Rehabilitation strategy: modeling results

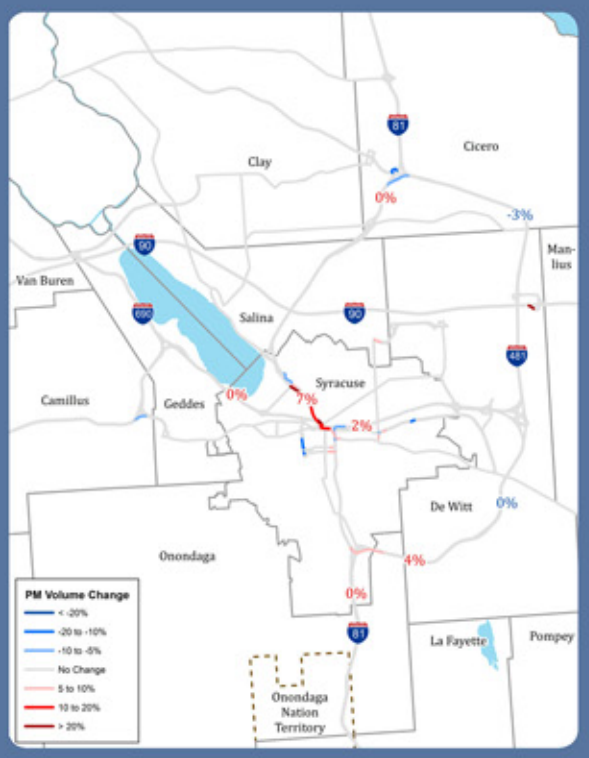
The results presented here are from the SMTC's Regional Travel Demand Model. This model is intended for planning-level analysis and was used to determine impacts to regional mobility, which was one component of the feasibility assessment for each strategy. More detailed analysis to develop location-specific mitigation measures will be necessary during the next phase of this process.

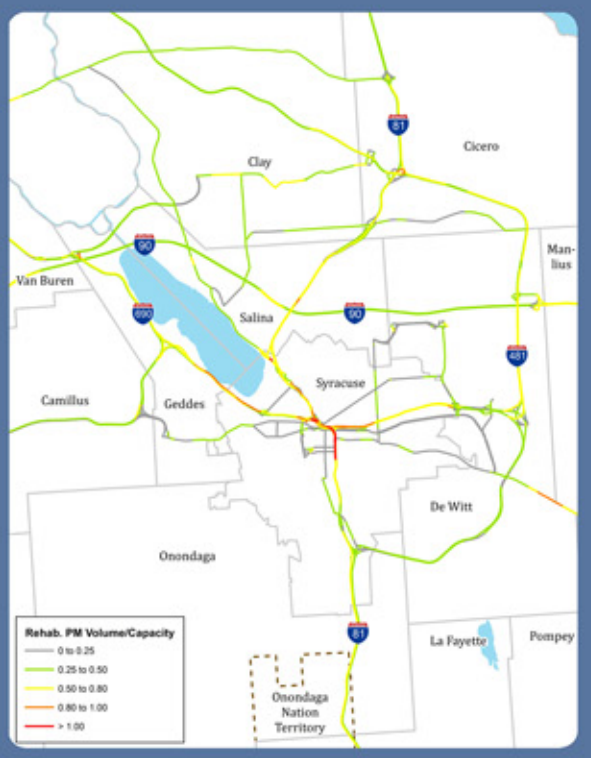
ASSUMPTIONS

- Same population and number of jobs as No-Build strategy
- Same assumptions of continued maintenance and planned smaller local projects in the region as in the No-Build strategy
- Road network is not significantly different from the No-Build strategy
- Minor road widening and other improvements to improve traffic flow such as longer acceleration/deceleration lanes and ramps
- Genant Street connected to Butternut Street to provide extra capacity to the local street network
- Lane addition on I-81 southbound off ramp to Almond Street and Harrison Street

TRAFFIC CONDITIONS (PM PEAK PERIOD)

- Congestion at the I-690 and I-81 interchange, on I-690 and I-81 close to the interchange, and on I-690 along Onondaga Lake is generally similar to the No-Build strategy
- Less congestion than the No-Build strategy on I-81 immediately north of the interchange
- Little congestion on other interstates (I-90, I-481 and I-81 and I-690 away from downtown Syracuse), consistent with the No-Build strategy
- North-south through traffic continues to use I-81 through downtown Syracuse, with little traffic on I-481
- Some diversion of traffic to I-81 north of the interchange with I-690 due to the improvements made in this strategy





TRAVEL TIMES (AM PEAK PERIOD)

Travel times are essentially the same as the No-Build strategy