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: January 30, 2023

RE: Prioritizing Pavement Maintenance on City Streets

CC: Joanna Bailey, Data Analyst, City of Syracuse
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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.

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. This year, at the request of the City, the SMTC included an equity component in the analysis using available Census data.

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 2023-2024 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 2020, 2021, and 2022.

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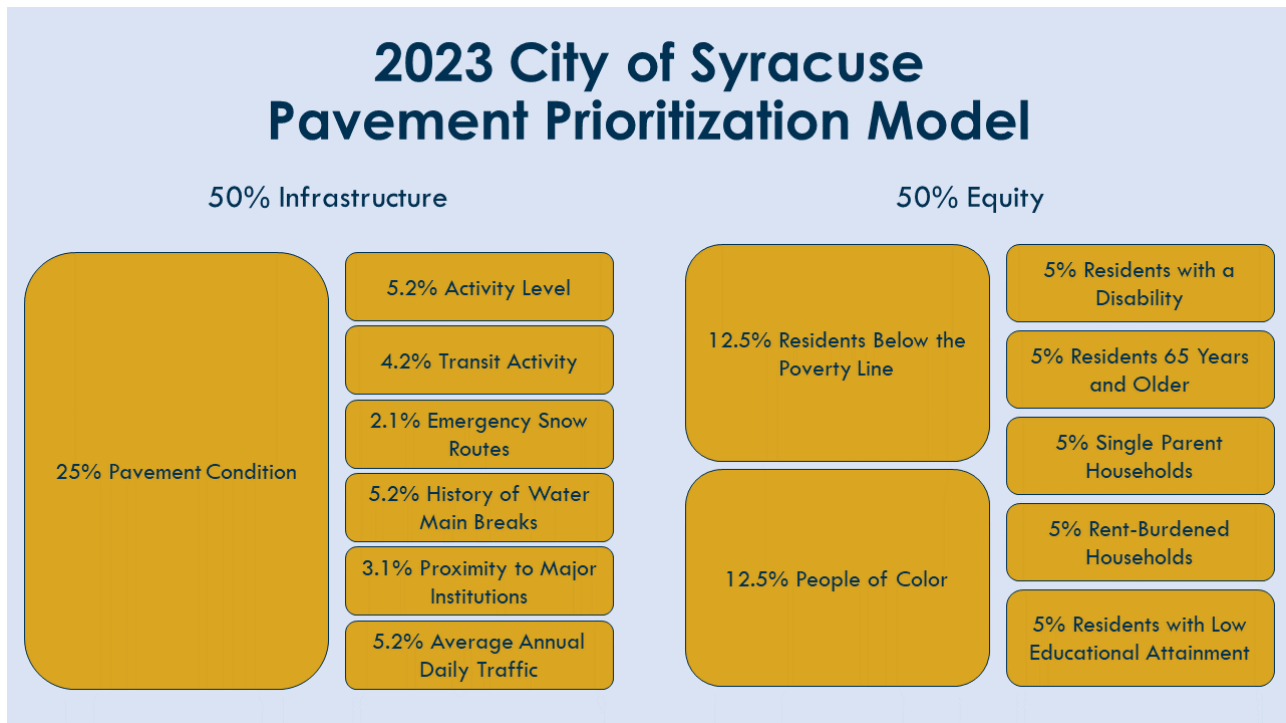
- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Current planned other (non-paving) maintenance, such as work by National Grid or the Save the Rain project
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction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

Additionally, this year, the City requested that the SMTC add an equity component to the analysis. Data from the US Census Bureau on the following variables was collected to develop an equity score:

- People of Color
- Residents below the poverty line
- Residents with a disability
- Residents above 65 years of age
- Single parent households
- Rent-burdened households
- Residents with low educational attainment.

The equity score made up 50% of the final score, with the traditional elements (the infrastructure score) comprising the other 50%.

A visual representation of the 2023 Syracuse pavement prioritization model.

2023 City of Syracuse Pavement Prioritization Model

50% Infrastructure

- 25% Pavement Condition
- 5.2% Activity Level
- 4.2% Transit Activity
- 2.1% Emergency Snow Routes
- 5.2% History of Water Main Breaks
- 3.1% Proximity to Major Institutions
- 5.2% Average Annual Daily Traffic

50% Equity

- 12.5% Residents Below the Poverty Line
- 12.5% People of Color
- 5% Residents with a Disability
- 5% Residents 65 Years and Older
- 5% Single Parent Households
- 5% Rent-Burdened Households
- 5% Residents with Low Educational Attainment

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
Equity Score (See Page 8)	US Census Bureau

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. 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 (33 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 (22 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 2023 as well as Save the Rain planned projects in 2023 and beyond.

Pavement Condition (251 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 86 miles for prioritization consideration. The second stage involved applying scores to the segments which remained based on other variables.

Task 3: Weighting of Variables

Weights were scaled this year so that the maximum possible infrastructure score was 50, to be later combined with the equity score.

Condition Rating

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

Condition Score	Miles	Weight
3 (Very Poor)	0.9	25
4 (Poor)	11.9	25
5 (Poor)	38.2	18.75
6 (Fair)	33.7	12.5
(No Data)	*1.6*	*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. SMTC utilized Replica data for AADT estimates. 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.

AADT	Miles	Weight
Greater than 10,000	3.0	5.2
5,001 - 10,000	6.4	4.16
2,501 – 5,000	9.1	3.12
1,001 – 2,500	14.7	2.08
0 – 1,000	28.3	1.04
No Data	24.8	1.04

Transit Activity

The City was interested in including additional focus on roads with higher transit activity. "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
50+	1.1	4.2
20 - 50	3.9	3.15
10 - 20	6.0	2.1
1 - 10	18.0	1.05
No Activity	57.3	0

Nearby Water Main Breaks

The SMTC utilized the location of water main breaks from 2013-2022 supplied by the City's Office of Accountability, Performance, and Innovation. 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 centerline[1], 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 – 12	2.4	5.2
2 – 3	4.8	3.12
1	13.1	2.08
0	66.0	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	19.8	2.1
No	66.6	0

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[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 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	5.2	3.1
1/4 mile	9.3	2.07
1/2 mile	23.6	1.03
Greater than 1/2 mile	48.2	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 III[2]. 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	4.3	5.2
Tier II Local Roads	25.1	3.12
Tier III Local Roads	32.9	1.04
Non-Local Roads (Arterials and Collectors)	24.0	0

Equity Score

For this year, the City requested that the SMTC consider demographic information when producing the pavement prioritization list. City staff provided the variables and weights that would be used as a part of this analysis. SMTC staff utilized 2017-2021 American Community Survey or 2020 Census data to determine an "equity score" for each Census Tract in the City. Each road segment was assigned the equity score of the Tract where it was located.

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[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.

To calculate the equity score, SMTC staff used the following:

Variable	Equity Score Factor	Table Source
People of Color	0.25	2020 Census (Redistricting Release)
Residents below the poverty line	0.25	S1701
Residents with a disability	0.1	S1801
Residents above 65 years of age	0.1	DP05
Single parent households	0.1	B11004
Rent-burdened households	0.1	DP04
Residents with low educational attainment	0.1	DP02

Each variable's percentage was multiplied by its associated factor, and the results were summed to produce the raw equity score for each tract. The raw score was then multiplied by 50, since the equity score is worth 50% of the final priority score.

Final Priority Score

The final priority score is the sum of the infrastructure score and the equity score. Each of these individual scores have a maximum value of 50, so their inputs are weighted evenly into the prioritization model. The total possible score, therefore, is 100.

Task 4: Applying Score to Network

After application, the Priority Scores ranged from 14.13 to 66.22. These scores were divided into percentiles (by number of segments), with

the idea that segments scoring higher than the 75th percentile would advance for prioritization consideration.

Category	Lower Bound	Upper Bound	Approx. Mileage in Category
Minimum to 25th Percentile Score	14.13	36.79	24.0
25th to Median Score	36.80	43.23	20.5
Median to 75th Percentile Score	43.24	49.32	21.2
75th to Maximum Score	49.33	66.22	21.3

Task 5: Identification of Priorities

Overall, any of the approximately 21 miles of road which fall above the 75th percentile of scores would be reasonable and prudent streets to include in the 2023 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 Score[3], gives the City an idea of the general priority of a road.

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[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 ith block on a segment, and l_i is the length of the ith block of a segment.

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.

Conclusion

Overall, this methodology is only one of several possible approaches to developing a priority list of segments to include in the 2023 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 49.33)

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR793	Cortland Ave E	Oxford	Castle	66.22	0.15	7,962	4	Yes
SYR2865	Rose Ave	Oakwood	S. McBride	65.15	0.09	4,865	4	No
SYR1856	Jackson St	McBride	Almond	65.15	0.04	2,341	4	No
SYR2487	New St	S. Salina	Linden	64.14	0.05	2,563	5	No
SYR2447	Montgomery St	Burt	Raynor	63.07	0.19	9,929	4	No
SYR3608	Walton St	Franklin	Fayette	62.67	0.16	8,240	4	No
SYR7782	Kirk Park Dr	Crehange	Elmhurst	62.37	0.08	4,455	4	No
SYR2562	Oakwood Ave	Taylor	Burt	62.03	0.07	3,868	5	No
SYR1068	Elliot St	Dudley	Bradley	61.29	0.12	6,211	4	No
SYR1287	Fitch St	Dudley	Geddes	61.29	0.24	12,539	4	No
SYR1723	Hickory St	State	Prospect	61.10	0.08	3,996	4	No
SYR2295	McBride St S	Adams	Jackson	61.00	0.17	8,682	5	No
SYR2297	McBride St S	Taylor	Burt	60.99	0.07	3,825	5	No
SYR2298	McBride St S	Burt	Van Buren	60.99	0.06	3,271	5	No
SYR2102	Linden St	New St.	dead end	59.96	0.12	6,420	5	No
SYR2296	McBride St S	Jackson	Taylor	59.94	0.06	3,276	5	No
SYR2299	McBride St S	Van Buren	Rose	59.94	0.06	2,899	5	No
SYR2445	Montgomery St	New	Taylor	59.94	0.09	4,888	5	No
SYR3531	Van Buren St	Oakwood	McBride	59.94	0.09	4,863	5	No
SYR3211	Stadium Pl	Van Buren	Raynor	59.93	0.12	6,414	4	No
SYR1186	Fage Ave	Cannon	Midland	59.77	0.18	9,219	4	No
SYR1771	Hillview Ave	South	May	59.75	0.06	3,316	4	No
SYR871	Croly St	E. Fayette	E. Genesee	59.65	0.23	12,075	4	No
SYR119	Ash St	Prospect	Townsend	59.63	0.07	3,810	4	No
SYR881	Crouse Ave N	Hawley	Lodi	59.32	0.06	3,386	4	No
SYR3364	Taylor St E	State	Townsend	58.91	0.09	4,905	5	No
SYR2794	Raynor Ave E	Fineview	Henry	58.90	0.06	3,078	4	No
SYR3219	Standart St	Fineview	Stadium Pl.	58.90	0.13	7,036	4	No
SYR1548	Grant Blvd	Danforth	Court	58.52	0.10	5,037	4	Yes
SYR3230	State St N	Union Ave.	Laurel	57.99	0.17	8,992	5	Yes
SYR2501	Niagara St	Seymour	Shonnard	57.95	0.06	3,259	4	No
SYR2661	Oxford St	Cortland	dead end	57.87	0.10	5,502	5	No
SYR2576	Oneida St	King	Tallman	57.86	0.10	5,445	5	No
SYR3066	Seneca St	W. Fayette	Marcellus	57.47	0.07	3,666	4	No
SYR2960	Salina St S	W. Florence	W. Glen	57.47	0.11	5,766	5	Yes
SYR3604	Walrath Rd	S. Salina	Churchill	57.44	0.11	5,979	4	No
SYR3748	Wilkinson St	Van Rennselaer	N. Geddes	57.44	0.23	11,967	4	No

City of Syracuse Pavement Prioritization, 2023

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR366	Brighton Ave W	Midland	Hope	57.20	0.09	4,553	5	Yes
SYR1981	Kirk Park Dr	W. Colvin	Crehange	57.17	0.08	4,410	4	No
SYR7783	Kirk Park Dr	Elmhurst	Brighton	57.17	0.11	5,962	4	No
SYR1996	Kirkwood Pl	W. Colvin	dead end	57.17	0.10	5,183	4	No
SYR1023	Dudley St	Delaware	Fitch	57.13	0.06	3,278	5	No
SYR1027	Dudley St	Onondaga	Bellevue	57.11	0.07	3,932	4	No
SYR8002	Seymour St	West Onondaga	West Street	56.93	0.15	8,049	5	Yes
SYR2446	Montgomery St	Taylor	Burt	56.82	0.07	3,935	5	No
SYR3160	South Ave	Elmhurst	Marguerite	56.65	0.06	2,984	5	Yes
SYR1183	Fabius St	Wyoming	Niagara	56.44	0.08	4,166	4	No
SYR1184	Fabius St	Niagara	Tioga	56.44	0.09	4,660	4	No
SYR3452	Tully St	Wyoming	Tioga	56.44	0.17	8,819	4	No
SYR8055	Plum St	Erie	Wilkinson	56.38	0.05	2,617	4	No
SYR1736	Highland St	James	Willow	55.85	0.07	3,481	4	No
SYR2793	Raynor Ave E	Oakwood	McBride	55.79	0.09	4,751	5	No
SYR2047	Laurel St	Lodi	Alvord	55.73	0.17	9,099	3	No
SYR1079	Elmhurst Ave W	Bishop	South Av	55.58	0.07	3,624	5	No
SYR1772	Hillview Ave	May	Craddock	55.57	0.10	5,193	4	No
SYR1773	Hillview Ave	Craddock	Summitt	55.57	0.14	7,624	4	No
SYR2785	Randall Ave	Elmhurst	Colvin	55.57	0.15	8,147	4	No
SYR2963	Salina St S	Minerva	Seeley Ave	55.39	0.06	3,386	5	Yes
SYR2961	Salina St S	W. Glen	Clarence	55.38	0.09	4,962	5	Yes
SYR3536	Van Rensselaer St	Erie Blvd.	Wilkinson	55.33	0.15	8,011	5	No
SYR494	C-D Rd	Adams	Harrison	55.30	0.11	5,695	5	No
SYR2193	Madison St	Almond	Irving	55.29	0.22	11,793	4	No
SYR7757	Elizabeth Blackwell St	Harrison	Adams	55.28	0.11	5,666	4	No
SYR880	Crouse Ave N	Burnet	Hawley	55.16	0.07	3,869	4	No
SYR367	Brighton Ave W	Hope	Hatch	55.10	0.07	3,817	5	Yes
SYR3144	South Ave	Onondaga	White	55.05	0.15	7,865	6	Yes
SYR1286	Fitch St	W. Onondaga	Dudley	55.04	0.20	10,447	5	No
SYR3730	White St	South	Rich	55.02	0.14	7,611	5	No
SYR3766	Williston Ave	dead end	Butternut	54.99	0.06	2,934	4	No
SYR3823	Wolf St	Fourth North	Willumae	54.91	0.09	4,985	4	Yes
SYR1722	Hickory St	Pearl	State	54.85	0.04	2,323	5	No
SYR3396	Temple St	King	Midland	54.81	0.10	5,259	5	No
SYR2300	McBride St S	Rose	Raynor	54.74	0.07	3,884	5	No
SYR2306	McKinley Ave	S. Salina	S. State	54.57	0.10	5,479	5	No
SYR2962	Salina St S	Clarence	Minerva	54.35	0.08	4,421	5	Yes
SYR1431	Genesee St W	Eureka	Dewey	54.33	0.19	9,910	5	Yes
SYR251	Beech St N	Burnet	Hawley	53.87	0.19	9,874	4	No
SYR8046	Belden Ave E	Pearl	North State	53.81	0.04	2,227	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR2500	Niagara St	Gifford	Seymour	53.78	0.06	3,294	5	No
SYR580	Castle St W	Cortland	Midland	53.71	0.05	2,567	5	No
SYR2802	Renwick Ave	Taylor	Jackson	53.68	0.09	4,848	5	No
SYR3212	Stadium Pl	Raynor	Standart	53.68	0.06	3,343	5	No
SYR3005	Schneider St	Butternut	Seward	53.66	0.12	6,268	4	No
SYR3776	Willow St E	Lodi	Highland	53.63	0.13	6,872	4	No
SYR3837	Woodruff Ave	Mertens	Grant Blvd.	53.55	0.09	4,661	4	No
SYR1064	Elk St	S. Salina	S. State	53.52	0.10	5,381	5	No
SYR2280	Mcallister Ave	S. Salina	S. State	53.52	0.10	5,479	5	No
SYR1262	Fillmore Ave	S. Salina	Churchill	53.26	0.13	6,727	5	No
SYR3605	Walrath Rd	Churchill	Menlo	53.26	0.10	5,053	4	No
SYR555	Carbon St	Oberst	John	52.96	0.17	9,141	5	No
SYR3819	Wolf St	Spring	First North	52.84	0.09	4,874	4	Yes
SYR217	Bear St E	N. Salina	Park	52.81	0.09	4,763	4	No
SYR2289	McBride St N	Laurel	Butternut	52.80	0.10	5,135	5	No
SYR592	Catherine St	Willow	Hickory	52.77	0.06	3,297	5	No
SYR2646	Oswego St	Gifford	Seymour	52.75	0.06	3,279	6	No
SYR1733	Highland Ave	Graves	Oak	52.75	0.13	6,599	4	No
SYR1732	Highland Ave	Highland St.	Graves	52.74	0.13	6,698	4	No
SYR1448	Gifford St	S. Clinton	Granger	52.73	0.15	7,650	5	Yes
SYR2285	McBride St N	James	Willow	52.72	0.07	3,476	5	No
SYR1683	Henry St	Raynor	Standart	52.65	0.06	3,314	5	No
SYR1141	Erie Blvd W	Emerson	Willis	52.59	0.10	5,116	4	Yes
SYR3836	Woodruff Ave	Scoville	Mertens	52.50	0.12	6,341	4	No
SYR2307	McKinley Ave	S. State	dead end	52.47	0.09	4,957	5	No
SYR2911	Salina St N	Kirkpatrick	Danforth	52.39	0.11	5,528	5	Yes
SYR118	Ash St	N. State/Rte.81	Prospect	52.34	0.07	3,848	4	No
SYR120	Ash St	Townsend	McBride	52.34	0.07	3,558	4	No
SYR8032	Gebhardt Ave	Catabwa	East Division	52.34	0.10	5,150	4	No
SYR3425	Townsend Pl	Ash	Butternut	52.34	0.10	5,160	3	No
SYR3152	South Ave	Cortland	Kennedy	52.34	0.04	1,994	5	Yes
SYR1452	Gifford St	Oswego	Ontario	52.30	0.18	9,488	5	No
SYR2019	Lakeview Ave	Liberty	Richmond	52.22	0.19	10,128	4	No
SYR8026	Leavenworth Ave	Tracy	Erie	52.21	0.04	2,007	5	No
SYR2253	Marshall St	Comstock	Ostrom	52.17	0.08	4,335	4	No
SYR3504	University Pl	Comstock	Ostrom	52.17	0.08	4,331	4	No
SYR576	Castle St E	Oakwood	Leon	52.16	0.07	3,684	5	Yes
SYR960	Delaware St	Geddes	Grand	52.16	0.07	3,570	5	Yes
SYR2545	Oak St	Hawley	Gertrude	52.03	0.07	3,794	4	Yes
SYR1646	Hawley Ave	N. Crouse	Lodi	52.02	0.08	4,289	4	No
SYR1563	Green St	Hawley	Howard	52.01	0.13	6,867	4	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR1105	Erie Blvd E	Salina	Warren	51.96	0.07	3,771	4	No
SYR2191	Madison St	Onondaga/Warren	Montgomery	51.94	0.10	5,325	4	No
SYR2763	Pond St	Park	Carbon	51.93	0.09	4,597	5	Yes
SYR2607	Onondaga St W	Delaware	Malcom	51.90	0.11	5,522	5	Yes
SYR2608	Onondaga St W	Malcom	Putnam	51.90	0.04	2,253	5	Yes
SYR3432	Townsend St N	Laurel	Butternut	51.78	0.10	5,121	6	No
SYR8039	Exchnage Pl	North Salina	Park Street	51.76	0.09	4,813	3	No
SYR2548	Oak St	James	Highland Ave	51.74	0.13	6,757	5	Yes
SYR3652	Water St E	S. Crouse	University	51.71	0.11	5,908	4	No
SYR128	Ashworth Pl	University Av.	Walnut	51.71	0.11	5,920	4	No
SYR2341	Merriman Ave	Kellogg	Oswego	51.70	0.10	5,507	5	No
SYR2488	New St	Linden	S. State	51.63	0.11	5,596	6	No
SYR3368	Taylor St W	S. Salina	S. Clinton	51.62	0.07	3,580	6	No
SYR2791	Raynor Ave E	Montgomery	State	51.61	0.07	3,553	6	No
SYR1013	Douglas St	Lodi	Rosewood	51.56	0.08	4,332	3	No
SYR1738	Highland St	Highland Av.	Douglas	51.55	0.08	4,241	3	No
SYR1244	Fayette St W	W. Genesee	School	51.53	0.13	6,740	5	No
SYR744	Colvin St W	Onon. Crk. Blvd.	Hunt	51.42	0.05	2,778	5	Yes
SYR3456	Turtle St	Sunset	Lodi	51.31	0.06	3,011	4	No
SYR3457	Turtle St	Lodi	N. Salina	51.31	0.09	4,742	4	No
SYR3490	Union Pl	Lodi	Lilac	51.31	0.04	2,360	4	No
SYR8052	Liberty St	West Genesee	West Belden	51.19	0.08	4,332	5	No
SYR2747	Plum St	Genesee	Belden	51.17	0.08	4,268	5	No
SYR2544	Oak St	Lodi	Hawley	50.99	0.21	11,155	5	Yes
SYR7791	Onondaga Creek Blvd	Berger	W. Matson	50.92	0.05	2,721	5	No
SYR2764	Pond St	Carbon	Spring	50.88	0.09	4,663	5	Yes
SYR558	Carbon St	Curtis	Pond	50.86	0.11	5,572	5	No
SYR2208	Malcolm St	W. Onondaga	dead end	50.86	0.08	4,439	5	No
SYR562	Carbon St	Court	Turtle	50.75	0.09	4,757	4	No
SYR3821	Wolf St	Second North	Grant Blvd.	50.75	0.09	4,984	5	Yes
SYR3822	Wolf St	Grant Blvd.	Fourth North	50.75	0.09	4,974	5	Yes
SYR1709	Hiawatha Blvd E	Fourth North	Sixth North	50.74	0.19	10,042	5	Yes
SYR3655	Water St E	Pine	Erie Blvd.	50.68	0.11	5,608	4	No
SYR538	Canal St	Lodi	Beech	50.68	0.16	8,152	4	No
SYR3650	Water St E	Almond	Forman	50.67	0.11	5,921	4	No
SYR756	Comstock Ave	E. Genesee	Madison	50.67	0.11	5,988	4	Yes
SYR1682	Henry St	Van Buren	Raynor	50.59	0.12	6,465	6	No
SYR3213	Stadium Pl	Standart	Oakland	50.57	0.06	3,356	5	No
SYR1912	Jasper St	Oak	dead end	50.53	0.07	3,686	4	No
SYR7825	Genesee St W	Fayette	Lowell	50.52	0.08	4,364	5	Yes
SYR1744	Highland St	Carbon	Knaul	50.42	0.17	8,819	4	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR1745	Highland St	Knaul	Hartley	50.42	0.15	7,649	4	No
SYR3835	Woodruff Ave	Elsner	Scoville	50.42	0.06	3,244	4	No
SYR543	Cannon St	W. Colvin	Fage	50.39	0.08	4,073	5	No
SYR544	Cannon St	Fage	Fernwood	50.39	0.06	2,966	5	No
SYR1065	Elk St	S. State	Dougall	50.39	0.12	6,535	5	No
SYR2034	Landon Ave	McLennan	Borden	50.39	0.06	3,284	5	No
SYR2035	Landon Ave	Borden	Beard	50.39	0.06	3,293	5	No
SYR8063	Mark Ave	West Colvin	Wood	50.39	0.05	2,791	5	No
SYR2585	Onondaga Creek Blvd	South Ave	Hunt	50.37	0.24	12,550	5	No
SYR2702	Parkside Ave	Onondaga Av	dead end	50.37	0.21	11,131	5	No
SYR915	Dakin St	Westmoreland	Croly	50.28	0.11	5,577	5	No
SYR3153	South Ave	Kennedy	Kirk	50.26	0.03	1,836	5	Yes
SYR2364	Midland Ave	Blaine	Castle	50.25	0.11	6,000	5	Yes
SYR2225	Marcellus St	Tioga	Oswego	50.19	0.09	4,637	5	No
SYR2226	Marcellus St	Oswego	Seneca	50.19	0.09	4,601	5	No
SYR2227	Marcellus St	Seneca	Ontario	50.19	0.09	4,590	5	No
SYR2228	Marcellus St	Ontario	Geddes	50.19	0.13	7,059	5	No
SYR3453	Tully St	Tioga	Oswego	50.19	0.09	4,636	5	No
SYR2769	Pond St	Warham	Grant Blvd	50.16	0.06	3,152	5	Yes
SYR1425	Genesee St W	Plum	Leavenworth	50.15	0.15	8,030	5	Yes
SYR1426	Genesee St W	Leavenworth	Van Rennselaer	50.15	0.15	7,980	5	Yes
SYR1427	Genesee St W	Van Rennselaer	Sand	50.15	0.08	4,425	5	Yes
SYR3749	Wilkinson St	N. Geddes	dead end	50.15	0.09	4,497	5	No
SYR294	Bennington Dr	S. Salina	Churchill	50.14	0.10	5,182	5	No
SYR2270	Matson Ave E	S. Salina	dead end	50.14	0.12	6,169	5	No
SYR3000	Sand St	W. Genesee	Belden/690	50.13	0.09	4,937	5	No
SYR2746	Plum St	Park	Genesee	50.13	0.10	5,327	5	No
SYR2672	Park Ave	West	Plum	50.12	0.07	3,576	5	No
SYR2075	Leon St	Castle	Kennedy	50.05	0.17	9,103	5	No
SYR1649	Hawley Ave	Delhi	Elm	49.93	0.09	4,514	4	No
SYR1647	Hawley Ave	Lodi	Oak	49.93	0.13	6,930	3	Yes
SYR1564	Green St	Howard	Lodi	49.93	0.10	5,308	4	No
SYR2377	Midland Ave	Forest	Brighton	49.91	0.07	3,564	6	Yes
SYR1923	John St	Park	Carbon	49.83	0.09	4,639	5	No
SYR3356	Tallman St	Midland	Lincoln	49.80	0.06	3,283	6	Yes
SYR1219	Fayette St E	Allen	Westmoreland	49.75	0.12	6,279	5	Yes
SYR433	Burnet Ave	Vine	Sherwood	49.72	0.06	2,922	4	Yes
SYR3825	Wolf St	Sixth North	Seventh North	49.71	0.10	5,303	5	Yes
SYR2845	Robinson St	Vine	Winton	49.71	0.06	3,299	4	No
SYR2846	Robinson St	Winton	Teall	49.71	0.11	5,951	4	No
SYR593	Catherine St	Hickory	Laurel	49.66	0.16	8,529	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2022 Rating	FAE
SYR129	Ashworth Pl	Walnut	Pine	49.63	0.12	6,092	4	No
SYR1813	Howard St	Green	Wayne	49.62	0.06	3,325	4	No
SYR1014	Douglas St	Rosewood	Highland	49.48	0.10	5,240	4	No
SYR1016	Douglas St	Graves	Oak	49.48	0.17	9,011	3	No
SYR3162	South Ave	W. Brighton	Valley Dr.	49.40	0.06	3,226	5	Yes
SYR2584	Onondaga Ave	Parkside	South	49.36	0.09	4,948	6	Yes
SYR2049	Lea La	Swansea/C.L.	Village Dr.	49.33	0.09	4,571	4	No

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

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Rose Ave	Local Applicable Segment	See Map	65.15	4.00	0.09
Linden St	Local Applicable Segment	See Map	59.96	5.00	0.12
Van Buren St	Local Applicable Segment	See Map	59.94	5.00	0.09
McBride St S	Local Applicable Segment	See Map	59.80	5.00	0.49
Fage Ave	Local Applicable Segment	See Map	59.77	4.00	0.18
Standart St	Local Applicable Segment	See Map	58.90	4.00	0.13
Oxford St	Local Applicable Segment	See Map	57.87	5.00	0.10
Brighton Avenue W	Hope	Midland	57.20	5.00	0.09
Kirkwood Pl	Local Applicable Segment	See Map	57.17	4.00	0.10
Hillview Ave	Local Applicable Segment	See Map	56.43	4.00	0.31
Stadium Pl	Local Applicable Segment	See Map	55.94	4.51	0.25
Randall Ave	Local Applicable Segment	See Map	55.57	4.00	0.15
New St	Local Applicable Segment	See Map	55.56	5.69	0.16
Walrath Rd	Local Applicable Segment	See Map	55.53	4.00	0.21
C-D Rd	Local Applicable Segment	See Map	55.30	5.00	0.11
Elizabeth Blackwell St	Local Applicable Segment	See Map	55.28	4.00	0.11
White St	Local Applicable Segment	See Map	55.02	5.00	0.14
Williston Ave	Local Applicable Segment	See Map	54.99	4.00	0.06
Walton St	Local Applicable Segment	See Map	54.88	4.39	0.26
Croly St	Local Applicable Segment	See Map	54.51	4.41	0.39
Belden Ave E	Local Applicable Segment	See Map	53.81	5.00	0.04
Schneider St	Local Applicable Segment	See Map	53.66	4.00	0.12
McKinley Ave	Local Applicable Segment	See Map	53.57	5.00	0.20
Gebhardt Ave	Local Applicable Segment	See Map	52.34	4.00	0.10
Townsend Pl	Local Applicable Segment	See Map	52.34	3.00	0.10

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
South Avenue	Kennedy (NYS 175)	Cortland	52.34	5.00	0.04
University Pl	Local Applicable Segment	See Map	52.17	4.00	0.08
Wilbur Avenue S	Geddes	Grand	52.16	5.00	0.07
Elk St	Local Applicable Segment	See Map	51.80	5.00	0.23
Exchnage Pl	Local Applicable Segment	See Map	51.76	3.00	0.09
Henry St	Local Applicable Segment	See Map	51.28	5.66	0.19
Malcolm St	Local Applicable Segment	See Map	50.86	5.00	0.08
Fillmore Ave	Local Applicable Segment	See Map	50.83	5.00	0.26
Wolf Street	Grant	7th North	50.73	4.75	0.39
Renwick Ave	Local Applicable Segment	See Map	50.71	5.48	0.18
Ashworth Pl	Local Applicable Segment	See Map	50.65	4.00	0.23
Gifford Street	West	Clinton	50.61	5.00	0.23
Highland Ave	Local Applicable Segment	See Map	50.51	4.43	0.44
Parkside Ave	Local Applicable Segment	See Map	50.37	5.00	0.21
Matson Ave E	Local Applicable Segment	See Map	50.14	5.00	0.12
Leon St	Local Applicable Segment	See Map	50.05	5.00	0.17
Hawley Avenue	Lodi	Oak	49.93	3.00	0.13
Lea La	Local Applicable Segment	See Map	49.33	4.00	0.09
Eloise Ter	Local Applicable Segment	See Map	49.32	5.00	0.09
Temple Pl	Local Applicable Segment	See Map	49.32	5.00	0.14
Landon Ave	Local Applicable Segment	See Map	48.86	5.00	0.27
Bennington Dr	Local Applicable Segment	See Map	48.81	5.00	0.17
Carbon St	Local Applicable Segment	See Map	48.66	4.83	1.25
Green St	Local Applicable Segment	See Map	48.53	4.56	0.52
Union Pl	Local Applicable Segment	See Map	48.39	4.33	0.18
Marcellus St	Local Applicable Segment	See Map	48.32	5.30	0.57
Montgomery St	Local Applicable Segment	See Map	48.28	5.41	0.45
Oak Street	Burnet	James (NYS 290)	48.16	5.07	0.50
Grace St	Local Applicable Segment	See Map	47.71	6.00	0.32
Mcallister Ave	Local Applicable Segment	See Map	47.58	3.64	0.14

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Menlo Dr	Local Applicable Segment	See Map	47.54	5.00	0.16
Tracy St	Local Applicable Segment	See Map	47.42	5.53	0.31
Pond Street	Park	Grant	47.38	5.23	0.58
Coolidge Ave	Local Applicable Segment	See Map	47.33	5.00	0.38
Mark Ave	Local Applicable Segment	See Map	47.26	5.50	0.11
Westcott Street	Genesee (NYS 92)	Fayette	47.23	5.00	0.19
McBride St N	Local Applicable Segment	See Map	46.88	5.38	0.73
Lorraine Ave S	Local Applicable Segment	See Map	46.48	4.24	0.27
Oakland St	Local Applicable Segment	See Map	46.40	6.00	0.14
Robinson St	Local Applicable Segment	See Map	46.19	4.27	0.48
Lodi Street	State	Court (NYS 298)	46.13	5.00	0.09
Lemoyne Ave Service Road	Local Applicable Segment	See Map	45.82	4.00	0.05
Fayette St W	Local Applicable Segment	See Map	45.79	5.61	0.33
Oak Pl	Local Applicable Segment	See Map	45.76	5.00	0.06
Lodi Street	Court (NYS 298)	Bear	45.61	5.00	0.18
Townsend Street N	Burnet	James (NYS 290)	45.48	6.00	0.10
Milton Ave Extension	Local Applicable Segment	See Map	45.29	5.00	0.04
Glass Ter	Local Applicable Segment	See Map	45.19	6.00	0.04
Jasper St	Local Applicable Segment	See Map	44.92	4.80	0.36
Hiawatha Boulevard E	Grant	7th North	44.89	5.00	0.41
Cedar St	Local Applicable Segment	See Map	44.86	6.00	0.23
Glahn Ave	Local Applicable Segment	See Map	44.67	6.00	0.10
Wiman Ave	Local Applicable Segment	See Map	44.67	6.00	0.21
Eureka St	Local Applicable Segment	See Map	44.45	5.49	0.15
Plum St	Local Applicable Segment	See Map	44.44	5.07	0.47
Raynor Ave E	Local Applicable Segment	See Map	44.42	5.79	0.39
McBride Street N	Burnet	James (NYS 290)	44.30	5.00	0.15
Harbor St	Local Applicable Segment	See Map	44.24	5.00	0.12
Garfield Pl	Local Applicable Segment	See Map	44.14	6.00	0.05
Apple St	Local Applicable Segment	See Map	44.13	5.26	0.20

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Dickerson St	Local Applicable Segment	See Map	43.94	6.00	0.16
Erie Boulevard West	Hiawatha	Genesee (NYS 5)	43.91	6.00	0.28
Comstock Avenue	Adams	Harrison	43.84	5.00	0.11
Park Street	Oak	DeWitt	43.73	5.00	0.12
Onondaga Street E	Jefferson	State (US 11)	43.65	5.00	0.09
Marshall St	Local Applicable Segment	See Map	43.46	3.42	0.40
Park Street	Hiawatha	Wolf (US 11)	43.44	6.00	0.09
Milton Avenue	Willis	City Line	43.02	5.60	0.14
Genesee Street W	Geddes	West	42.97	5.13	0.60
Court Ter	Local Applicable Segment	See Map	42.88	6.00	0.18
Midler Avenue S	Burnet	James (NYS 290)	42.82	5.00	0.72
Kirk Park Dr	Local Applicable Segment	See Map	42.53	4.94	0.39
Euclid Ter	Local Applicable Segment	See Map	42.40	4.00	0.11
Redfield Pl	Local Applicable Segment	See Map	42.40	4.00	0.15
Dudley St	Local Applicable Segment	See Map	41.60	5.49	0.29
Sherwood Ave	Local Applicable Segment	See Map	41.56	5.00	0.32
Catabwa Street	Salina (US 11)	Lodi	41.53	5.40	0.12
Harold St	Local Applicable Segment	See Map	40.97	4.00	0.18
Huron St	Local Applicable Segment	See Map	40.86	6.00	0.12
Franklin Street S	Jefferson	Fayette	40.73	5.00	0.08
Comstock Avenue	Waverly	Adams	40.68	5.51	0.15
Erie Boulevard West	Franklin	Clinton	40.52	5.00	0.10
Seward St	Local Applicable Segment	See Map	40.43	5.56	0.23
Avery Avenue	Salisbury	Genesee (NYS 5)	40.42	4.64	0.59
Genesee Street W	City Line	Erie	40.08	5.70	0.74
Hartley St	Local Applicable Segment	See Map	40.00	6.00	0.07
Village Dr	Local Applicable Segment	See Map	39.95	6.00	0.40
Wolf Street	Park	Grant	39.68	5.59	0.47
Fitch St	Local Applicable Segment	See Map	39.65	5.03	0.67
Henderson St	Local Applicable Segment	See Map	39.51	6.00	0.08
Temple St	Local Applicable Segment	See Map	39.11	6.36	0.27
Water St W	Local Applicable Segment	See Map	38.94	4.00	0.34
State Street N	Willow	Salina	38.85	6.35	0.34

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Lawrence St	Local Applicable Segment	See Map	38.70	6.00	0.19
Sedgwick Rd	Local Applicable Segment	See Map	38.63	4.00	0.10
Oak Street	James (NYS 290)	Grant	38.35	5.64	0.93
Willow St W	Local Applicable Segment	See Map	38.18	6.00	0.13
Greenland Dr	Local Applicable Segment	See Map	37.85	5.00	0.19
State Street N	Sunset	Lodi	37.79	6.00	0.13
Willis Avenue	Milton	City Line	37.50	6.00	0.33
Harrison Pl	Local Applicable Segment	See Map	37.36	6.00	0.11
Wilkinson St	Local Applicable Segment	See Map	37.33	5.54	0.60
Westcott Street	Euclid	Clarke	37.24	6.00	0.12
Jasper Pl	Local Applicable Segment	See Map	36.98	6.00	0.09
Hawley Ave	Local Applicable Segment	See Map	36.91	5.52	1.26
Worden Ave	Local Applicable Segment	See Map	36.82	5.00	0.13
Douglas St	Local Applicable Segment	See Map	36.71	4.27	0.48
Water St E	Local Applicable Segment	See Map	36.68	3.50	0.81
Hood Ave	Local Applicable Segment	See Map	36.43	5.00	0.42
Franklin Street N	Erie	Genesee (NYS 5)	36.33	6.00	0.07
Old Colvin St	Local Applicable Segment	See Map	35.96	6.00	0.12
Roosevelt Ave	Local Applicable Segment	See Map	35.80	5.00	0.44
Strathmore Park Dr	Local Applicable Segment	See Map	35.77	5.00	0.08
Grandview Ave	Local Applicable Segment	See Map	35.75	5.00	0.07
Greenwood Pl	Local Applicable Segment	See Map	35.71	5.23	0.32
Dorchester Ave	Local Applicable Segment	See Map	35.62	5.00	0.36
Fayette Street W	Genesee (NYS 5)	Ulster	35.60	5.00	0.20
Cannon St	Local Applicable Segment	See Map	35.58	6.00	0.76
Genesee Street W	Erie	Geddes	35.43	6.27	0.60
Townsend Street S	Harrison	Genesee (NYS 92)	35.31	6.00	0.26
Ash St	Local Applicable Segment	See Map	34.86	6.21	0.42
Pershing Ave	Local Applicable Segment	See Map	34.72	5.00	0.08
Dorset Rd	Local Applicable Segment	See Map	34.66	5.00	0.17
Peck Ave	Local Applicable Segment	See Map	34.46	5.00	0.26

City of Syracuse Pavement Prioritization, 2023

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Beech St N	Local Applicable Segment	See Map	34.43	5.92	0.35
Harborside Drive	Destiny USA Drive	Park Street (NYS 370)	34.40	5.00	0.10
Paul Ave	Local Applicable Segment	See Map	34.30	5.00	0.33
Hampton Rd	Local Applicable Segment	See Map	34.29	5.00	0.23
Mildred Ave	Local Applicable Segment	See Map	33.99	5.00	0.39
Highland St	Local Applicable Segment	See Map	33.95	4.75	1.01
Hatherly Rd	Local Applicable Segment	See Map	33.88	4.69	0.24
Beard Pl	Local Applicable Segment	See Map	33.72	0.00	0.10
Kirkpatrick St E	Local Applicable Segment	See Map	33.64	6.52	1.00
Cortland Avenue	Castle [MLK]	Salina	33.59	4.58	0.44
Crouse Ave N	Local Applicable Segment	See Map	33.03	5.26	0.24
Woodruff Ave	Local Applicable Segment	See Map	32.94	6.23	0.43
Mary St	Local Applicable Segment	See Map	32.55	6.29	0.31
Hiawatha Boulevard W	Erie	I-690 Ramp	32.34	6.00	0.14
Milton Avenue	Genesee (NYS 5)	Willis	32.31	5.94	0.64
Tully St	Local Applicable Segment	See Map	32.19	5.43	0.43
Castle [MLK] Street E	State	Renwick	32.15	6.05	0.25
Alliance Bank Pkwy	Local Applicable Segment	See Map	32.09	5.00	0.37
Clairmonte Ave	Local Applicable Segment	See Map	32.04	5.26	0.35
Arlington Ave	Local Applicable Segment	See Map	32.01	5.26	0.26
Ramsey Ave	Local Applicable Segment	See Map	31.94	5.00	0.14
Syracuse Street	Ultser	Fayette	31.84	5.00	0.26
Lemoyne Avenue	7th North	City Line	31.68	5.26	0.45
Tex Simone Dr	Local Applicable Segment	See Map	31.54	5.00	0.31
Barker Ave	Local Applicable Segment	See Map	31.30	5.72	0.11
Plum Street	Evans	Franklin	31.29	5.00	0.06
Greenway Ave	Local Applicable Segment	See Map	30.61	5.24	0.17
Dale St	Local Applicable Segment	See Map	30.56	6.00	0.30
Howard St	Local Applicable Segment	See Map	30.24	5.42	0.22
Genesee St E	Local Applicable Segment	See Map	30.08	0.00	0.06

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Palmer Ave	Local Applicable Segment	See Map	29.94	6.30	0.39
Comstock Avenue	Harrison	Genesee (NYS 92)	29.78	5.65	0.19
Elmhurst Ave W	Local Applicable Segment	See Map	29.72	5.27	0.21
Harding St	Local Applicable Segment	See Map	29.62	6.00	0.28
Pond Street	Lodi	Park	29.53	6.28	0.20
J. Stanley Coyne Cir	Local Applicable Segment	See Map	29.40	0.00	0.02
Townsend St N	Local Applicable Segment	See Map	29.30	6.49	0.78
Alanson Rd	Local Applicable Segment	See Map	28.80	5.29	0.52
Ostrom Ave	Local Applicable Segment	See Map	28.62	6.46	0.83
Elliot St	Local Applicable Segment	See Map	28.61	5.91	0.42
Kensington Rd	Local Applicable Segment	See Map	28.57	5.93	0.42
Onondaga Ter	Local Applicable Segment	See Map	28.47	6.00	0.16
Court Street	Genant	Sunset	28.41	0.00	0.07
Circle Rd	Local Applicable Segment	See Map	28.41	6.00	0.25
Tennyson Ave	Local Applicable Segment	See Map	28.28	5.60	0.57
Destiny USA Drive	Service Road Ramp	Harborside	28.14	6.00	0.36
Genesee Street E	Irving	Teall	27.88	6.39	0.85
Burnet Avenue	Lodi	Teall	27.71	6.49	0.57
Columbus Avenue	Genesee (NYS 92)	Erie	27.44	6.94	0.22
Scottholm Blvd	Local Applicable Segment	See Map	27.21	5.82	0.36
Milton Avenue	Tompkins	Genesee (NYS 5)	27.06	5.95	0.42
Burnet Avenue	Midler (NYS 598)	City Line (Thompson)	27.03	5.76	0.95
Wadsworth Street	Grant	Court (NYS 298)	27.03	5.51	0.63
Onondaga St E	Local Applicable Segment	See Map	26.89	6.31	0.24
Maple St	Local Applicable Segment	See Map	26.61	6.13	0.26
Helen St	Local Applicable Segment	See Map	26.60	6.59	0.63
Otisco St	Local Applicable Segment	See Map	26.37	6.13	0.59
Richmond Ave	Local Applicable Segment	See Map	26.33	6.79	0.58
Salina Street N	Kirkpatrick	Court (NYS 298)	26.16	7.00	0.21
Lakeview Ave	Local Applicable Segment	See Map	26.13	5.97	0.38
Chatham Rd	Local Applicable Segment	See Map	26.13	6.00	0.17

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Marquette St	Local Applicable Segment	See Map	26.07	6.00	0.09
Jefferson Street W	Clinton	Salina	25.97	0.00	0.07
Oakwood Ave	Local Applicable Segment	See Map	25.97	7.11	0.65
Beacon Rd	Local Applicable Segment	See Map	25.94	6.25	0.18
Sackett St	Local Applicable Segment	See Map	25.90	6.36	0.21
Erie Blvd E	Local Applicable Segment	See Map	25.86	4.00	0.14
Cherry St	Local Applicable Segment	See Map	25.76	6.74	0.30
Lemoyne Ave	Local Applicable Segment	See Map	25.72	5.97	0.93
Gertrude St	Local Applicable Segment	See Map	25.54	6.05	0.36
Fabius St	Local Applicable Segment	See Map	25.46	4.66	0.37
Liberty St	Local Applicable Segment	See Map	25.08	6.46	0.58
Onondaga Creek Blvd	Local Applicable Segment	See Map	25.02	7.29	1.18
Taft Ave	Local Applicable Segment	See Map	24.93	5.42	0.22
Pine St	Local Applicable Segment	See Map	24.84	6.36	0.25
Clarke St	Local Applicable Segment	See Map	24.74	5.82	0.19
Geddes Street N	Genesee (NYS 5)	Pulaski	24.59	6.62	0.29
Boyden St	Local Applicable Segment	See Map	24.50	6.80	0.52
Castle [MLK] Street W	Cortland	Salina (US 11)	24.32	6.43	0.23
Lincoln Ave	Local Applicable Segment	See Map	24.21	5.69	0.40
Bishop Ave	Local Applicable Segment	See Map	24.16	6.44	0.28
Isabella St	Local Applicable Segment	See Map	23.94	5.98	0.15
Lexington Ave	Local Applicable Segment	See Map	23.06	6.22	0.55
Catherine St	Local Applicable Segment	See Map	22.91	7.19	0.69
Graves St	Local Applicable Segment	See Map	22.75	6.13	0.28
Carlton Rd	Local Applicable Segment	See Map	22.67	6.00	0.40
Fordham Rd	Local Applicable Segment	See Map	22.50	5.00	0.16
Van Rensselaer St	Local Applicable Segment	See Map	22.49	6.46	1.23
John St	Local Applicable Segment	See Map	22.35	4.83	0.57
Castle St W	Local Applicable Segment	See Map	22.33	6.36	0.35

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Berkshire Ave	Local Applicable Segment	See Map	21.98	6.78	0.32
Emerson Ave	Local Applicable Segment	See Map	21.96	6.27	1.18
Beech St S	Local Applicable Segment	See Map	21.92	6.36	0.90
Niagara St	Local Applicable Segment	See Map	21.74	5.02	0.32
Lowell Ave N	Local Applicable Segment	See Map	21.71	5.44	0.54
Alvord St S	Local Applicable Segment	See Map	21.60	6.63	0.38
Robin Croft Rd	Local Applicable Segment	See Map	21.57	0.00	0.05
Harvard Pl	Local Applicable Segment	See Map	20.61	5.77	0.26
Tompkins St	Local Applicable Segment	See Map	20.23	6.00	0.34
Spring St	Local Applicable Segment	See Map	20.21	7.27	1.22
Lodi Street	Butternut	Kirkpatrick	20.15	6.46	0.60
Townsend Street S	Fayette	Erie (NYS 5)	20.06	4.59	0.15
Vine St	Local Applicable Segment	See Map	19.87	6.63	0.49
Wall St	Local Applicable Segment	See Map	19.83	6.50	0.25
Bradford Pkwy	Local Applicable Segment	See Map	19.62	5.32	0.80
Morton St	Local Applicable Segment	See Map	19.47	6.00	0.11
Colvin Street E	State	Comstock	19.35	7.55	0.78
Laurel St	Local Applicable Segment	See Map	19.32	6.91	0.50
Seneca St	Local Applicable Segment	See Map	19.31	5.33	0.21
Sabine St	Local Applicable Segment	See Map	19.26	6.57	0.28
Sunset Avenue	State	Court	19.12	7.02	0.16
Sedgwick St	Local Applicable Segment	See Map	19.11	6.46	0.25
Fayette Street E	Almond	Columbus	19.01	6.23	1.05
Sand St	Local Applicable Segment	See Map	18.89	6.82	0.33
Seeley Road	Salt Springs	Erie (NYS 5)	18.82	7.05	0.50
Brighton Avenue W	South (NYS 175)	Hope	18.74	7.76	0.50
Second North St	Local Applicable Segment	See Map	18.69	6.53	0.69
Rigi Ave	Local Applicable Segment	See Map	18.67	5.00	0.33
Court Street	Grant	City Line	18.57	6.94	0.91
Mather St	Local Applicable Segment	See Map	18.56	4.46	0.38
Sumner Ave	Local Applicable Segment	See Map	18.42	5.76	0.27

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Elm St	Local Applicable Segment	See Map	18.22	6.20	0.57
Salina Street S	Seneca (NYS 173)	Calthrop (I-81 Access)	18.18	7.18	1.08
Division St E	Local Applicable Segment	See Map	18.07	8.07	0.61
Granger St	Local Applicable Segment	See Map	17.96	6.10	0.18
Ontario St	Local Applicable Segment	See Map	17.93	6.83	0.17
LaForte Ave	Local Applicable Segment	See Map	17.73	6.48	0.15
Pulaski St	Local Applicable Segment	See Map	17.60	6.35	0.43
Hawthorne St	Local Applicable Segment	See Map	17.52	6.52	0.12
Twin Hills Dr	Local Applicable Segment	See Map	17.47	6.41	0.34
Westmoreland Ave	Local Applicable Segment	See Map	17.42	6.54	2.06
Ulster St	Local Applicable Segment	See Map	17.13	6.14	0.64
Division St W	Local Applicable Segment	See Map	16.81	6.43	0.32
Adams Street E	Almond	Irving	16.69	6.61	0.22
South Avenue	Marginal	Onondaga St	16.61	6.90	0.61
Tallman Street	Onondaga Street	Midland	16.58	7.28	0.43
Jackson St	Local Applicable Segment	See Map	16.47	4.00	0.18
Buckingham Ave	Local Applicable Segment	See Map	16.43	5.57	0.69
Malverne Dr	Local Applicable Segment	See Map	16.39	7.77	0.39
Maplehurst Ave	Local Applicable Segment	See Map	16.34	6.63	0.32
Elizabeth St	Local Applicable Segment	See Map	16.32	7.89	0.15
Rich St	Local Applicable Segment	See Map	16.21	6.77	0.62
Scottholm Ter	Local Applicable Segment	See Map	16.14	2.96	0.53
Clinton Street S	Adams	Tallman	16.12	5.19	0.44
Dakin St	Local Applicable Segment	See Map	16.10	6.34	0.33
Park Street	I-81 Ramp	City Line	15.83	6.99	0.38
Hunter Ave	Local Applicable Segment	See Map	15.56	5.53	0.09
Willis Ave	Local Applicable Segment	See Map	15.56	6.63	1.20
Prospect Ave	Local Applicable Segment	See Map	15.54	6.91	0.24
Brattle Rd	Local Applicable Segment	See Map	15.54	7.22	0.85
Madison St	Local Applicable Segment	See Map	15.33	7.21	1.15

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Melrose Ave	Local Applicable Segment	See Map	15.13	6.57	0.53
Water Street E	Warren	State (US 11)	15.06	6.57	0.17
Hickory St	Local Applicable Segment	See Map	14.85	7.44	0.48
Fobes Ave	Local Applicable Segment	See Map	14.83	5.39	0.41
Shotwell Park	Sunnycrest	James (NYS 290)	14.81	6.54	0.90
Onondaga Avenue	South	Bellevue	14.74	8.09	0.69
Kirkpatrick Street W	Geddes	Solar	14.66	6.44	0.54
Pattison St	Local Applicable Segment	See Map	14.36	7.58	0.18
Bank Alley	Local Applicable Segment	See Map	14.22	7.30	0.18
Gifford St	Local Applicable Segment	See Map	14.21	7.35	0.66
Oneida St	Local Applicable Segment	See Map	14.21	6.13	0.42
Onondaga Street W	Geddes	Tallman	14.20	6.67	0.54
Crysler St	Local Applicable Segment	See Map	14.13	0.00	0.05
Grant Boulevard	Court (NYS 298)	Butternut	14.09	7.05	0.58
Franklin Street N	Genesee (NYS 5)	Butternut	14.08	6.82	0.19
South Avenue	Glenwood	Onondaga Ave	13.86	6.98	0.45
Spencer St	Local Applicable Segment	See Map	13.79	5.24	0.60
DeWitt Street	James (NYS 290)	Park	13.74	6.77	0.22
Burnet Park Dr	Local Applicable Segment	See Map	13.67	6.28	0.27
First North St	Local Applicable Segment	See Map	13.44	7.55	1.15
Belden Ave W	Local Applicable Segment	See Map	13.33	6.86	0.81
Bear St E	Local Applicable Segment	See Map	13.28	6.58	0.65
Midland Avenue	Cortland	Onondaga Street	13.25	7.35	0.67
Sunnycrest Road	Shotwell	Midler (NYS 598)	13.24	6.43	0.46
Kline St	Local Applicable Segment	See Map	13.13	6.50	0.13
Calthrop Ave W	Local Applicable Segment	See Map	13.12	6.24	0.46
Brookford Rd	Local Applicable Segment	See Map	13.02	6.88	0.79
Clinton Street N	Websters Landing	Genesee (NYS 5)	12.99	4.67	0.21
Thurber Street	Brighton	Jamesville	12.84	7.08	0.36
Fayette Street E	Columbus	Seely	12.70	7.04	0.90
James Street	Midler (NYS 598)	City Line	12.63	6.65	0.57
Midland Avenue	Brighton	Cortland	12.53	7.38	0.82
Garfield Ave	Local Applicable Segment	See Map	12.48	6.72	0.40

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Taylor St E	Local Applicable Segment	See Map	12.14	6.59	0.45
Willow St E	Local Applicable Segment	See Map	11.90	7.93	0.59
Taylor St W	Local Applicable Segment	See Map	11.68	7.85	0.30
Broad St	Local Applicable Segment	See Map	11.45	6.14	0.50
Grant Boulevard	Wolf (US 11)	Court (NYS 298)	11.35	6.50	0.36
Avery Avenue	Genesee (NYS 5)	Milton	11.33	7.25	0.70
Putnam St	Local Applicable Segment	See Map	11.06	6.77	0.38
Summit Ave	Local Applicable Segment	See Map	11.00	7.43	0.59
Turtle St	Local Applicable Segment	See Map	10.79	7.59	1.02
Beecher St	Local Applicable Segment	See Map	10.69	6.77	0.34
Vann St	Local Applicable Segment	See Map	10.68	6.70	0.43
Fellows Ave	Local Applicable Segment	See Map	10.52	6.66	1.01
Hillside St	Local Applicable Segment	See Map	10.47	7.88	0.46
Erie Boulevard West	Milton	Hiawatha	10.43	5.75	0.77
Canal St	Local Applicable Segment	See Map	10.37	5.52	0.76
Alvord St N	Local Applicable Segment	See Map	10.17	7.00	0.38
Merriman Ave	Local Applicable Segment	See Map	10.03	7.75	0.54
Park Ave	Local Applicable Segment	See Map	9.63	7.27	1.54
State Street S	Brighton	Colvin	9.61	7.45	0.40
Franklin Street N	Butternut	Plum	9.58	5.00	0.18
Broad Street	Westcott	Nottingham	9.52	6.64	0.34
Ackerman Ave	Local Applicable Segment	See Map	8.91	8.14	0.56
Myrtle St	Local Applicable Segment	See Map	8.88	6.23	0.73
Salt Springs Road	Seeley	Springfield	8.73	6.75	0.50
Westcott Street	Broad	Euclid	8.62	7.69	0.44
DeWitt Street	Park	Grant	8.10	6.89	0.63
Kensington Pl	Local Applicable Segment	See Map	8.07	5.34	0.39
Salina Street N	State	Kirkpatrick	7.97	7.02	0.55
Avery Avenue	Grand	Salisbury	7.83	6.56	0.44
Salt Springs Road	Genesee (NYS 92)	Seeley	7.70	6.63	0.46
Burnet Avenue	State (US 11)	Lodi	7.54	8.48	0.79
Nottingham Road	Colvin	Meadowbrook	7.52	6.42	0.35

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Hixson Ave	Local Applicable Segment	See Map	7.50	8.18	0.50
South Avenue	Onondaga Ave	Kennedy	7.29	9.27	0.24
Oswego St	Local Applicable Segment	See Map	6.76	7.31	0.49
Westcott Street	Clarke	Genesee (NYS 92)	6.65	8.16	0.48
Colvin Street W	Midland	South (NYS 175)	6.21	7.21	0.44
Leavenworth Ave	Local Applicable Segment	See Map	5.70	7.32	0.35
James Street	Grant	Midler (NYS 598)	5.68	6.86	0.48
Stratford St	Local Applicable Segment	See Map	5.47	6.81	0.34
Farmer St	Local Applicable Segment	See Map	5.11	7.49	0.42
Atlantic Avenue	Valley	Midland	4.54	7.92	0.49
Jamesville Ave	Local Applicable Segment	See Map	4.16	7.01	0.93
Robineau Rd	Local Applicable Segment	See Map	4.11	5.59	0.71
Audubon Pkwy	Local Applicable Segment	See Map	3.96	7.37	0.42
Durston Avenue	James (NYS 290)	Grant	3.51	7.62	0.68
Roberts Ave	Local Applicable Segment	See Map	3.23	7.40	0.74
Lancaster Ave	Local Applicable Segment	See Map	3.23	6.93	1.14
Solar Street	Plum	Bear (NYS 298)	3.18	6.88	0.70
Wilbur Avenue S	Tompkins	Seymour	3.12	8.37	0.51
Stinard Ave	Local Applicable Segment	See Map	2.73	7.47	0.83
Wendell Ter	Local Applicable Segment	See Map	2.47	7.61	0.56
Clarendon St	Local Applicable Segment	See Map	2.41	7.76	0.47
Stolp Ave	Local Applicable Segment	See Map	2.35	7.73	1.07
Rugby Rd	Local Applicable Segment	See Map	1.86	7.39	0.88
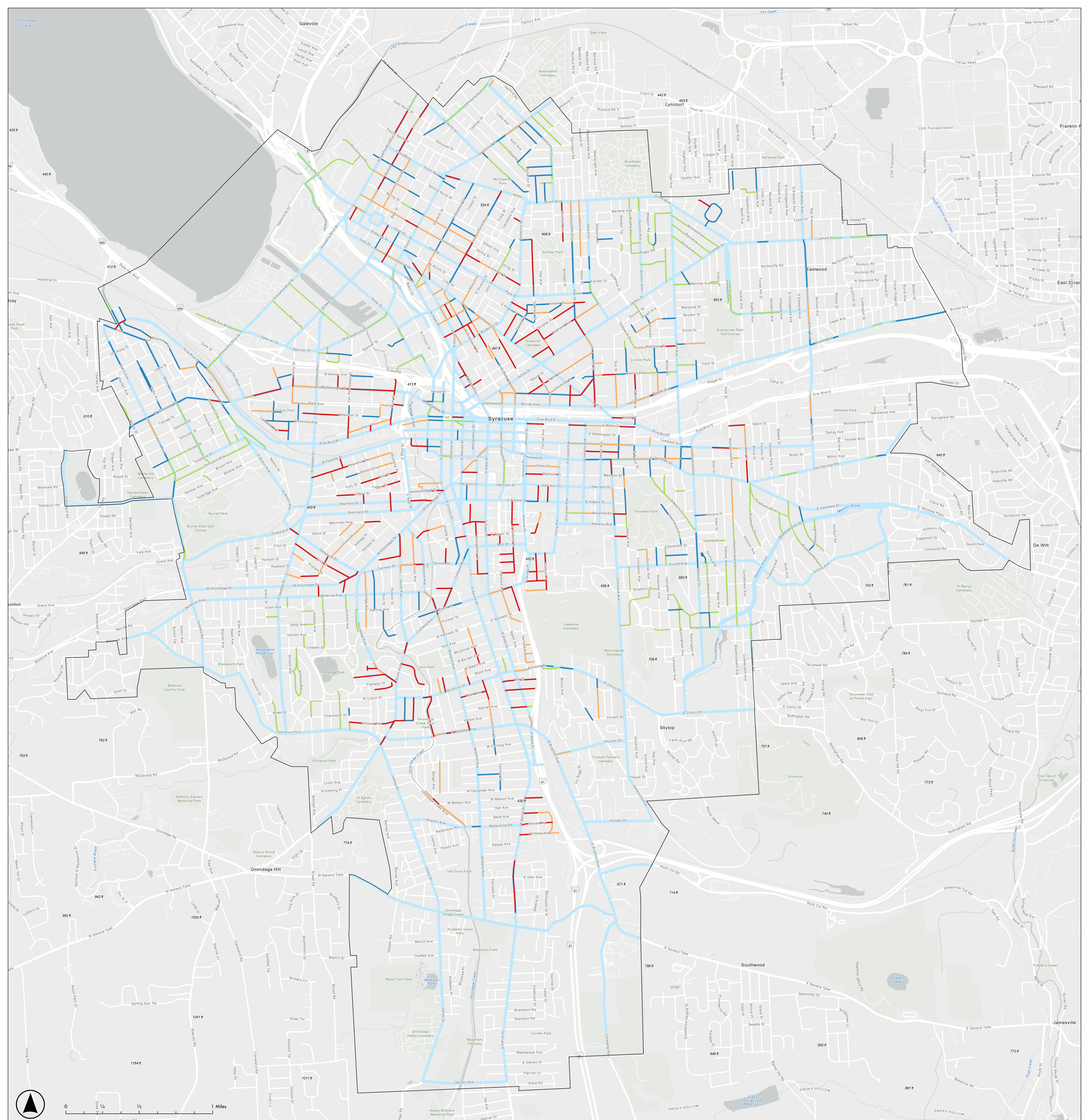
City of Syracuse
Pavement Maintenance Prioritization Program
Road Segments Overview

January 2023

SMTC

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. An equity score was calculated from Census data and used to weight infrastructure-based variables. 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 49.33 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. The SMTC does not guarantee the accuracy or completeness of this information. 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.

Selected Street Segments
Considered for Analysis

Priority Score

— 49.33 - 66.22 (Highest Priority)

— 43.24 - 49.32

— 36.80 - 43.23

— 14.13 - 36.79 (Lowest Priority)

— City Federal-aid Eligible Roads