

**Fayetteville Route 5 Transportation and Land Use Analysis**  
**DRAFT ISSUES AND OPPORTUNITIES SUMMARY FOR SAC DISCUSSION**

**Issue: Much of the traffic on Route 5 within the Village of Fayetteville has an origin or destination within or very close to the village. The highest traffic volume on Route 5 in the village is between North Burdick Street and Highbridge Road.**

*What the data show:* Travel demand model outputs show that the majority of the traffic traveling eastbound on the highest-volume section of Route 5 during the evening peak hour has a destination within the Village of Fayetteville or south of the village. Existing intersection turning movement counts show a notable decrease in vehicles traveling eastbound on Route 5 between Highbridge Road and Salt Springs, particularly during the evening peak hour. It is likely that these vehicles are turning off of Route 5 and onto one of the residential side-streets between Brooklea Drive and Salt Springs Road.

*Potential solutions*

- “Build out the grid” with new local roads: connect North Burdick Street to North Manlius Street and Mott Road to South Manlius Street.
  - Constraints: Would need to cross Limestone Creek, would tie-in to residential streets resulting in some traffic increase in village neighborhoods.
- Modify the Burdick Street and Highbridge Street intersections with Route 5 to increase capacity.
  - Constraints: In response to public comments in the past, the NYSDOT has investigated the feasibility of signal phasing and/or lane configuration changes at Route 5/North Burdick Street and Route 5/Highbridge Street. Modification of the current signal phasing (for example, addition of protected left-turn phases) was determined to be unwarranted based on turning movement volumes and the lack of a clear accident pattern. The addition of dedicated turn lanes was determined to be infeasible due to existing roadway width.

**Issue: Through traffic contributes to overall high volumes of traffic on Route 5.**

*What the data show:* Modeling suggests that trips with an origin/destination east of the village represent only about a quarter of the traffic on the busiest segment of Route 5, but this equates to a higher proportion of the traffic east of Route 257.

*Potential solutions*

- Increase capacity of Route 290 to attract through trips from Route 5.
  - Constraints: Travel times on the two routes are comparable now and Route 290 has available capacity. Model results show that capacity increase on Route 290 does not noticeably reduce Route 5 volumes. This suggests that Route 5 is a more “attractive” route regardless of the higher volumes because of nearby land uses. Benefit-to-cost ratio of Route 290 capacity expansion would be very low, and residents near Route 290 may oppose the project.
- Increase use of transit for commuter trips.
  - Constraints: Potential transit riders from the Village of Fayetteville or points farther east still have to drive through the Village of Fayetteville to reach the existing Park-and-Ride lots at Fayetteville Towne Center or Wegmans – DeWitt, so moving commute trips to transit would not reduce traffic volumes in the village under the current route configuration. Creating a new park-and-ride location near the eastern edge of the village for express service to downtown and University Hill would create a situation with the potential to remove trips from the village core.

**Fayetteville Route 5 Transportation and Land Use Analysis**  
**DRAFT ISSUES AND OPPORTUNITIES SUMMARY FOR SAC DISCUSSION**

However, this would likely reduce service to Manlius and the likelihood of attracting significant numbers of commuters is low. Current ridership on the 62 line is very low. Transit mode split for suburban commuters in our region is extremely low (only about 1% of commuters outside of the City of Syracuse use public transportation). Current levels of relatively low congestion throughout the region and relatively low parking costs in the urban core do not encourage transit use by suburban commuters. A shift to transit that meaningfully reduces vehicular traffic is unlikely (and there is a real possibility that any capacity created by a mode shift would be filled by “latent demand” during peak times).

**Issue: Although traffic volumes decrease east of Highbridge Street, the capacity of Route 5 is reduced to a two-lane section. Merging vehicles and reduced capacity contribute to congestion.**

*What the data show:* The highest volume of traffic on Route 5 is between Burdick Street and Highbridge Street, which currently has two travel lanes in each direction. However, the highest volume-to-capacity ratio is between Brooklea Drive and Center Street, where Route 5 narrows to only one lane in each direction. SMTC’s travel time data showed congestion (based on Travel Time Index) between Burdick Street and Salt Springs Road, which includes this “merge” section, but the congestion is very geographically-limited, with the segment of Route 5 just east of Salt Springs Road/Route 257 showing no congestion based on our data collection. A substantial portion of the eastbound traffic splits-off to Salt Springs Road, and the volume on Route 5 decreases significantly at that point.

*Potential solutions:*

- Restripe Route 5 eastbound between Brooklea Drive and Salt Springs Road with two eastbound travel lanes.
  - Constraints: The idea of restriping Route 5 eastbound from Brooklea Drive to Salt Springs Road has been suggested in public comments and was identified as a potential option in the NYSDOT’s 2009 PSR for the Route 5/Route 257 intersection. However, in 2012, the NYSDOT further investigated the feasibility of this modification and determined that the current roadway width is not sufficient to accommodate two eastbound travel lanes.
- Provide vehicles that use Salt Springs Road with an alternative way to connect with Route 5 west of the village, such as a connection between Highbridge Street or South Burdick Street and Salt Springs Road, thereby reducing the volume of traffic in the two-lane section of Route 5.
  - Constraints: South Burdick Street is very narrow, with houses close to road. Any new east-west connection parallel to Route 5 would require crossing Limestone Creek. Traffic would increase on residential streets that currently carry very low volumes.

**Issue: Congestion at the Route 5/Route 257/Salt Springs Road intersections**

*What the data show:* Overall, these intersections currently operate as LOS C/D during the peak hours, which is an acceptable level of service. However, some individual turning movements experience higher delay and lower LOS.

**Fayetteville Route 5 Transportation and Land Use Analysis**  
**DRAFT ISSUES AND OPPORTUNITIES SUMMARY FOR SAC DISCUSSION**

*Potential solutions:*

- Widen the approaches to the intersections, or reconstruct as a roundabout.
  - Constraints: Widening multiple approaches at these intersections was proposed in the 1996 study, although this project ranked low in the conclusions at that time. Various options for widening these approaches, as well as options for constructing a roundabout, were considered by NYSDOT in the 2009 PSR for the Route 5/Route 257 intersection and were eliminated due to property impacts and the potential to negatively impact the village character. The Village’s own Comprehensive Plan (Appendix 6 – Transportation) acknowledges this concern, stating that “widening of major roadways to accommodate the demands of commuter traffic is seen as a threat to Fayetteville’s community character.” Additional lanes at these intersections would require a full reconstruction project. To date, this potential project has not risen to a priority level to be included on the State’s Capital Program.
- Modify signal timing and phasing.
  - Constraints: The NYSDOT has previously pointed out that these intersections operate under saturated conditions during peak hours, so any signal timing changes would simply move delays from one location to another without any net reduction in delay.

**Issue: Parent traffic to/from schools, especially westbound left-turns from Route 5 to Route 257 in the morning, as well as congestion on local roads in immediate vicinity of schools.**

*What the data show:* Actual counts of the school-related traffic are not available (to our knowledge), but this was raised as an issue during discussions between the Village and the NYSDOT as part of the Route 5 and Route 257 project in the late 2000s. The Village’s Comprehensive Plan also lists as a transportation-related action “Provide more efficient traffic flow improvements to the streets connecting to and near the Fayetteville Elementary and Wellwood Middle School. Minimize negative vehicular/pedestrian conflicts and parent ‘pick-up’ impacts to residential streets, including West Franklin Street.”

*Potential solutions*

- Reduce parent traffic around schools by working with the district to encourage more students to ride buses.

**Issue: Numerous driveways along Route 5 serve individual homes or businesses and turning movements, even at very low-volumes, can cause queuing and general “friction” along the roadway, decreasing its actual capacity. Turn lanes on Route 5 exist only at the intersection with Route 257.**

*What the data show:* The highest volume of traffic on Route 5 is between Burdick Street and Highbridge Street, which currently has two travel lanes in each direction. Traffic volumes on Route 5 progressively decrease east of Highbridge Street, suggesting that many vehicles turn on/off Route 5 at the side streets and driveways east of Highbridge Street. With only two travel lanes in each direction, vehicles turning left from Route 5 could contribute to queuing on Route 5. The Village’s Comprehensive Plan identifies the need for access management for existing developments and future developments.

*Potential solutions:*

- Add a center turn lane on Route 5.
  - Constraints: TBD (*would need to measure roadway and discuss with NYSDOT*)

**Fayetteville Route 5 Transportation and Land Use Analysis**  
**DRAFT ISSUES AND OPPORTUNITIES SUMMARY FOR SAC DISCUSSION**

- Better access management through shared driveways and connecting roadways.
  - Constraints: The village needs to incorporate access management into site plan review, and consider the potential for future connections between adjacent parcels to build a service road network over time as properties develop/redevelop. Aligning access points for new developments (as, for example, the Comprehensive Plan suggests for redevelopment of the former OBG Tech property on the north side of Route 5 and the redeveloped auto dealership on the south side of Route 5) and minimizing access points on major roads with the use of shared service roads (as, for example, the Comprehensive Plan suggests for properties on the north side of Route 5 east of North Burdick Street) will reduce vehicular conflicts, and can contribute to an overall reduction in “friction” and delay on major roadways in the village.

**Other opportunities:**

- If there is opportunity to redevelop 550 E. Genesee (Tracy Lumber), is there value to a through connection between Route 5 and Salt Springs Road? Could this eliminate the intersection of Salt Springs Road with Route 257? Would that even be worthwhile, or would it just push more traffic to the Route 5/Route 257 intersection and actually create more issues?
- High traffic volume can be a good thing if businesses can capture some of the through trips. Direct travelers to parking areas with clear signage and enable them to “park once” by providing strong pedestrian connections.