

TECHNICAL MEMORANDUM



TO: Corey Driscoll Dunham, Chief Operating Officer, City of Syracuse
Neil Burke, Director of Special Projects, City of Syracuse DPW

FROM: Andrew Frasier, Senior Transportation Analyst, SMTC

DATE: March 8, 2022

RE: Prioritizing Pavement Maintenance on City Streets

CC: James D'Agostino, Director, SMTC
Mario Colone, Program Manager, SMTC

SUMMARY

On behalf of the City of Syracuse, the Syracuse Metropolitan Transportation Council conducted an analysis of the City's road network to provide insight into prioritizing certain roads for pavement maintenance. The City was interested in determining roads where the investment of resources would be justified. This memo outlines the methods considered and the data included in this analysis, and an explanation of the final products. The SMTC conducted a similar analysis in 2020 and 2021.

Using available data, the SMTC developed a Priority Score on each applicable road segment. This score considered several variables, including pavement rating, traffic volumes, and functional classification, among others.

The approach considered in this analysis is just one of several possible data-driven approaches. The approach utilized data accessible by the agency and seeks to create a repeatable process that stands on solid analytical ground. The processes performed as a part of this analysis are not a substitute for a complete, network-wide asset management system. The output suggests roads which could be considered reasonable candidates for reconstruction in the 2022-2023 City Fiscal Year.

Introduction

Overview and Previous Efforts

Each program year, the Syracuse Metropolitan Transportation Council (SMTC) publishes a Bridge and Pavement Condition Management System (BPCMS) report to serve as a comprehensive clearinghouse for condition information on selected bridges and pavements throughout the Metropolitan Planning Area (MPA). Throughout its history, the BPCMS has contained different types of information varying in scope, depending on the needs of member agencies, federal regulations, and data collection methods. Most recently, the Pavement section of the report included condition information on all federal-aid eligible (FAE) roads in the MPA.

In 2019, in addition to compiling data on federal-aid eligible roads, the SMTC undertook a new effort – providing ratings on the entirety of the City of Syracuse’s road system. In keeping with past data collection efforts by the City, roads were rated on a block-by-block basis.

Stemming from this data collection effort, the City expressed interest in working with the SMTC to develop a list of streets which should be prioritized for paving, based on several variables. This process was completed in early 2020 and then again in 2021 as a pilot program effort.

The SMTC and the City compiled a list of variables to determine weights for pavement prioritization. The SMTC assigned these weights to different road segments on a block-by-block basis, using SMTC and City data and Geographic Information Systems (GIS) software. From these weights, each block received a *Priority Score*, which the City could use in developing plans for the Road Reconstruction budget. The SMTC recommended placing focus on those roads

which fell above the 75th percentile of Priority Score. Because it is often not cost efficient to pave only one block of road at a time, the SMTC also developed the *Weighted Average Priority Score*, to determine an overall priority of road corridors which could be paved, as opposed to just single blocks.

The City has found this process as a useful portion of their road reconstruction planning effort and has requested that the SMTC continue to develop this model each year.

Identification of Process

SMTC staff explained, and the City of Syracuse acknowledged, that the limitations of the amount of data available would prevent the full analysis which an asset management program would normally entail. For example, the City does not have complete road inventory data which can be tied to a geographic centerline file via a unique identifier – thus, some roadway characteristics may be assumed or missing all together. The City has shown interest in cataloging data digitally to as a part of their commitment to data-driven decision-making processes – moving to this type of data storage will significantly improve asset management models such as this one.

A regular maintenance program already exists for the City’s unimproved (i.e., non-curbed) streets. A slurry seal is overlaid on these streets approximately every four years. The current program currently covers about one quarter of the unimproved system each year, and the maintenance cost is added to abutting property owners’ tax bills. As an established system, SMTC and City staff decided to leave this scheduled maintenance out of the pavement

prioritization pilot and focus instead on the improved system, which has a separate budget.

In discussions with City staff, the SMTC again agreed to utilize the following variables as candidates for this prioritization process:

- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Current planned other (non-paving) maintenance, such as work by National Grid or the Save the Rain project
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction projects
- Transit activity
- Emergency snow routes.

Additionally, the SMTC developed a way to better stratify roads functionally classified as local, which make up approximately two-thirds of the City's system. These roads often do not have extensive data to utilize in developing priorities. Using information from the current ReZone Syracuse draft document, the SMTC categorized local roads into three categories based on adjacent land use – Tier I, Tier II, and Tier III – and utilized this attribute as a part of this analysis.

Description of Tasks

Task 1: Data Collection

The goal of the project is to produce a series of filters that will eventually indicate potential priority road segments using the variables listed above. The SMTC will need to gather necessary data to achieve this goal. Some of the datasets live in-house at the SMTC, and others will have to be obtained through partnerships with the City of Syracuse or other entities. The table below illustrates the needed variables and the presumed entities.

Dataset	Agency
Pavement Condition	SMTC
AADT	SMTC, NYSDOT
Functional Classification	SMTC
Current Planned Maintenance	City of Syracuse, National Grid, Save the Rain
Major Institutions	SMTC
Water Main Breaks	City of Syracuse
Planned Reconstruction Projects	SMTC, City of Syracuse, NYSDOT
Emergency Snow Routes	City of Syracuse
Transit Boarding and Alighting	Centro
Local Road Class	City of Syracuse, SMTC
Weighted Average Priority Score	SMTC

From a GIS standpoint, the current pavement condition dataset is tied to the SMTC's MPA Roads geodatabase. This spatial data will serve as the base dataset for all other data points collected.

AADT, where it exists, will be used to determine the number of vehicles travelling on a segment, and thus, provide a sense of a road's importance to the overall network. AADT totals are being used from pre-2020 to mitigate the

effect of the COVID-19 pandemic on traffic patterns. Current planned maintenance and reconstruction (both paving related and non-paving related) will help show roads that should not be prioritized this year. Water main breaks may be an additional indicator of road quality – a road segment with several breaks likely has several cuts in the pavement, which impairs condition over time. Major institutions, such as hospitals and large employers, would indicate both a necessity for good pavement and the importance of managing any construction disruptions.

Task 2: Filtering Roads

The process of prioritization will occur in two stages. The first stage will operate as a filtering process to select which roads should *not* be included in prioritization calculations. Based on the data collected and conversations with the City, the roads with the following attributes will not be considered as a part of the program. Note that mileages are approximate, and that one road segment may fall into several of these categories.

Unimproved Streets (148 miles)

Unimproved (i.e., non-curbed) streets are already part of a routine maintenance program, and therefore are not being considered as a part of this analysis. Previously, the City provided information on improved and unimproved streets in a tabular format. An effort to connect this tabular dataset with a spatial one resulted in some street data failing to translate, leaving some streets with an unknown type. To correct this issue, SMTC staff collected information on whether a road was improved or unimproved while conducting the road rating in 2020. This improved/unimproved assessment should not be considered official for

City engineering or record-keeping purposes, but as a planning-level effort appropriate for an analysis like this.

Some unknown street types remain, but have been reduced to 1.1 miles, down from 32 miles previously. They are included in “unimproved” for purposes of this analysis.

Planned Reconstruction (32 miles)

Streets where there are planned reconstruction efforts in the near future will also not be considered as a part of this analysis. These have been defined as pavement projects on the SMTC’s Transportation Improvement Program (TIP), streets noted on the City’s Reconstruction List, as well as streets identified through the City’s Dig Once initiative.

Additionally, roads identified as in the project area of the upcoming Interstate 81 project (as noted in the Preliminary DEIS) were also removed from consideration. Although these roads are not being considered for this specific effort, maintenance may be required before the Interstate 81 project is complete given the condition of some of the network in this area.

Planned Maintenance in Right-of-Way (17 miles)

Other, non-reconstruction work in the road right-of-way was also noted, and roads with maintenance plans in the immediate future were removed from consideration. The SMTC was able to acquire some data on National Grid plans in 2022 and 2023 as well as Save the Rain projects from 2022-2024.

Pavement Condition (203 miles)

Pavement scores of “Good” and “Excellent” were not considered as a part of this analysis and were removed from consideration. Scores of “Fair” or “Poor” remained.

After all filters were applied, the original 395 miles of City roads were reduced to approximately 93 miles for prioritization consideration. The second stage involved applying scores to the segments which remained based on other variables.

Task 3: Weighting of Variables

Condition Rating

The pavement condition was considered the most important variable, and as such, was given the largest weights of any variable.

Condition Score	Miles	Weight
3 (Very Poor)	0.3	8
4 (Poor)	11.5	8
5 (Poor)	42.3	6
6 (Fair)	37.3	4
(No Data)	1.2	0

AADT

Corridors which have higher traffic volumes are more likely to be traveled frequently by the public. Assigning these heavily traveled corridors a higher weight helps ensure a better use of City resources, by spending limited reconstruction dollars on popular travel corridors. AADT is not known for all segments. However, AADT is generally not available on low-volume, residential streets – therefore, streets with an unknown AADT were given the same weight as those with low AADT. AADTs from 2020 and 2021 were not used due to the effect of the COVID-19 pandemic on traditional traffic patterns.

AADT	Miles	Weight
Greater than 15,000	1.3	5
10,001 – 15,000	4.4	4
5,001 – 10,000	7.7	3
2,501 – 5,000	10.1	2
0 – 2,500	7.8	1
No Data	61.4	1

Transit Activity

The City was interested in including additional focus on roads with higher transit activity. The COVID-19 pandemic had a significant impact on transit ridership. Therefore, average daily boarding and alighting data at bus stops in 2019 was provided by Centro to facilitate this calculation. “Activity” at a stop was defined as the sum of average daily boardings and alightings at that location. Stops with an average activity of less than 1 were removed from the analysis, as well as stops at the Centro Transit Hub. Additionally, only stops within 30 feet of a City road’s centerline were considered – this eliminated stops on the properties of locations like Syracuse University, Destiny USA, and local high schools, which are primarily off the City’s road network and therefore should not be considered as a part of the Reconstruction list.

The sum of total activity at considered stops was attached to each road segment. The total activity on segments were divided into percentile groups and the weights were assigned according to the scale below.

Transit Activity	Miles	Weight
29.5 – 491.8	5.4	4
12.1 – 29.4	4.0	3
4.7 – 12.0	3.4	2
1 – 4.6	3.1	1
No Activity	76.7	0

Nearby Water Main Breaks

The City’s Office of Accountability, Performance, and Innovation supplied data on

¹ In search of an acceptable distance from the road centerline to search for water main breaks, SMTC staff calculated the distance, in meters, of each break to the nearest road segment centerline. Staff sought to remove outliers from the dataset before calculating an appropriate buffer distance. In statistics, a rule of thumb for calculating outliers is

the location of water main breaks from 2004-2021. Breaks did not always occur along the road centerline, and SMTC staff wanted to include breaks that may have occurred near the roadway, but not directly underneath, as these breaks may still have required a cut into the pavement to fix. Several pavement cuts, over time, will lead to condition degradation, especially if filled incorrectly. As such, the number of water main breaks could reasonably be considered an important factor in prioritizing pavement maintenance.

A 20-meter buffer was placed around each road centerline¹, and the sum of the number of breaks in that buffer zone were added to each segment. Note that some breaks, such as those near intersections, were counted on multiple segments. Weights were assigned based on percentile values and are shown below.

Water Main Breaks	Miles	Weight
4 – 22	9.7	5
2 – 3	16.3	3
1	21.2	2
0	45.3	0

Snow Emergency Routes

Roads considered snow emergency routes are of critical importance to the road network, either for the traveling public or for emergency services. As such, it is reasonable to attest that these roads should be maintained in a state of good repair.

Snow Emergency Route	Miles	Weight
Yes	22.9	2
No	69.7	0

any amount 1.5 times the interquartile range greater than the 75th percentile or less than the 25th percentile. Performing this calculation, staff were able to determine that most water main breaks occurred within 20 meters (approximately 60 feet) of the road centerline.

Major Institutions

The City expressed interest in prioritizing routes near major institutions, defined as hospitals, universities, and large employers. In this case, SMTC used employment data to identify businesses with over 250 employees. Given that the major employers in our region are both the local universities and the hospitals, an institution was *not* counted more than once. For example, Upstate is both a large employer and a hospital, but it was counted once as an institution and not twice.

The employment data is susceptible to accuracy issues. One common example is the reporting of *all* employees in a company at a single location. To avoid these issues, staff used professional judgement to cull or alter the list of large employers where appropriate.

Distance to Institution	Miles	Weight
1/8 mile	6.1	3
1/4 mile	10.5	2
1/2 mile	25.1	1
Greater than 1/2 mile	50.8	0

Activity Level

There is generally limited data on the portion of the City's system functionally classified as local. These streets tend to be low-volume residential streets, the first leg and the last leg of the average person's transportation journey. In Syracuse, local streets make up approximately two-thirds of the City's road network.

Because the local streets comprise most of the road network and generally have fewer attributes available to analyze, the SMTC was

interested in using ancillary data to stratify this large block of roads into additional categories.

Adjacent land use can serve as an indicator of how many people use a road, even if there is no AADT data available. For example, roads which serve commercial or mixed land uses may see more vehicles than roads surrounded by residential uses or open space. The SMTC reviewed the ReZone Syracuse **draft** document to determine adjacent land uses for local roads and utilized this information to categorize local roads into three additional categories: Tier I, Tier II, and Tier III². Note that these categories have no official bearing to the road network and are simply an analytical tool used to help separate the approximately 265 miles of local roads owned by the City.

Activity Level	Miles	Weight
Tier I Local Roads	4.4	5
Tier II Local Roads	34.9	3
Tier III Local Roads	25.7	1
Non-Local Roads (Arterials and Collectors)	27.5	0

Task 4: Applying Score to Network

The maximum possible score for all variables is 32. The appropriate score for each individual variable was tied to each road segment. The sum of all these variables, the Priority Score, was calculated.

After application, the Priority Scores ranged from 2 to 27. These scores were divided into percentiles (by number of segments), with the idea that segments scoring higher than the 75th

² Using the draft ReZone proposed zoning, the percentage of each land use for each block was tabulated. Tier III roads were either greater than 90% residential, greater than 90% industrial, or greater than 50% open space. Tier I roads were either over 90% commercial, over 90% MX-4/MX-5,

or over 90% Institutional use. Tier II roads were the remainder: a mix of residential (less than 90%), and other uses, such as MX-1, MX-2, and MX-3, and Planned Development. These Tiers were only assigned to roads functionally classified as Local.

percentile would advance for prioritization consideration.

Category	Lower Bound	Upper Bound	Approx. Mileage in Category
Minimum to 25 th Percentile Score	2	9	28
25 th to Median Score	10	11	23
Median to 75 th Percentile Score	11	14	24
75 th to Maximum Score	15	27	18

Task 5: Identification of Priorities

Overall, any of the approximately 18 miles of road which fall above the 75th percentile of scores would be reasonable and prudent streets to include in the 2022 reconstruction list.

Having a larger pool to select from provides more options to the City, as needs may change throughout the development of the reconstruction list. These roads are listed in Appendix A of this memo.

In addition to providing the prioritized road segments at the block level, the SMTC calculated a connectivity score along longer segments, to promote economies of scale when paving. This score, the Weighted Average Priority Score³, gives the City an idea of the general priority of a road.

The Weighted Average Priority Score was calculated in two different ways. For roads not on the federal-aid system, the score was calculated along each road, based on road name. For roads on the federal-aid system, the same score was also calculated, but instead of at the road name level, smaller segments were used based on the SMTC's City of Syracuse Traffic Count Program. Since FAE roads tend to be longer commuter routes, it did not seem practical to provide a Weighted Average Priority Score for the entirety of James Street, for example. These smaller subsections reflect segments which could be reasonably paved.

However, each of these new segments may still contain blocks which were filtered out of the process for several reasons (such as being unimproved, *et cetera*), so care should be taken in planning for reconstruction. These filtered blocks (with a score of 0, since they were removed prior to the scoring process) are still included in calculating the Weighted Average Priority Score – this allows a street's priority to drop if it contains several blocks not considered in the analysis.

Each road is listed with its Weighted Average Priority Score, its Weighted Average Pavement Rating, and the total segment length. City staff would be able to select which streets they are interested in including, based on total mileage. This list is included in Appendix B of this memo. Roads with a Weighted Average Priority Score of 0 were removed from the list for brevity.

³ The Weighted Average Priority Score was calculated by taking the average of each block's score along a road (for non-FAE) or a count segment (for FAE) and weighting each block's score using its

length. The formula $\bar{P} = \frac{\sum p_i l_i}{\sum l_i}$ applies, where \bar{P} is the Weighted Average Priority Score, p_i is the Priority Score of the i th block on a segment, and l_i is the length of the i th block of a segment.

Conclusion

Overall, this methodology is only one of several possible approaches to developing a priority list of segments to include in the 2022 Reconstruction Budget. SMTC Staff, through communication with City staff and based on available resources, developed a data-driven process which considers several variables considered important to a well-maintained road network.

Based on feedback, an increase in available data, and other needs, this methodology can change in the future. As is the case with all SMTC products, this process is intended to be used as a planning tool only.

APPENDIX A – Individual Street Blocks with scores above 75th Percentile (Value higher than 14)

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2021 Rating	FAE
SYR1863	James St	Townsend	McBride	27	0.087	458	4	Yes
SYR1105	Erie Blvd E	Salina	Warren	22	0.072	379	4	No
SYR1862	James St	State	Townsend	22	0.146	771	5	Yes
SYR1868	James St	Oak	Dewitt	22	0.195	1030	5	Yes
SYR1135	Erie Blvd W	Van Rensselaer	Geddes	21	0.237	1250	5	Yes
SYR1646	Hawley Ave	N. Crouse	Lodi	21	0.082	431	4	No
SYR1864	James St	McBride	Catherine	21	0.087	459	6	Yes
SYR1865	James St	Catherine	Lodi	21	0.166	879	6	Yes
SYR1883	James St	Forest Hill	Woodbine	21	0.068	360	6	Yes
SYR2796	Raynor Ave E	Stadium	Irving	21	0.063	331	5	No
SYR2963	Salina St S	Minerva	Seeley Ave	21	0.064	340	5	Yes
SYR823	Court St	Dale	Kuhl	21	0.065	345	5	Yes
SYR2548	Oak St	James	Highland Ave	20	0.129	679	5	Yes
SYR2912	Salina St N	Danforth	Court	20	0.105	557	5	Yes
SYR3591	Wallace St	W. Genesee	Herald Pl.	20	0.068	358	5	No
SYR8046	Belden Ave E	Pearl	North State	20	0.042	224	5	No
SYR1228	Fayette St W	S. Salina	S. Clinton	19	0.068	361	6	Yes
SYR1723	Hickory St	State	Prospect	19	0.076	401	4	No
SYR1867	James St	Highland	Oak	19	0.249	1317	5	Yes
SYR1874	James St	Wilson	Hampton	19	0.207	1091	6	Yes
SYR2191	Madison St	Onondaga/Warren	Montgomery	19	0.101	535	4	No
SYR2195	Madison St	Crouse	University Av	19	0.112	593	5	No
SYR2487	New St	S. Salina	Linden	19	0.049	257	6	No
SYR2960	Salina St S	W. Florence	W. Glen	19	0.110	579	5	Yes
SYR3709	Westmoreland Ave	Dakin	Fayette	19	0.151	800	5	No
SYR821	Court St	7th North	Ross Park	19	0.090	476	5	Yes
SYR822	Court St	Ross Park	Dale	19	0.069	367	5	Yes
SYR880	Crouse Ave N	Burnet	Hawley	19	0.074	388	4	No
SYR1133	Erie Blvd W	Plum	Leavenworth	18	0.145	767	6	Yes
SYR1134	Erie Blvd W	Leavenworth	Van Rensselaer	18	0.161	852	6	Yes
SYR1141	Erie Blvd W	Emerson	Willis	18	0.097	514	4	Yes
SYR1319	Franklin St S	Erie Blvd.	Washington	18	0.092	484	5	Yes
SYR1548	Grant Blvd	Danforth	Court	18	0.096	506	4	Yes
SYR1722	Hickory St	Pearl	State	18	0.044	233	5	No
SYR2285	McBride St N	James	Willow	18	0.066	349	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2021 Rating	FAE
SYR2598	Onondaga St E	Warren	Montgomery/Jeff	18	0.135	712	6	No
SYR2846	Robinson St	Winton	Teall	18	0.113	598	4	No
SYR2962	Salina St S	Clarence	Minerva	18	0.084	444	5	Yes
SYR3175	Spencer St	Van Rensselaer	Hunter	18	0.171	900	5	No
SYR3438	Townsend St S	Washington	Fayette	18	0.063	332	4	Yes
SYR3531	Van Buren St	Oakwood	McBride	18	0.092	488	5	No
SYR3536	Van Rensselaer St	Erie Blvd.	Wilkinson	18	0.152	804	5	No
SYR3658	Water St W	Franklin	West St.	18	0.176	930	5	No
SYR119	Ash St	Prospect	Townsend	17	0.072	383	4	No
SYR1219	Fayette St E	Allen	Westmoreland	17	0.119	631	5	Yes
SYR1312	Forman Ave	Fayette	Genesee	17	0.084	443	6	No
SYR1397	Genesee St E	Pine	Beech	17	0.107	562	5	Yes
SYR1879	James St	Paul	Mildred	17	0.086	454	5	Yes
SYR1880	James St	Mildred	Grant Blvd.	17	0.052	277	6	Yes
SYR1893	James St	Milford Dr. W.	Milford Dr. E.	17	0.140	738	6	Yes
SYR1897	Jamesville Ave	Hughes Pl. S.	Vincent	17	0.096	508	4	No
SYR1917	Jefferson St W	Salina	Clinton	17	0.112	593	4	Yes
SYR2193	Madison St	Almond	Irving	17	0.224	1184	4	No
SYR2194	Madison St	Irving	Crouse	17	0.060	319	4	No
SYR2295	McBride St S	Adams	Jackson	17	0.165	872	5	No
SYR2298	McBride St S	Burt	Van Buren	17	0.062	328	5	No
SYR2299	McBride St S	Van Buren	Rose	17	0.055	291	5	No
SYR2400	Midler Ave S	Burnet	Erie Blvd	17	0.345	1824	6	Yes
SYR251	Beech St N	Burnet	Hawley	17	0.188	992	4	No
SYR2562	Oakwood Ave	Taylor	Burt	17	0.074	388	5	No
SYR2795	Raynor Ave E	Henry	Stadium	17	0.063	331	5	No
SYR2802	Renwick Ave	Taylor	Jackson	17	0.092	487	4	No
SYR2911	Salina St N	Kirkpatrick	Danforth	17	0.105	555	5	Yes
SYR2961	Salina St S	W. Glen	Clarence	17	0.094	498	5	Yes
SYR3230	State St N	Union Ave.	Laurel	17	0.171	903	5	Yes
SYR3504	University Pl	Comstock	Ostrom	17	0.082	435	4	No
SYR3657	Water St W	Clinton	Franklin	17	0.098	520	5	No
SYR7757	Elizabeth Blackwell St	Harrison	Adams	17	0.108	569	4	No
SYR8027	Division St W	Solar	Dead End	17	0.125	658	4	No
SYR8054	James St	Shotwell	Grant	17	0.044	232	5	Yes
SYR8055	Plum St	Erie	Wilkinson	17	0.050	263	4	No
SYR881	Crouse Ave N	Hawley	Lodi	17	0.064	340	5	No
SYR1130	Erie Blvd W	Clinton	Franklin	16	0.099	521	5	Yes

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2021 Rating	FAE
SYR120	Ash St	Townsend	McBride	16	0.068	357	4	No
SYR1208	Fayette St E	Forman	Irving	16	0.112	592	4	Yes
SYR1213	Fayette St E	Pine	Beech	16	0.106	561	5	Yes
SYR128	Ashworth Pl	University Av.	Walnut	16	0.113	595	4	No
SYR1394	Genesee St E	University	Walnut	16	0.113	596	6	Yes
SYR1611	Harrison Pl	Harrison St.	Adams	16	0.106	558	6	No
SYR1682	Henry St	Van Buren	Raynor	16	0.123	649	6	No
SYR1856	Jackson St	McBride	Almond	16	0.045	235	4	No
SYR2047	Laurel St	Lodi	Alvord	16	0.173	914	4	No
SYR2397	Midler Ave S	Glencove	Sunnycrest	16	0.157	827	5	Yes
SYR2447	Montgomery St	Burt	Raynor	16	0.189	997	4	No
SYR2544	Oak St	Lodi	Hawley	16	0.212	1120	5	Yes
SYR2794	Raynor Ave E	Fineview	Henry	16	0.059	309	4	No
SYR2865	Rose Ave	Oakwood	S. McBride	16	0.093	489	4	No
SYR3144	South Ave	Onondaga	White	16	0.150	790	6	Yes
SYR3160	South Ave	Elmhurst	Marguerite	16	0.057	300	5	Yes
SYR3162	South Ave	W. Brighton	Valley Dr.	16	0.061	324	5	Yes
SYR3219	Standart St	Fineview	Stadium Pl.	16	0.134	707	4	No
SYR3234	State St N	Ash	Division	16	0.097	510	3	Yes
SYR3384	Teall Ave	Shuart	James	16	0.138	731	6	Yes
SYR3427	Townsend St N	Burnet	James	16	0.097	512	6	Yes
SYR3447	Tracy St	Leavenworth	Van Rensselaer	16	0.163	860	6	No
SYR3594	Walnut Ave	Fayette	Ashworth Pl.	16	0.051	269	5	No
SYR3708	Westmoreland Ave	Erie Blvd.	Dakin	16	0.044	230	5	No
SYR3773	Willow St E	Townsend	McBride	16	0.087	460	6	No
SYR3774	Willow St E	McBride	Catherine	16	0.088	465	6	No
SYR3819	Wolf St	Spring	First North	16	0.093	489	5	Yes
SYR3821	Wolf St	Second North	Grant Blvd.	16	0.095	501	5	Yes
SYR3822	Wolf St	Grant Blvd.	Fourth North	16	0.095	499	5	Yes
SYR3824	Wolf St	Willumae	Sixth North	16	0.095	504	5	Yes
SYR3825	Wolf St	Sixth North	Seventh North	16	0.101	533	5	Yes
SYR3856	Tex Simone Dr	Hiawatha	P&C Pkwy	16	0.136	720	5	No
SYR432	Burnet Ave	Mather	Vine	16	0.163	860	5	Yes
SYR663	Clinton St N	Willow	Herald Pl.	16	0.065	344	5	Yes
SYR71	Alvord St S	Butternut	John	16	0.184	971	4	No
SYR8018	Bank Alley	Fayette	Washington	16	0.062	325	6	No
SYR825	Court St	Loma	Malverne	16	0.054	284	5	Yes

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2021 Rating	FAE
SYR1113	Erie Blvd E	S. Crouse	University Ave	15	0.113	594	6	Yes
SYR1183	Fabius St	Wyoming	Niagara	15	0.079	418	4	No
SYR1244	Fayette St W	W. Genesee	School	15	0.128	677	5	No
SYR1262	Fillmore Ave	S. Salina	Churchill	15	0.128	676	5	No
SYR1323	Franklin St N	Erie Blvd.	Genesee	15	0.073	386	6	Yes
SYR1396	Genesee St E	Comstock	Pine	15	0.050	266	5	Yes
SYR149	Avery Ave N	Cayuga	W. Genesee	15	0.076	399	4	Yes
SYR1565	Green St	Lodi	Oak	15	0.291	1534	5	No
SYR1643	Hawley Ave	McBride	Catherine	15	0.088	466	6	No
SYR1709	Hiawatha Blvd E	Fourth North	Sixth North	15	0.191	1008	5	Yes
SYR1716	Hiawatha Blvd W	State Fair Blvd.	Erie Blvd.	15	0.135	713	6	Yes
SYR1736	Highland St	James	Willow	15	0.066	350	5	No
SYR1869	James St	Dewitt	Sedgwick St.	15	0.050	263	6	Yes
SYR1873	James St	Durston	Wilson	15	0.049	257	6	Yes
SYR1876	James St	Teall	Rugby	15	0.152	805	6	Yes
SYR1988	Kirkpatrick St E	N. Alvord	Park	15	0.091	481	5	No
SYR2102	Linden St	New St.	dead end	15	0.122	645	5	No
SYR2110	Lock Alley	Division	Catawba	15	0.098	517	3	No
SYR2196	Madison St	University Av	Walnut Av	15	0.112	593	5	No
SYR2199	Madison St	Ostrom	S. Beech	15	0.165	872	4	No
SYR2252	Marshall St	Walnut	Comstock	15	0.098	518	5	No
SYR2297	McBride St S	Taylor	Burt	15	0.073	384	5	No
SYR2396	Midler Ave S	Northcliffe	Glencove	15	0.157	828	5	Yes
SYR2398	Midler Ave S	Sunnycrest	Caleb	15	0.126	666	5	Yes
SYR2427	Milton Ave	West End Dr.	Avery	15	0.081	427	6	Yes
SYR2445	Montgomery St	New	Taylor	15	0.093	491	5	No
SYR2559	Oakland St	Fineview	Stadium	15	0.143	754	6	No
SYR2599	Onondaga St E	Montgomery/Jeff	S. State	15	0.091	479	5	Yes
SYR2791	Raynor Ave E	Montgomery	State	15	0.068	357	6	No
SYR3103	Sherwood Ave	Burnet	Hawley	15	0.139	735	5	No
SYR3126	Slocum Ave	Onondaga	Holland	15	0.089	469	4	No
SYR3152	South Ave	Cortland	Kennedy	15	0.038	200	5	Yes
SYR3176	Spencer St	Hunter	Geddes	15	0.056	297	5	No
SYR3211	Stadium Pl	Van Buren	Raynor	15	0.122	644	5	No
SYR3212	Stadium Pl	Raynor	Standart	15	0.064	336	6	No
SYR3436	Townsend St N	Catawba	Lodi/Pond	15	0.087	459	6	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2021 Rating	FAE
SYR3544	Van Rensselaer St	Bear	Hiawatha	15	0.282	1491	6	No
SYR3593	Walnut Ave	Washington	Fayette	15	0.062	328	4	No
SYR3663	Waverly Ave	Comstock	Ostrom	15	0.082	432	5	No
SYR3698	Westcott St	Beech	Clarendon	15	0.084	442	6	Yes
SYR3766	Williston Ave	dead end	Butternut	15	0.056	295	4	No
SYR3823	Wolf St	Fourth North	Willumae	15	0.095	501	5	Yes
SYR434	Burnet Ave	Sherwood	Winton	15	0.068	357	5	Yes
SYR44	Alexander Ave	Cortland	W. Castle	15	0.125	658	5	No
SYR46	Allen St	Lexington	Genesee	15	0.115	605	4	No
SYR494	C-D Rd	Adams	Harrison	15	0.108	572	6	No
SYR592	Catherine St	Willow	Hickory	15	0.063	331	5	No
SYR756	Comstock Ave	E. Genesee	Madison	15	0.114	601	4	Yes
SYR765	Comstock Ave	Colvin	Vincent	15	0.164	865	6	Yes
SYR7782	Kirk Park Dr	Crehange	Elmhurst	15	0.085	447	4	No
SYR793	Cortland Ave E	Oxford	Castle	15	0.151	800	5	Yes
SYR8032	Gebhardt Ave	Catabwa	East Division	15	0.098	517	4	No
SYR8039	Exchange Pl	North Salina	Park Street	15	0.092	483	4	No
SYR826	Court St	Malverne	Wadsworth	15	0.057	298	6	Yes

APPENDIX B – Combined Street Segments ordered by Weighted Average Priority Score

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
James Street	State (US 11)	Lodi	22.37	5.34	0.486	Yes
Belden Ave E	Local Applicable Segment	See Map	20.00	5.00	0.042	No
Wallace St	Local Applicable Segment	See Map	20.00	5.00	0.068	No
Fayette Street W	Clinton	Salina	19.00	6.00	0.068	Yes
Erie Boulevard West	Geddes	West	18.60	5.62	0.626	Yes
Salina Street N	Kirkpatrick	Court (NYS 298)	18.50	5.00	0.211	Yes
Van Buren St	Local Applicable Segment	See Map	18.00	5.00	0.092	No
James Street	Lodi	Teall	17.15	5.59	1.078	Yes
Midler Avenue S	Erie (NYS 5)	Burnet	17.00	6.00	0.345	Yes
Jefferson Street W	Franklin	Clinton	17.00	4.00	0.112	Yes
Elizabeth Blackwell St	Local Applicable Segment	See Map	17.00	4.00	0.108	No
University Pl	Local Applicable Segment	See Map	17.00	4.00	0.082	No
Franklin Street S	Fayette	Erie	16.37	5.00	0.155	Yes
Erie Boulevard West	Franklin	Clinton	16.00	5.00	0.099	Yes
Townsend Street N	Burnet	James (NYS 290)	16.00	6.00	0.097	Yes
Harrison Pl	Local Applicable Segment	See Map	16.00	6.00	0.106	No
Rose Ave	Local Applicable Segment	See Map	16.00	4.00	0.093	No
Standart St	Local Applicable Segment	See Map	16.00	4.00	0.134	No
Water St W	Local Applicable Segment	See Map	15.91	4.00	0.343	No
Wolf Street	Grant	7th North	15.75	5.00	0.386	Yes
Raynor Ave E	Local Applicable Segment	See Map	15.60	5.15	0.391	No
McBride St S	Local Applicable Segment	See Map	15.57	5.00	0.491	No
New St	Local Applicable Segment	See Map	15.57	6.00	0.155	No
Henry St	Local Applicable Segment	See Map	15.32	5.66	0.186	No
James Street	Teall	Grant	15.31	5.72	0.470	Yes
Renwick Ave	Local Applicable Segment	See Map	15.10	4.95	0.176	No
Onondaga Street E	Jefferson	State (US 11)	15.00	5.00	0.091	Yes
Hiawatha Boulevard W	Erie	I-690 Ramp	15.00	6.00	0.135	Yes
Franklin Street N	Erie	Genesee (NYS 5)	15.00	6.00	0.073	Yes
Alexander Ave	Local Applicable Segment	See Map	15.00	5.00	0.125	No
C-D Rd	Local Applicable Segment	See Map	15.00	6.00	0.108	No
Exchange Pl	Local Applicable Segment	See Map	15.00	4.00	0.092	No
Gebhardt Ave	Local Applicable Segment	See Map	15.00	4.00	0.098	No
Linden St	Local Applicable Segment	See Map	15.00	5.00	0.122	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Oakland St	Local Applicable Segment	See Map	15.00	6.00	0.143	No
Waverly Ave	Local Applicable Segment	See Map	15.00	5.00	0.082	No
Williston Ave	Local Applicable Segment	See Map	15.00	4.00	0.056	No
South Avenue	Kennedy (NYS 175)	Cortland	15.00	5.00	0.038	Yes
Lock Alley	Local Applicable Segment	See Map	15.00	3.00	0.098	No
Midler Avenue S	Burnet	James (NYS 290)	14.59	5.00	0.720	Yes
Ashworth Pl	Local Applicable Segment	See Map	14.48	4.00	0.228	No
Stadium Pl	Local Applicable Segment	See Map	14.23	5.25	0.249	No
Milton Avenue	Willis	City Line	14.19	5.60	0.135	Yes
Tracy St	Local Applicable Segment	See Map	14.13	5.53	0.306	No
Wilbur Avenue S	Geddes	Grand	14.00	5.00	0.068	Yes
Genesee St E	Local Applicable Segment	See Map	14.00	0.00	0.063	No
Matson Ave E	Local Applicable Segment	See Map	14.00	5.00	0.117	No
McClure Ave	Local Applicable Segment	See Map	14.00	4.00	0.104	No
Oak Pl	Local Applicable Segment	See Map	14.00	5.00	0.064	No
Smith La	Local Applicable Segment	See Map	14.00	4.00	0.121	No
Park Street	Hiawatha	Wolf (US 11)	14.00	6.00	0.095	Yes
Oxford St	Local Applicable Segment	See Map	14.00	5.00	0.105	No
Hiawatha Boulevard E	Grant	7th North	13.93	5.00	0.411	Yes
Fayette St W	Local Applicable Segment	See Map	13.78	5.61	0.331	No
Marshall St	Local Applicable Segment	See Map	13.76	3.62	0.405	No
Green St	Local Applicable Segment	See Map	13.67	4.81	0.522	No
Oak Street	Burnet	James (NYS 290)	13.52	5.29	0.504	Yes
Plum St	Local Applicable Segment	See Map	13.21	5.07	0.471	No
Westcott Street	Euclid	Clarke	13.00	6.00	0.122	Yes
Walnut Avenue	Adams	Harrison	13.00	4.00	0.106	Yes
Jefferson Street E	Onondaga Street	State (US 11)	13.00	5.00	0.090	Yes
Hawley Avenue	Lodi	Oak	13.00	4.00	0.132	Yes
Milton Ave Extension	Local Applicable Segment	See Map	13.00	5.00	0.044	No
Townsend Pl	Local Applicable Segment	See Map	13.00	4.00	0.098	No
Henderson St	Local Applicable Segment	See Map	13.00	6.00	0.078	No
Madison St	Local Applicable Segment	See Map	12.93	4.90	1.152	No
Highland Ave	Local Applicable Segment	See Map	12.71	4.72	0.443	No
Slocum Ave	Local Applicable Segment	See Map	12.52	4.56	0.201	No
Walnut Street	Waverly	Adams	12.49	4.00	0.146	Yes
Avery Avenue	Salisbury	Genesee (NYS 5)	12.42	4.74	0.587	Yes
Alvord St S	Local Applicable Segment	See Map	12.38	4.69	0.380	No
Fillmore Ave	Local Applicable Segment	See Map	12.15	5.00	0.264	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Walrath Rd	Local Applicable Segment	See Map	12.08	4.00	0.210	No
Fayette Street W	Genesee (NYS 5)	Ulster	12.06	5.00	0.195	Yes
Brighton Avenue E	Salina (US 11)	State	12.00	5.00	0.098	Yes
Harborside Drive	Destiny USA Drive	Park Street (NYS 370)	12.00	5.00	0.102	Yes
Spencer Street	Solar	Genant	12.00	4.00	0.125	Yes
Plum Street	Evans	Franklin	12.00	5.00	0.060	Yes
Jefferson St W	Local Applicable Segment	See Map	12.00	6.00	0.187	No
Lynwood Ave	Local Applicable Segment	See Map	12.00	5.00	0.134	No
Whittier Ave	Local Applicable Segment	See Map	12.00	4.84	0.693	No
Dorchester Ave	Local Applicable Segment	See Map	12.00	5.00	0.355	No
Lorraine Ave S	Local Applicable Segment	See Map	11.81	4.24	0.269	No
Montgomery St	Local Applicable Segment	See Map	11.80	5.20	0.450	No
Wyoming St	Local Applicable Segment	See Map	11.76	5.20	0.350	No
Wolf Street	Park	Grant	11.64	5.79	0.466	Yes
State Street N	Willow	Salina	11.32	5.22	0.343	Yes
Hood Ave	Local Applicable Segment	See Map	11.27	5.00	0.422	No
Pond Street	Park	Grant	11.23	5.53	0.580	Yes
Marcellus St	Local Applicable Segment	See Map	11.18	5.30	0.566	No
Alanson Rd	Local Applicable Segment	See Map	11.12	5.29	0.525	No
Sherwood Ave	Local Applicable Segment	See Map	11.06	5.00	0.319	No
Comstock Avenue	Adams	Harrison	11.00	5.00	0.106	Yes
Erie Boulevard West	Hiawatha	Genesee (NYS 5)	11.00	6.00	0.275	Yes
Greenland Dr	Local Applicable Segment	See Map	11.00	5.00	0.185	No
Harold St	Local Applicable Segment	See Map	11.00	4.00	0.175	No
Lea La	Local Applicable Segment	See Map	11.00	5.00	0.087	No
Lemoyne Ave Service Road	Local Applicable Segment	See Map	11.00	4.00	0.051	No
Leon St	Local Applicable Segment	See Map	11.00	5.00	0.173	No
Merz Ave	Local Applicable Segment	See Map	11.00	4.00	0.079	No
Schneider St	Local Applicable Segment	See Map	11.00	5.00	0.119	No
White St	Local Applicable Segment	See Map	11.00	5.00	0.145	No
Grace St	Local Applicable Segment	See Map	10.95	6.00	0.325	No
Erie Blvd E	Local Applicable Segment	See Map	10.95	4.50	0.144	No
Moore Ave	Local Applicable Segment	See Map	10.86	5.33	0.374	No
McBride St N	Local Applicable Segment	See Map	10.80	5.52	0.728	No
Franklin Street S	Jefferson	Fayette	10.78	5.61	0.083	Yes
Hatherly Rd	Local Applicable Segment	See Map	10.62	4.69	0.236	No
Oak Street	James (NYS 290)	Grant	10.57	5.64	0.932	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Beech St N	Local Applicable Segment	See Map	10.56	5.92	0.348	No
Apple St	Local Applicable Segment	See Map	10.52	5.26	0.201	No
Gifford Street	West	Clinton	10.50	5.00	0.233	Yes
Willow St E	Local Applicable Segment	See Map	10.46	6.02	0.589	No
Crouse Ave N	Local Applicable Segment	See Map	10.45	5.53	0.239	No
Carbon St S	Local Applicable Segment	See Map	10.45	4.26	0.191	No
Dale St	Local Applicable Segment	See Map	10.32	6.00	0.298	No
Woodland Ave	Local Applicable Segment	See Map	10.21	4.45	0.139	No
Carbon St	Local Applicable Segment	See Map	10.20	4.97	1.251	No
Bennington Dr	Local Applicable Segment	See Map	10.15	5.00	0.172	No
Onondaga St E	Local Applicable Segment	See Map	10.13	6.87	0.240	No
Park Street	Oak	DeWitt	10.04	5.00	0.118	Yes
Robinson St	Local Applicable Segment	See Map	10.01	4.27	0.485	No
Euclid Ter	Local Applicable Segment	See Map	10.00	4.00	0.109	No
Westcott Street	Genesee (NYS 92)	Fayette	10.00	5.00	0.190	Yes
Destiny USA Drive	Service Road Ramp	Harborside	10.00	6.00	0.360	Yes
Court Ter	Local Applicable Segment	See Map	10.00	6.00	0.181	No
Dell St	Local Applicable Segment	See Map	10.00	6.00	0.090	No
Grandview Ave	Local Applicable Segment	See Map	10.00	5.00	0.074	No
Hillview Ave	Local Applicable Segment	See Map	10.00	4.21	0.307	No
Kirkwood Pl	Local Applicable Segment	See Map	10.00	4.00	0.099	No
Lafayette Ave E	Local Applicable Segment	See Map	10.00	5.00	0.060	No
McKinley Ave	Local Applicable Segment	See Map	10.00	5.00	0.198	No
Old Colvin St	Local Applicable Segment	See Map	10.00	6.00	0.122	No
Redfield Pl	Local Applicable Segment	See Map	10.00	4.00	0.146	No
St. Marks Ave	Local Applicable Segment	See Map	10.00	6.00	0.137	No
Strathmore Park Dr	Local Applicable Segment	See Map	10.00	5.00	0.076	No
Union Pl	Local Applicable Segment	See Map	10.00	5.00	0.177	No
Worden Ave	Local Applicable Segment	See Map	10.00	5.00	0.132	No
Lemoyne Avenue	7th North	City Line	9.96	5.40	0.446	Yes
Walnut Avenue	Harrison	Genesee (NYS 92)	9.83	5.00	0.191	Yes
Elk St	Local Applicable Segment	See Map	9.81	5.00	0.227	No
Douglas St	Local Applicable Segment	See Map	9.72	4.80	0.481	No
Forman Ave	Local Applicable Segment	See Map	9.67	6.38	0.239	No
Catabwa Street	Salina (US 11)	Lodi	9.60	5.40	0.119	Yes
Walnut Pl	Local Applicable Segment	See Map	9.59	5.00	0.252	No
Menlo Dr	Local Applicable Segment	See Map	9.51	5.00	0.156	No
Hawley Ave	Local Applicable Segment	See Map	9.48	5.49	1.259	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
McBride Street N	Burnet	James (NYS 290)	9.45	5.00	0.151	Yes
Westminster Ave	Local Applicable Segment	See Map	9.43	5.57	0.245	No
Ash St	Local Applicable Segment	See Map	9.37	5.35	0.424	No
Maryland Ave	Local Applicable Segment	See Map	9.34	4.33	0.369	No
Genesee Street E	Irving	Teall	9.25	6.39	0.855	Yes
Alliance Bank Pkwy	Local Applicable Segment	See Map	9.22	5.00	0.367	No
Wilkinson St	Local Applicable Segment	See Map	9.12	5.54	0.601	No
Burnet Avenue	Lodi	Teall	9.07	4.76	0.565	Yes
Eureka St	Local Applicable Segment	See Map	9.01	5.49	0.154	No
Townsend Street S	Harrison	Genesee (NYS 92)	9.00	6.00	0.263	Yes
Kimber Road	Euclid	Meadowbrook	9.00	6.00	0.237	Yes
Lodi Street	State	Court (NYS 298)	9.00	5.00	0.094	Yes
Court Street W	Solar	Clinton	9.00	6.00	0.139	Yes
Delhi St	Local Applicable Segment	See Map	9.00	6.00	0.131	No
Marquette St	Local Applicable Segment	See Map	9.00	6.00	0.088	No
Mildred Ave	Local Applicable Segment	See Map	9.00	5.00	0.394	No
Peck Ave	Local Applicable Segment	See Map	9.00	5.00	0.256	No
Pershing Ave	Local Applicable Segment	See Map	9.00	5.00	0.081	No
Paul Ave	Local Applicable Segment	See Map	9.00	5.00	0.327	No
Castle [MLK] Street E	State	Renwick	8.97	6.05	0.245	Yes
Borden Ave E	Local Applicable Segment	See Map	8.93	5.00	0.221	No
Harding St	Local Applicable Segment	See Map	8.90	6.00	0.283	No
Roosevelt Ave	Local Applicable Segment	See Map	8.87	5.00	0.442	No
Comstock Avenue	Harrison	Genesee (NYS 92)	8.82	5.65	0.194	Yes
Scottholm Blvd	Local Applicable Segment	See Map	8.73	5.82	0.360	No
Temple St	Local Applicable Segment	See Map	8.71	6.72	0.274	No
Pattison St	Local Applicable Segment	See Map	8.64	5.00	0.178	No
Ostrom Ave	Local Applicable Segment	See Map	8.55	5.71	0.835	No
Seward St	Local Applicable Segment	See Map	8.55	5.56	0.233	No
Elizabeth St	Local Applicable Segment	See Map	8.52	4.74	0.150	No
Willis Avenue	Milton	City Line	8.52	6.00	0.325	Yes
Burnet Avenue	Midler (NYS 598)	City Line (Thompson)	8.40	5.76	0.951	Yes
Kirk Park Dr	Local Applicable Segment	See Map	8.33	4.94	0.389	No
Grumbach Ave	Local Applicable Segment	See Map	8.30	5.30	0.246	No
Van Rensselaer St	Local Applicable Segment	See Map	8.29	6.57	1.233	No
Landon Ave	Local Applicable Segment	See Map	8.28	5.00	0.266	No
Geddes Street S	Bellevue	Grand	8.21	6.70	0.586	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Harvard Pl	Local Applicable Segment	See Map	8.15	5.77	0.256	No
Walnut Ave	Local Applicable Segment	See Map	8.13	4.89	0.287	No
State Street N	Sunset	Lodi	8.12	5.44	0.133	Yes
Lodi Street	Court (NYS 298)	Bear	8.01	5.50	0.179	Yes
Syracuse Street	Ulster	Fayette	8.00	5.00	0.261	Yes
Chatham Rd	Local Applicable Segment	See Map	8.00	6.00	0.172	No
Circle Rd	Local Applicable Segment	See Map	8.00	6.00	0.251	No
Eloise Ter	Local Applicable Segment	See Map	8.00	5.00	0.089	No
Garfield Pl	Local Applicable Segment	See Map	8.00	6.00	0.048	No
Hartley St	Local Applicable Segment	See Map	8.00	6.00	0.071	No
Malcolm St	Local Applicable Segment	See Map	8.00	5.00	0.084	No
Onondaga Ter	Local Applicable Segment	See Map	8.00	6.00	0.161	No
Ramsey Ave	Local Applicable Segment	See Map	8.00	5.00	0.142	No
Randall Ave	Local Applicable Segment	See Map	8.00	5.00	0.155	No
Comstock Avenue	Waverly	Adams	7.98	5.51	0.148	Yes
Fitch St	Local Applicable Segment	See Map	7.91	5.69	0.668	No
State Street N	I-81 Ramp	Spencer	7.90	5.03	0.196	Yes
McAllister Ave	Local Applicable Segment	See Map	7.83	3.64	0.143	No
Fayette Street E	Almond	Columbus	7.75	6.23	1.053	Yes
Barker Ave	Local Applicable Segment	See Map	7.65	5.72	0.107	No
Comstock Avenue	Thurber	Colvin	7.59	6.99	0.324	Yes
Greenwood Pl	Local Applicable Segment	See Map	7.54	5.71	0.321	No
Clairmonte Ave	Local Applicable Segment	See Map	7.48	5.26	0.353	No
Geddes Street N	Genesee (NYS 5)	Pulaski	7.47	6.62	0.294	Yes
Arlington Ave	Local Applicable Segment	See Map	7.47	5.26	0.262	No
Court Street	Grant	City Line	7.45	6.30	0.905	Yes
Kensington Rd	Local Applicable Segment	See Map	7.41	5.46	0.420	No
Jasper St	Local Applicable Segment	See Map	7.39	5.80	0.356	No
Townsend Street S	Fayette	Erie (NYS 5)	7.39	4.59	0.153	Yes
Highland St	Local Applicable Segment	See Map	7.32	5.11	1.013	No
Robineau Rd	Local Applicable Segment	See Map	7.31	5.80	0.709	No
Wadsworth Street	Grant	Court (NYS 298)	7.22	5.51	0.625	Yes
Gertrude St	Local Applicable Segment	See Map	7.19	6.05	0.355	No
Tex Simone Dr	Local Applicable Segment	See Map	7.15	5.55	0.305	No
Pulaski St	Local Applicable Segment	See Map	7.14	6.35	0.432	No
Mary St	Local Applicable Segment	See Map	7.13	6.29	0.306	No
Kirkpatrick St E	Local Applicable Segment	See Map	7.13	5.90	1.003	No
Park Street	I-81 Ramp	City Line	7.08	6.99	0.384	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Liberty St	Local Applicable Segment	See Map	7.07	6.46	0.579	No
Lakeview Ave	Local Applicable Segment	See Map	7.01	6.47	0.385	No
Mark Ave	Local Applicable Segment	See Map	7.00	5.50	0.106	No
Jasper Pl	Local Applicable Segment	See Map	7.00	6.00	0.087	No
Huron St	Local Applicable Segment	See Map	7.00	6.00	0.124	No
Emerson Ave	Local Applicable Segment	See Map	6.78	6.77	1.181	No
Oneida St	Local Applicable Segment	See Map	6.74	6.36	0.422	No
Lowell Ave N	Local Applicable Segment	See Map	6.72	5.74	0.539	No
Division St W	Local Applicable Segment	See Map	6.69	6.18	0.317	No
Spencer St	Local Applicable Segment	See Map	6.52	5.24	0.600	No
Richmond Ave	Local Applicable Segment	See Map	6.41	6.89	0.579	No
Taft Ave	Local Applicable Segment	See Map	6.37	5.42	0.216	No
Geddes Street S	Glenwood	Bellevue	6.31	6.18	0.931	Yes
Fabius St	Local Applicable Segment	See Map	6.29	4.66	0.372	No
Columbus Avenue	Genesee (NYS 92)	Erie	6.25	6.94	0.220	Yes
Catherine St	Local Applicable Segment	See Map	6.23	5.97	0.695	No
Brattle Rd	Local Applicable Segment	See Map	6.19	6.87	0.849	No
Kensington Pl	Local Applicable Segment	See Map	6.18	5.90	0.388	No
Sackett St	Local Applicable Segment	See Map	6.13	6.36	0.207	No
Maple St	Local Applicable Segment	See Map	6.13	6.34	0.263	No
Isabella St	Local Applicable Segment	See Map	6.09	5.98	0.153	No
Salina Street S	Seneca (NYS 173)	Calthrop (I-81 Access)	6.06	6.09	1.082	Yes
Pine St	Local Applicable Segment	See Map	6.05	6.36	0.252	No
Cherry St	Local Applicable Segment	See Map	6.03	6.25	0.297	No
Craton St	Local Applicable Segment	See Map	6.00	6.00	0.151	No
Dorset Rd	Local Applicable Segment	See Map	6.00	6.00	0.168	No
Glass Ter	Local Applicable Segment	See Map	6.00	6.00	0.039	No
Lawrence St	Local Applicable Segment	See Map	6.00	6.00	0.191	No
Parkside Ave	Local Applicable Segment	See Map	6.00	6.00	0.212	No
Wiman Ave	Local Applicable Segment	See Map	6.00	6.00	0.214	No
Kline St	Local Applicable Segment	See Map	6.00	6.00	0.126	No
Tompkins St	Local Applicable Segment	See Map	6.00	6.33	0.341	No
Butternut St	Local Applicable Segment	See Map	5.96	6.27	0.339	No
Berkshire Ave	Local Applicable Segment	See Map	5.90	4.93	0.315	No
Greenway Ave	Local Applicable Segment	See Map	5.88	6.24	0.171	No
Farmer St	Local Applicable Segment	See Map	5.88	5.41	0.416	No
Westmoreland Ave	Local Applicable Segment	See Map	5.81	5.80	2.063	No

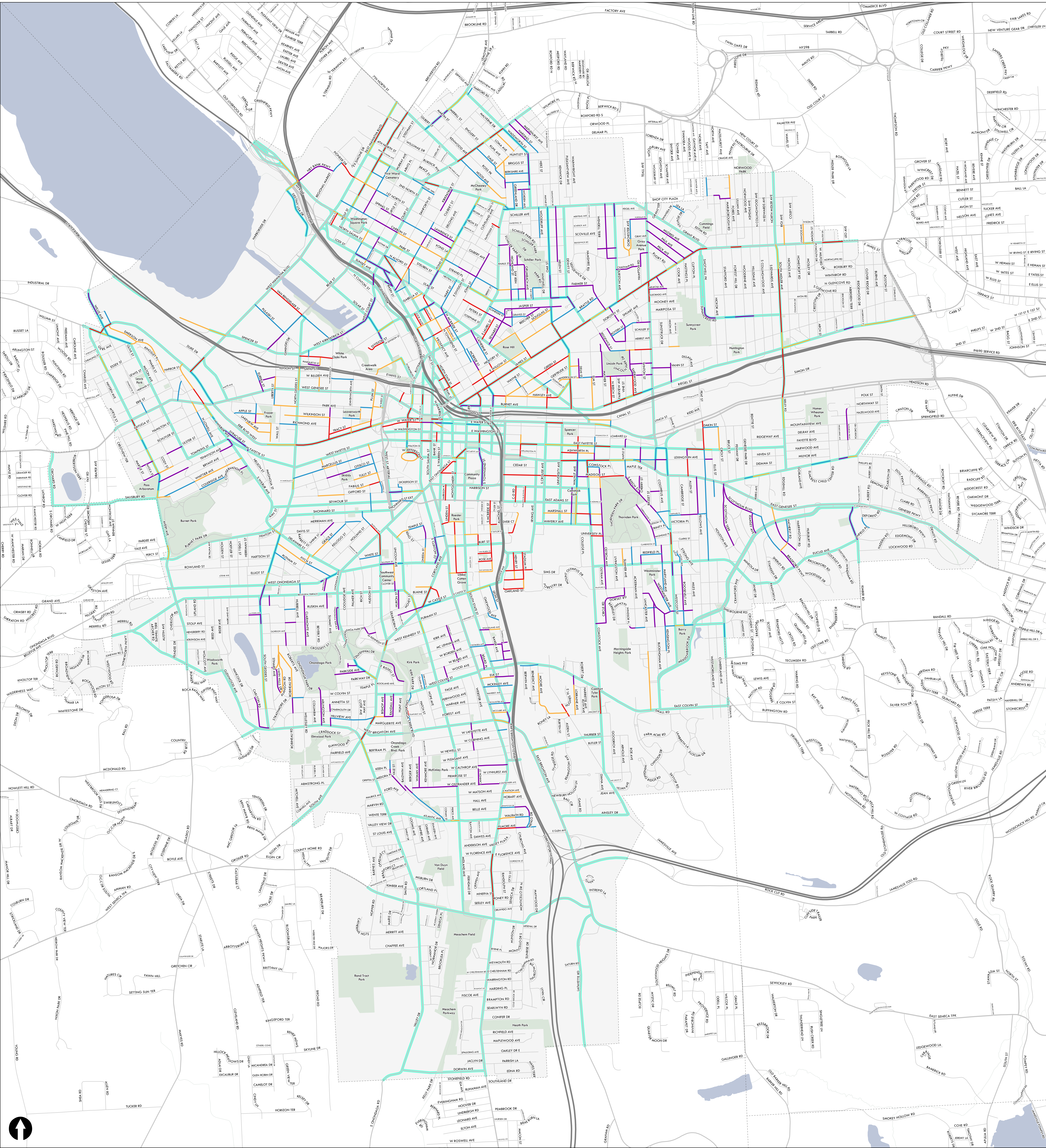
Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Sumner Ave	Local Applicable Segment	See Map	5.80	5.76	0.272	No
Lincoln Ave	Local Applicable Segment	See Map	5.78	6.22	0.401	No
Croly St	Local Applicable Segment	See Map	5.75	4.41	0.390	No
Castle [MLK] Street W	Cortland	Salina (US 11)	5.69	6.43	0.227	Yes
Sand St	Local Applicable Segment	See Map	5.67	6.82	0.331	No
Onondaga Creek Blvd	Local Applicable Segment	See Map	5.67	5.39	1.183	No
Bank Alley	Local Applicable Segment	See Map	5.62	7.95	0.175	No
Elm St	Local Applicable Segment	See Map	5.60	6.60	0.566	No
Comstock Pl	Local Applicable Segment	See Map	5.57	6.49	0.184	No
Ostrander Ave W	Local Applicable Segment	See Map	5.57	5.75	0.648	No
Fordham Rd	Local Applicable Segment	See Map	5.56	5.00	0.165	No
Laurel St	Local Applicable Segment	See Map	5.55	5.85	0.499	No
Elmhurst Ave W	Local Applicable Segment	See Map	5.51	5.27	0.214	No
Coleridge Ave	Local Applicable Segment	See Map	5.50	5.82	0.659	No
Otisco St	Local Applicable Segment	See Map	5.49	5.99	0.591	No
Tully St	Local Applicable Segment	See Map	5.44	5.43	0.431	No
Graves St	Local Applicable Segment	See Map	5.43	6.13	0.283	No
James Street	Midler (NYS 598)	City Line	5.41	6.65	0.568	Yes
Seeley Road	Salt Springs	Erie (NYS 5)	5.39	7.17	0.502	Yes
Malverne Dr	Local Applicable Segment	See Map	5.34	5.55	0.388	No
Grant Boulevard	Court (NYS 298)	Butternut	5.27	6.66	0.575	Yes
Boyden St	Local Applicable Segment	See Map	5.27	5.34	0.522	No
Rigi Ave	Local Applicable Segment	See Map	5.25	5.00	0.329	No
Beacon Rd	Local Applicable Segment	See Map	5.22	6.25	0.182	No
Salt Springs Road	Seeley	Springfield	5.21	6.49	0.500	Yes
Bradford Pkwy	Local Applicable Segment	See Map	5.18	5.78	0.798	No
Cortland Avenue	Castle [MLK]	Salina	5.16	6.71	0.441	Yes
Dudley St	Local Applicable Segment	See Map	5.11	5.71	0.293	No
Park Street	Butternut	Pond	5.11	4.85	0.434	Yes
Kirkpatrick Street W	Geddes	Solar	5.06	6.44	0.545	Yes
Clinton Street N	Websters Landing	Genesee (NYS 5)	5.00	5.04	0.208	Yes
Court Street	Genant	Sunset	5.00	0.00	0.074	Yes
Division St E	Local Applicable Segment	See Map	4.97	5.71	0.609	No
Lancaster Ave	Local Applicable Segment	See Map	4.97	5.43	1.139	No
Townsend St N	Local Applicable Segment	See Map	4.91	6.57	0.779	No
Woodruff Ave	Local Applicable Segment	See Map	4.86	5.09	0.431	No
Prospect Ave	Local Applicable Segment	See Map	4.83	7.31	0.245	No
Helen St	Local Applicable Segment	See Map	4.82	5.14	0.633	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Twin Hills Dr	Local Applicable Segment	See Map	4.74	6.41	0.338	No
Lexington Ave	Local Applicable Segment	See Map	4.73	6.22	0.547	No
Hickory St	Local Applicable Segment	See Map	4.70	6.15	0.476	No
Seneca St	Local Applicable Segment	See Map	4.70	5.99	0.208	No
Fobes Ave	Local Applicable Segment	See Map	4.70	5.39	0.405	No
Hunter Ave	Local Applicable Segment	See Map	4.66	7.07	0.089	No
Beech St S	Local Applicable Segment	See Map	4.66	6.46	0.898	No
Erie Boulevard East	Lodi	Teall	4.56	8.02	0.333	Yes
Tennyson Ave	Local Applicable Segment	See Map	4.54	6.04	0.573	No
Castle St W	Local Applicable Segment	See Map	4.53	6.68	0.355	No
Granger St	Local Applicable Segment	See Map	4.50	6.10	0.181	No
Bishop Ave	Local Applicable Segment	See Map	4.49	6.88	0.278	No
Scottholm Ter	Local Applicable Segment	See Map	4.41	2.96	0.529	No
Hier Ave	Local Applicable Segment	See Map	4.34	5.21	0.306	No
Pond Street	Lodi	Park	4.33	6.28	0.200	Yes
Broad Street	Westcott	Nottingham	4.32	6.64	0.340	Yes
Water Street E	Warren	State (US 11)	4.27	6.57	0.172	Yes
Knaul St	Local Applicable Segment	See Map	4.23	6.23	0.175	No
Salt Springs Road	Genesee (NYS 92)	Seeley	4.21	6.63	0.459	Yes
South Avenue	Glenwood	Onondaga Ave	4.19	6.73	0.451	Yes
Mather St	Local Applicable Segment	See Map	4.14	4.46	0.379	No
Audubon Pkwy	Local Applicable Segment	See Map	4.14	5.25	0.420	No
Maplehurst Ave	Local Applicable Segment	See Map	4.11	6.63	0.322	No
Franklin Street N	Genesee (NYS 5)	Butternut	4.07	6.15	0.194	Yes
Thurber Street	Brighton	Jamesville	4.05	6.39	0.362	Yes
Jackson St	Local Applicable Segment	See Map	4.04	4.00	0.176	No
Carlton Rd	Local Applicable Segment	See Map	4.02	6.66	0.402	No
Erie Boulevard West	Genesee (NYS 5)	Geddes	4.02	6.71	0.679	Yes
Beard Pl	Local Applicable Segment	See Map	4.00	0.00	0.105	No
Sunnycrest Road	Shotwell	Midler (NYS 598)	3.97	6.43	0.455	Yes
South Avenue	Marginal	Onondaga St	3.93	7.51	0.609	Yes
Spring St	Local Applicable Segment	See Map	3.92	6.01	1.218	No
Niagara St	Local Applicable Segment	See Map	3.89	5.24	0.320	No
Vine St	Local Applicable Segment	See Map	3.89	6.63	0.494	No
Fayette Street E	Columbus	Seely	3.86	7.04	0.896	Yes
Sedgwick St	Local Applicable Segment	See Map	3.81	6.46	0.253	No
Water Street E	State (US 11)	Almond	3.78	4.34	0.266	Yes
Buckingham Ave	Local Applicable Segment	See Map	3.75	5.82	0.689	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Onondaga Avenue	South	Bellevue	3.73	8.09	0.691	Yes
Lemoyne Ave	Local Applicable Segment	See Map	3.71	6.35	0.935	No
Broad St	Local Applicable Segment	See Map	3.70	6.14	0.496	No
DeWitt Street	James (NYS 290)	Park	3.70	7.18	0.220	Yes
Brookford Rd	Local Applicable Segment	See Map	3.65	5.98	0.785	No
Dakin St	Local Applicable Segment	See Map	3.52	6.30	0.331	No
Grant Boulevard	Wolf (US 11)	Court (NYS 298)	3.49	6.75	0.363	Yes
Franklin Street N	Butternut	Plum	3.44	5.00	0.179	Yes
Hillside St	Local Applicable Segment	See Map	3.43	5.97	0.457	No
Midland Avenue	Cortland	Onondaga Street	3.40	7.52	0.666	Yes
Oakwood Ave	Local Applicable Segment	See Map	3.36	7.56	0.651	No
John St	Local Applicable Segment	See Map	3.35	4.83	0.571	No
Gifford St	Local Applicable Segment	See Map	3.26	7.35	0.664	No
Park Street	Pond	Court (NYS 298)	3.22	4.74	0.380	Yes
Sunset Avenue	State	Court	3.17	7.41	0.157	Yes
LaForte Ave	Local Applicable Segment	See Map	3.15	6.48	0.155	No
Hampton Rd	Local Applicable Segment	See Map	3.14	6.61	0.228	No
Bear St E	Local Applicable Segment	See Map	3.08	6.72	0.647	No
Ulster St	Local Applicable Segment	See Map	3.00	6.96	0.641	No
Robin Croft Rd	Local Applicable Segment	See Map	3.00	0.00	0.050	No
James Street	Grant	Midler (NYS 598)	2.98	6.86	0.480	Yes
Nottingham Road	Colvin	Meadowbrook	2.98	6.73	0.352	Yes
Teall Avenue	Burnet	James (NYS 290)	2.98	6.81	0.744	Yes
Clinton Street S	Adams	Tallman	2.96	5.19	0.437	Yes
Allen St	Local Applicable Segment	See Map	2.95	7.89	0.781	No
Tallman Street	Onondaga Street	Midland	2.94	7.28	0.434	Yes
Howard St	Local Applicable Segment	See Map	2.93	6.41	0.216	No
Belden Ave W	Local Applicable Segment	See Map	2.91	6.86	0.812	No
Hawthorne St	Local Applicable Segment	See Map	2.91	6.52	0.125	No
Taylor St E	Local Applicable Segment	See Map	2.88	6.59	0.453	No
Milton Avenue	Genesee (NYS 5)	Willis	2.88	5.94	0.645	Yes
Canal St	Local Applicable Segment	See Map	2.87	5.52	0.757	No
Solar Street	Plum	Bear (NYS 298)	2.82	5.75	0.697	Yes
Geddes Street S	Grand	Fayette	2.81	6.97	0.343	Yes
Onondaga Street W	Geddes	Tallman	2.77	6.67	0.540	Yes
Alvord St N	Local Applicable Segment	See Map	2.74	7.00	0.381	No
Vann St	Local Applicable Segment	See Map	2.74	7.00	0.431	No
First North St	Local Applicable Segment	See Map	2.72	6.78	1.152	No

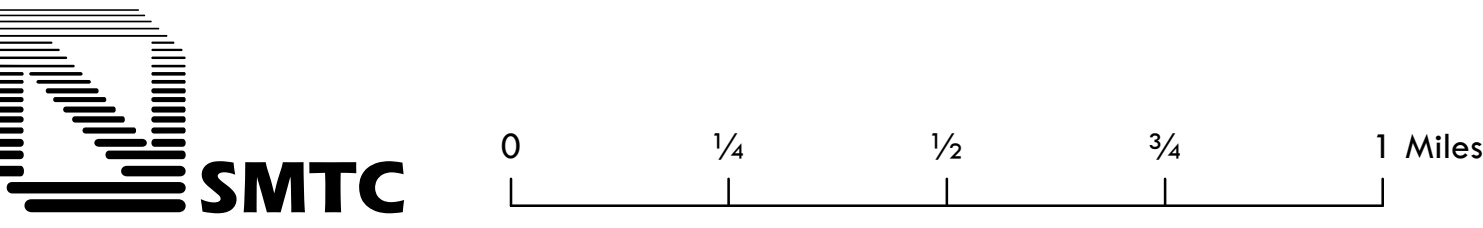
Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Cannon St	Local Applicable Segment	See Map	2.65	5.99	0.760	No
Avery Avenue	Grand	Salisbury	2.61	6.56	0.437	Yes
Calthrop Ave W	Local Applicable Segment	See Map	2.61	6.57	0.463	No
Westcott Street	Clarke	Genesee (NYS 92)	2.61	8.16	0.482	Yes
Sabine St	Local Applicable Segment	See Map	2.59	6.57	0.284	No
Garfield Ave	Local Applicable Segment	See Map	2.49	6.72	0.401	No
Park Ave	Local Applicable Segment	See Map	2.39	7.37	1.539	No
Turtle St	Local Applicable Segment	See Map	2.32	6.28	1.022	No
Putnam St	Local Applicable Segment	See Map	2.32	6.77	0.380	No
Avery Avenue	Genesee (NYS 5)	Milton	2.30	7.37	0.702	Yes
Erie Boulevard West	Milton	Hiawatha	2.27	5.84	0.770	Yes
Summit Ave	Local Applicable Segment	See Map	2.27	7.83	0.585	No
Taylor St W	Local Applicable Segment	See Map	2.26	7.85	0.301	No
Ackerman Ave	Local Applicable Segment	See Map	2.15	8.14	0.564	No
Erie Boulevard East	Townsend	Lodi	2.11	6.44	0.801	Yes
Fellows Ave	Local Applicable Segment	See Map	2.04	6.36	1.013	No
Beecher St	Local Applicable Segment	See Map	2.02	6.00	0.343	No
Merriman Ave	Local Applicable Segment	See Map	1.94	7.75	0.540	No
South Avenue	Onondaga Ave	Kennedy	1.89	5.34	0.241	Yes
Melrose Ave	Local Applicable Segment	See Map	1.88	6.43	0.526	No
Valley Drive	Seneca (NYS 173)	South (NYS 175)	1.84	7.31	1.210	Yes
Jamesville Ave	Local Applicable Segment	See Map	1.76	7.19	0.930	No
Westcott Street	Broad	Euclid	1.64	7.89	0.442	Yes
Sedgwick Dr	Local Applicable Segment	See Map	1.61	5.91	0.723	No
State Street S	Brighton	Colvin	1.59	7.45	0.400	Yes
Hixson Ave	Local Applicable Segment	See Map	1.57	6.65	0.504	No
Leavenworth Ave	Local Applicable Segment	See Map	1.53	7.68	0.350	No
Rich St	Local Applicable Segment	See Map	1.52	7.26	0.616	No
Atlantic Avenue	Valley	Midland	1.45	8.66	0.491	Yes
Second North St	Local Applicable Segment	See Map	1.44	6.87	0.691	No
Burnet Avenue	State (US 11)	Lodi	1.39	8.48	0.794	Yes
Midland Avenue	Brighton	Cortland	1.25	7.88	0.820	Yes
Hillsboro Pkwy	Local Applicable Segment	See Map	1.23	5.46	0.735	No
Shotwell Park	Sunnycrest	James (NYS 290)	1.12	6.54	0.899	Yes
Grant Boulevard	Butternut	Teall	1.12	8.61	1.047	Yes
Cumberland Ave	Local Applicable Segment	See Map	1.03	6.16	1.066	No
Rugby Rd	Local Applicable Segment	See Map	0.99	6.68	0.878	No
Wilbur Avenue S	Tompkins	Seymour	0.91	8.37	0.509	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Durston Avenue	James (NYS 290)	Grant	0.90	7.62	0.682	Yes
Roberts Ave	Local Applicable Segment	See Map	0.71	7.40	0.744	No
Stinard Ave	Local Applicable Segment	See Map	0.65	7.89	0.826	No
Willis Ave	Local Applicable Segment	See Map	0.63	7.27	1.204	No
Water St E	Local Applicable Segment	See Map	0.62	3.78	0.806	No
Stolp Ave	Local Applicable Segment	See Map	0.54	7.84	1.072	No



City of Syracuse
Pavement Maintenance Prioritization Program
Road Segments Overview

February 2022



On behalf of the City of Syracuse, the Syracuse Metropolitan Transportation Council developed a prioritization method to use as a tool in selecting streets for pavement maintenance and construction. Scores were generated from weighted variables, including pavement rating, traffic volumes, functional classification, water main breaks, emergency snow routes, and others. Additional information can be found in the Technical Memorandum produced as a part of this project.

Scores shown on this map were given at the block level. Blocks without any score shown were not considered as a part of this analysis, for reasons described in the Technical Memorandum.

Scores are broken into four categories - each represents a percentile, based on the number of segments (not total miles). Scores greater than 14 represent the segments in the 75th percentile or higher. These segments are the best candidates for prioritization.

Federal-aid eligible roads owned by the City are shown in the background in light blue.

THIS MAP IS FOR PLANNING PURPOSES ONLY. This map does not replace a comprehensive asset management system, and exists to assist officials in determining road segments to reasonably consider maintenance on. The outputs generated as a part of this process are just one of many data-driven options.

Data sources: SMTC, City of Syracuse, NYSDOT. This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this data.

Selected Street Segments
Considered for Analysis

