town roads. However, in May 2003, the Syracuse Metropolitan Transportation Council (SMTC) announced the availability of a *Bicycle Suitability Map*, a product to assist the general public (primarily bicycle commuters) in determining which roads are currently the most suitable for bicycle travel. In addition to rating streets (throughout Onondaga County, including the City of Syracuse) as being "Excellent, Good, Average, Fair, Poor" for commuter bicycling, the map includes various educational and safety related panels pertaining to bicycle and pedestrian travel, and the rules of the road. A number of roads throughout the Town were designated as “good” according to the Council.

At Town of LaFayette public visioning sessions held as part of this Plan, attendees have noted the beauty derived from the Town’s sense of place. One way to discover this beauty is to provide safe bicycle passage along country roads and into the hamlet areas. It is recognized that the physical layout of some roads will be more conducive to this infrastructure than other areas. The Town should work with planners,



bicycle clubs such as the Onondaga Cycling Club and Syracuse-Onondaga Cycling Coalition, and other advocates to develop a list of roadways where bicycle lanes and paths could be created, marked, and signed. Bicycle amenities such as bike racks should be included as part of the overall design and as part of the overall transportation network in the Town. The Town should strive to connect their trails to those already in existence in and around the City of Syracuse and its suburbs. This inventory could serve as a master plan for future road projects.

Pedestrian/Vehicular Conflict Points – Driveway Access

As the Town continues on a course of future development, it should be mindful of the need for shared driveway access, particularly in more densely developed areas. For example, limiting the number of driveway curb cuts on major roadways will serve to reduce vehicular and pedestrian accidents. Consolidating parking lots and driveways not only will increase safety but also decrease the amount of paved surfaces in the Town. As an example, the Town Hall presently shares parking and access with the health center and the library. This spares a driver from the hassle of trying to cut in and out of lanes of traffic if each entity was to have their own driveway. Shared parking and access should also be encouraged in more densely developed commercial and residential areas, including future industrial/commercial parks.

PUBLIC TRANSPORTATION

Centro Bus

Public transportation in the region, including the Town of LaFayette, is provided by Centro Bus. The system connects the City of Syracuse to outlying suburbs and rural areas and provides daily commutation. A bus is available for pick up and drop off each morning and evening at the LaFayette High School. A park and ride area is available on school grounds for the small number of people that take advantage of the bus service. Presently a round-trip fare can be purchased for \$4, with discounts available based on volume. Senior citizens can travel for \$2 round-trip and children under the age of six ride free.

Some commuters use the high school park and ride and a similar parking area near McDonald's to carpool. By and large, most employees drive their cars to work.

Railroad

The New York, Susquehanna, and Western Railroad is owned by the Delaware Otsego Corporation. The railroad right-of-way is owned by the Onondaga County IDA under a lease back agreement for tax purposes. The rail line passes through the Town, north to south, in the eastern portion of the community. Passenger service was abandoned decades ago. Today the rail line is limited to freight service. There have been ongoing discussions from a regional perspective about reinstating passenger service from Central New York to New York City. This will more likely be a serious consideration when gas prices start to exceed \$4 per gallon and more. The Town



should be supportive of regional efforts to increase rail passenger service. This service will support regional tourism and, from a global perspective, reduce our collective reliance on fossil fuels.

GOALS AND IMPLEMENTATIONS

GOAL 38: Enhance and encourage pedestrian and bicycle routes that promote connectivity and good health while reducing our reliance on vehicles.

IMPLEMENTATION MEASURES:

- A) Work with the DOT on the reconstruction project related to the Routes 11 and 20 intersection in the Hamlet to incorporate bicycle and pedestrian amenities. This could include crosswalks, signage, signals, bulbouts, bike lanes, and islands, included under the Complete Streets legislation. Ensure that all amenities are handicapped accessible.
- B) Identify gaps within the Town's existing sidewalk system that could serve as key links to destinations in and around the Hamlet (Grimshaw Elementary School, library, Town Hall, shopping, churches, Nature Trail, jobs, etc.).
- C) Work with the County, bicycle enthusiasts, and clubs to develop an inventory of roadways in the Town that are suitable for bicycle paths and trails. Provide signed and marked bicycle lanes. Provide amenities such as bicycle racks. As practical, connect these paths and trails to those already in existence in and around the City of Syracuse and nearby suburbs and townships.
- D) Include requirements, as part of the Site Plan Review, for all new projects to incorporate pedestrian and bicycle routes and facilities as part of the new development, as may be appropriate.
- E) Develop maps for public distribution to increase public awareness of designated sidewalks, trails, and bicycle routes. Include details of the health and environmental benefits of using non-motorized forms of transportation.

GOAL 39: Improve, develop, and promote the use of public transportation.

IMPLEMENTATION MEASURES:

- A) Work with representatives of Onondaga County and Centro Bus to improve services and to provide incentives to increase the use of the system.
- B) Support an evaluation of the regional transportation network to examine the potential benefits and efficiencies that could be realized by coordinating and/or consolidating the regional bus system.



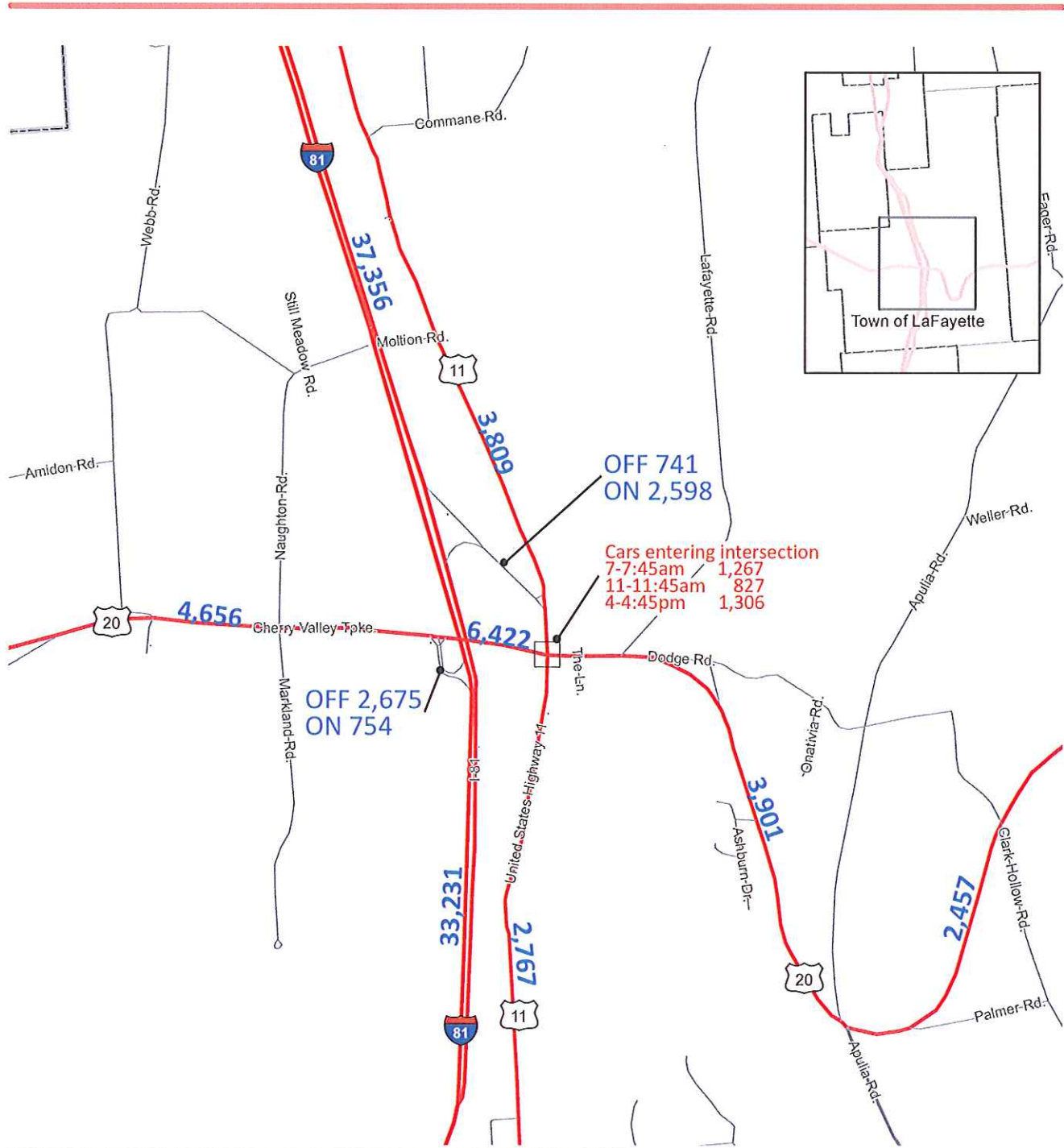
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- C) Support the continued evaluation, promotion, and development of passenger rail service linking Syracuse, Cortland, Binghamton and beyond.
 - D) Pursue a capital improvements program that increases opportunities for pedestrian and bicycle usage and safety.

GOAL 40: Institute access management planning within the Town including such infrastructure as access roads and driveways to reduce pedestrian/vehicle conflict points.

IMPLEMENTATION MEASURES:

- A) Develop regulations governing and requiring access management plans for multiple-family residential, commercial, and industrial development and redevelopment.
- B) As part of access management plan requirements, reduce the number of curb cuts allowed on Routes 11 and 20 in the Hamlet area.

As part of access management plan requirements, evaluate allowable widths of curb cuts.



Data Sources	
1,234	2008 NYS DOT- Annual Average Daily Traffic (AADT)
1,234	2004 Tri-State Traffic Data, Inc- Traffic Turn Counts

