

Design, congestion & safety deficiencies

SAFETY, CONGESTION, & DESIGN DEFICIENCIES



DESIGN

When I-81 was constructed in the 1950s and 1960s, highway design standards were different from today.

Significant portions of I-81 do not meet today's design standards. These areas have:

- poor sight distances
- sharp curves
- limited ramp spacing

CONGESTION

Highways within the Syracuse region generally have sufficient capacity for current traffic volumes.

Certain areas along I-690 and I-81 in the downtown area experience congestion and slow travel speeds during peak periods. Any disruption due to maintenance or accidents can cause severe traffic congestion.

SAFETY

Highways in the primary study area have a relatively high rate of accidents when compared to statewide averages.

Section of Highway	Accident rate compared to statewide average
Northbound viaduct	300%
I-81 through I-690 interchange	500%
81 north of I-690 (Carousel Center area)	200%

LOOK AT THE MAP

Do you see any correlation between design deficiencies, accident rates, and congestion? Highway sections not meeting current design standards generally coincide with areas of increased congestion and high accident rates.

WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) is a way of measuring how well traffic moves along a highway or through an interchange. Letter grades (A-F) are used to designate LOS. LOS A, B or C means there is sufficient highway capacity for the current traffic. Traffic flows well. LOS D, E or F means that traffic volume is approaching or exceeding capacity. Traffic slows down and delays occur.

