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 10, 2024

RE: Prioritizing Pavement Maintenance on City Streets

CC: James D'Agostino, Director, SMTC
Mario Colone, Program Manager, SMTC
Joanna Bailey, Data Analyst, City of Syracuse

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 2024-2025 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 has been completed every year since 2020.

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. Additionally, the SMTC developed the *Weighted Average Tract Score,* to develop a priority for sets of nearby road segments which could be grouped together for maintenance.

The City has found this process 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:

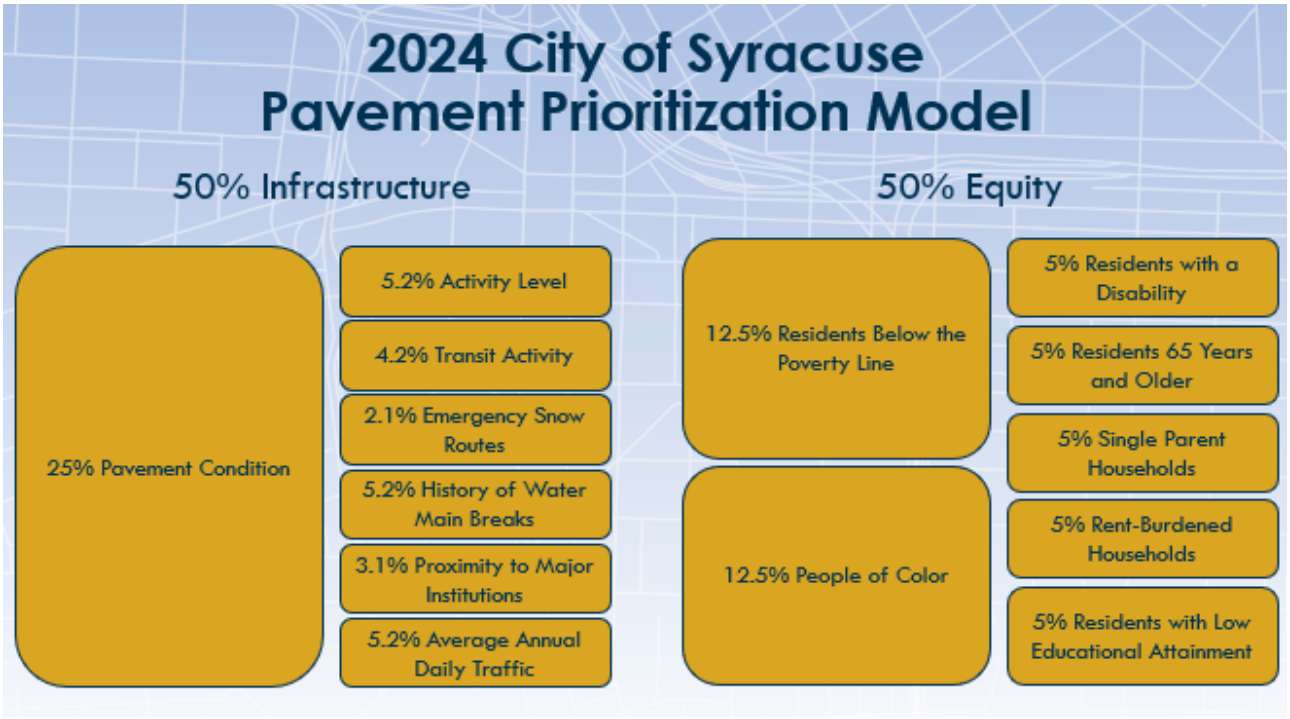
- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Current planned other (non-paving) maintenance, such as work by National Grid or the Save the Rain projects
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction 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 2024 Syracuse pavement prioritization model.



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 (Modeled)	Replica
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 (36 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) and streets carried over into 2024 on the City's Reconstruction List.

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 (15 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.

Completed Reconstruction (13 miles)

Since the pavement rating is collected on each block only once per year, sometimes a rating is collected before reconstruction occurs. The SMTC obtained a list of reconstructed roads in the 2023 season from the City and removed these roads from the analysis.

Pavement Condition (235 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 69 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)	0.6	25
4 (Poor)	11.5	25
5 (Poor)	27.2	18.75
6 (Fair)	28.3	12.5
(No Data)	*1.8*	*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 data from Replica, a platform for the built environment, for modeled AADT values.

AADT	Miles	Weight
Greater than 10,000	1.0	5.2
5,001 - 10,000	3.4	4.16
2,501 – 5,000	6.2	3.12
1,001 – 2,500	11.5	2.08
0 – 1,000	46.8	1.04
No Data	0.5	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+	1.0	4.2
20 - 50	2.0	3.15
10 - 20	2.2	2.1
1 - 10	3.9	1.05
No Activity	60.3	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	1.6	5.2
2 – 3	3.6	3.12
1	10.2	2.08
0	54.1	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

[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.

these roads should be maintained in a state of good repair.

Snow Emergency Route	Miles	Weight
Yes	12.5	2.1
No	56.9	0

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	4.6	3.1
1/4 mile	7.2	2.07
1/2 mile	17.7	1.03
Greater than 1/2 mile	39.9	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	4.1	5.2
Tier II Local Roads	20.6	3.12
Tier III Local Roads	28.3	1.04
Non-Local Roads (Arterials and Collectors)	16.5	0

Equity Score

SMTC staff utilized 2018-2022 American Community Survey or 2020 Census data to determine an "equity score" for each Census

[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. Rezone was officially adopted this year and the new, official (slightly modified) zoning will be used in next year's analysis.

Tract in the City. Each road segment was assigned the equity score of the Tract where it was located.

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

Variable	Equity Score Factor	Table Source
People of Color	0.25	2020 Census
Residents below the poverty line	0.25	S1701
Residents with a disability	0.1	S1801
Residents above 65 years of age	0.1	2020 Census
Single parent households	0.1	DP02
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 14.31 to 64.84. 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	14.31	35.40	19.04
25th to Median Score	35.41	40.76	17.88
Median to 75th Percentile Score	40.77	46.58	16.71
75th to Maximum Score	46.59	64.84	15.76

Task 5: Identification of Priorities

Overall, any of the approximately 16 miles of road which fall above the 75th percentile of scores would be reasonable and prudent streets to include in the 2024 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.

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.

In the interest of keeping construction crews within a general area, the SMTC also developed the Weighted Average Tract Score, based on census tracts. Similar to the Weighted Average Priority Score, this analysis provides an overall score for each census tract in the city, based on the priority scores of the roads inside of it. That list is included in Appendix C.

Conclusion

Overall, this methodology is only one of several possible approaches to developing a priority list of segments to include in the 2024 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.

[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.

APPENDIX A – Individual Street Blocks with scores above 75th Percentile (Value higher than 46.59)

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2023 Rating	FAE
SYR1856	Jackson St	McBride	Almond	64.84	0.04	2,341	4	No
SYR2447	Montgomery St	Burt	Raynor	62.76	0.19	9,929	4	No
SYR2562	Oakwood Ave	Taylor	Burt	60.68	0.07	3,868	5	No
SYR2102	Linden St	New St.	dead end	59.64	0.12	6,420	5	No
SYR2297	McBride St S	Taylor	Burt	59.62	0.07	3,825	5	No
SYR2298	McBride St S	Burt	Van Buren	59.62	0.06	3,271	5	No
SYR2299	McBride St S	Van Buren	Rose	59.62	0.06	2,899	5	No
SYR3531	Van Buren St	Oakwood	McBride	59.62	0.09	4,863	5	No
SYR2445	Montgomery St	New	Taylor	59.62	0.09	4,888	5	No
SYR3730	White St	South	Rich	58.62	0.14	7,611	4	No
SYR3364	Taylor St E	State	Townsend	58.60	0.09	4,905	5	No
SYR2296	McBride St S	Jackson	Taylor	58.59	0.06	3,276	5	No
SYR2295	McBride St S	Adams	Jackson	58.59	0.17	8,682	5	No
SYR1723	Hickory St	State	Prospect	58.06	0.08	3,996	4	No
SYR1186	Fage Ave	Cannon	Midland	57.97	0.18	9,219	4	No
SYR1287	Fitch St	Dudley	Geddes	57.59	0.24	12,539	4	No
SYR1068	Elliot St	Dudley	Bradley	57.59	0.12	6,211	4	No
SYR2487	New St	S. Salina	Linden	57.57	0.05	2,563	6	No
SYR2802	Renwick Ave	Taylor	Jackson	57.12	0.09	4,848	4	No
SYR3211	Stadium Pl	Van Buren	Raynor	57.12	0.12	6,414	4	No
SYR1548	Grant Blvd	Danforth	Court	56.59	0.10	5,037	4	Yes
SYR2446	Montgomery St	Taylor	Burt	56.51	0.07	3,935	5	No
SYR2794	Raynor Ave E	Fineview	Henry	56.09	0.06	3,078	4	No
SYR1683	Henry St	Raynor	Standart	56.09	0.06	3,314	4	No
SYR3219	Standart St	Fineview	Stadium Pl.	56.09	0.13	7,036	4	No
SYR1027	Dudley St	Onondaga	Bellevue	55.51	0.07	3,932	4	No
SYR7783	Kirk Park Dr	Elmhurst	Brighton	54.88	0.11	5,962	4	No
SYR2501	Niagara St	Seymour	Shonnard	54.76	0.06	3,259	4	No
SYR3452	Tully St	Wyoming	Tioga	54.74	0.17	8,819	4	No
SYR1023	Dudley St	Delaware	Fitch	54.49	0.06	3,278	5	No
SYR2300	McBride St S	Rose	Raynor	54.43	0.07	3,884	5	No
SYR2793	Raynor Ave E	Oakwood	McBride	54.43	0.09	4,751	5	No
SYR3435	Townsend St N	Division	Catawba	54.00	0.10	5,140	4	No
SYR593	Catherine St	Hickory	Laurel	53.91	0.16	8,529	4	No
SYR3160	South Ave	Elmhurst	Marguerite	53.89	0.06	2,984	5	Yes
SYR8055	Plum St	Erie	Wilkinson	53.87	0.05	2,617	4	No
SYR3766	Williston Ave	dead end	Butternut	53.78	0.06	2,934	4	No
SYR8002	Seymour St	West Onondaga	West Street	53.74	0.15	8,049	5	Yes
SYR1452	Gifford St	Oswego	Ontario	53.71	0.18	9,488	4	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2023 Rating	FAE
SYR2075	Leon St	Castle	Kennedy	53.70	0.17	9,103	4	No
SYR2960	Salina St S	W. Florence	W. Glen	53.68	0.11	5,766	5	Yes
SYR3604	Walrath Rd	S. Salina	Churchill	53.64	0.11	5,979	4	No
SYR580	Castle St W	Cortland	Midland	53.39	0.05	2,567	5	No
SYR494	C-D Rd	Adams	Harrison	52.99	0.11	5,695	5	No
SYR7757	Elizabeth Blackwell St	Harrison	Adams	52.97	0.11	5,666	4	No
SYR3436	Townsend St N	Catawba	Lodi/Pond	52.96	0.09	4,576	5	No
SYR1443	Gertrude St	Howard	Lodi	52.82	0.14	7,162	4	No
SYR366	Brighton Ave W	Midland	Hope	52.81	0.09	4,553	5	Yes
SYR2961	Salina St S	W. Glen	Clarence	52.64	0.09	4,962	5	Yes
SYR2963	Salina St S	Minerva	Seeley Ave	52.64	0.06	3,386	5	Yes
SYR1286	Fitch St	W. Onondaga	Dudley	52.38	0.20	10,447	5	No
SYR3362	Taylor St E	S. Salina	Montgomery	52.34	0.08	4,158	6	No
SYR3837	Woodruff Ave	Mertens	Grant Blvd.	51.92	0.09	4,661	4	No
SYR3836	Woodruff Ave	Scoville	Mertens	51.92	0.12	6,341	4	No
SYR8032	Gebhardt Ave	Catabwa	East Division	51.90	0.10	5,150	4	No
SYR3396	Temple St	King	Midland	51.62	0.10	5,259	5	No
SYR2962	Salina St S	Clarence	Minerva	51.61	0.08	4,421	5	Yes
SYR3605	Walrath Rd	Churchill	Menlo	51.56	0.10	5,053	4	No
SYR1262	Fillmore Ave	S. Salina	Churchill	51.56	0.13	6,727	5	No
SYR2488	New St	Linden	S. State	51.31	0.11	5,596	6	No
SYR1105	Erie Blvd E	Salina	Warren	51.20	0.07	3,771	4	No
SYR2191	Madison St	Onondaga/Warren	Montgomery	51.18	0.10	5,325	4	No
SYR1311	Forman Ave	Washington	Fayette	51.12	0.06	3,321	4	No
SYR217	Bear St E	N. Salina	Park	51.10	0.09	4,763	4	No
SYR566	Carbon St	Wolf	Hiawatha	51.09	0.09	4,556	4	No
SYR8039	Exchnage Pl	North Salina	Park Street	51.09	0.09	4,813	3	No
SYR1565	Green St	Lodi	Oak	51.07	0.29	15,280	4	No
SYR251	Beech St N	Burnet	Hawley	51.00	0.19	9,874	3	No
SYR2911	Salina St N	Kirkpatrick	Danforth	50.91	0.11	5,528	5	Yes
SYR3504	University Pl	Comstock	Ostrom	50.90	0.08	4,331	4	No
SYR2253	Marshall St	Comstock	Ostrom	50.90	0.08	4,335	4	No
SYR2252	Marshall St	Walnut	Comstock	50.90	0.10	5,161	4	No
SYR3491	Union Pl	Lilac	Kirkpatrick/Alvord	50.87	0.06	3,060	4	No
SYR3490	Union Pl	Lodi	Lilac	50.87	0.04	2,360	4	No
SYR3457	Turtle St	Lodi	N. Salina	50.87	0.09	4,742	4	No
SYR3456	Turtle St	Sunset	Lodi	50.87	0.06	3,011	4	No
SYR3212	Stadium Pl	Raynor	Standart	50.87	0.06	3,343	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2023 Rating	FAE
SYR7748	Renwick Ave	Jackson	Monroe	50.87	0.08	4,389	5	No
SYR3429	Townsend St N	Willow	Hickory	50.80	0.06	3,319	6	No
SYR3428	Townsend St N	James	Willow	50.79	0.07	3,455	6	No
SYR592	Catherine St	Willow	Hickory	50.77	0.06	3,297	5	No
SYR1563	Green St	Hawley	Howard	50.74	0.13	6,867	4	No
SYR2500	Niagara St	Gifford	Seymour	50.59	0.06	3,294	5	No
SYR2607	Onondaga St W	Delaware	Malcom	50.30	0.11	5,522	5	Yes
SYR2608	Onondaga St W	Malcom	Putnam	50.30	0.04	2,253	5	Yes
SYR3363	Taylor St E	Montgomery	State	50.26	0.07	3,525	6	No
SYR2791	Raynor Ave E	Montgomery	State	50.26	0.07	3,553	6	No
SYR3368	Taylor St W	S. Salina	S. Clinton	50.26	0.07	3,580	6	No
SYR128	Ashworth Pl	University Av.	Walnut	50.08	0.11	5,920	4	No
SYR1709	Hiawatha Blvd E	Fourth North	Sixth North	50.07	0.19	10,042	5	Yes
SYR2140	Lodi St	Court	Turtle	49.85	0.09	4,745	4	Yes
SYR3835	Woodruff Ave	Elsner	Scoville	49.84	0.06	3,244	4	No
SYR960	Delaware St	Geddes	Grand	49.78	0.07	3,570	5	Yes
SYR2019	Lakeview Ave	Liberty	Richmond	49.71	0.19	10,128	4	No
SYR8026	Leavenworth Ave	Tracy	Erie	49.70	0.04	2,007	5	No
SYR8063	Mark Ave	West Colvin	Wood	49.64	0.05	2,791	5	No
SYR1461	Glass Ter	Garfield Ave.	dead end	49.64	0.04	2,032	5	No
SYR2085	Lexington Ave	Westmoreland	Ellis	49.63	0.05	2,782	4	No
SYR2646	Oswego St	Gifford	Seymour	49.56	0.06	3,279	6	No
SYR2208	Malcolm St	W. Onondaga	dead end	49.26	0.08	4,439	5	No
SYR2763	Pond St	Park	Carbon	49.20	0.09	4,597	5	Yes
SYR2764	Pond St	Carbon	Spring	49.20	0.09	4,663	5	Yes
SYR538	Canal St	Lodi	Beech	49.05	0.16	8,152	4	No
SYR756	Comstock Ave	E. Genesee	Madison	49.04	0.11	5,988	4	Yes
SYR1195	Farmer St	Whitwell	Merz	48.93	0.06	3,042	3	No
SYR1912	Jasper St	Oak	dead end	48.93	0.07	3,686	4	No
SYR3103	Sherwood Ave	Burnet	Hawley	48.92	0.14	7,321	4	No
SYR758	Comstock Ave	Harrison	Adams	48.82	0.11	5,550	4	Yes
SYR1987	Kirkpatrick St E	Salina	N. Alvord	48.79	0.09	4,985	4	No
SYR3489	Union Pl	State	Salina	48.79	0.07	3,889	4	No
SYR3551	Velasko Rd	W. Onondaga	Bellevue	48.72	0.10	5,336	6	Yes
SYR1564	Green St	Howard	Lodi	48.66	0.10	5,308	4	No
SYR2747	Plum St	Genesee	Belden	48.66	0.08	4,268	5	No
SYR2629	Ostrander Ave W	Midland	Kenmore	48.63	0.20	10,722	5	No
SYR2630	Ostrander Ave W	Kenmore	Wiman	48.63	0.06	3,161	5	No
SYR7791	Onondaga Creek Blvd	Berger	W. Matson	48.63	0.05	2,721	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2023 Rating	FAE
SYR2631	Ostrander Ave W	Wiman	Berger	48.63	0.05	2,449	5	No
SYR1927	John St	First North	Griffiths	48.58	0.07	3,436	4	No
SYR2081	Lexington Ave	E. Genesee	Columbus	48.52	0.15	8,017	4	No
SYR2341	Merriman Ave	Kellogg	Oswego	48.51	0.10	5,507	5	No
SYR2651	Otisco St	Niagara	Tioga	48.49	0.09	4,600	5	No
SYR3453	Tully St	Tioga	Oswego	48.49	0.09	4,636	5	No
SYR2769	Pond St	Warham	Grant Blvd	48.23	0.06	3,152	5	Yes
SYR3395	Temple St	Oneida	King	48.18	0.11	5,664	6	No
SYR1971	King St	Temple	Taylor	48.18	0.09	4,906	6	No
SYR3438	Townsend St S	Washington	Fayette	48.09	0.06	3,303	4	Yes
SYR1398	Genesee St E	Beech	Maple	48.05	0.11	5,648	5	Yes
SYR1244	Fayette St W	W. Genesee	School	48.04	0.13	6,740	5	No
SYR129	Ashworth Pl	Walnut	Pine	48.00	0.12	6,092	4	No
SYR1312	Forman Ave	Fayette	Genesee	47.98	0.08	4,414	5	No
SYR563	Carbon St	Turtle	Bear	47.98	0.09	4,645	4	No
SYR564	Carbon St	Bear	LeMoyne	47.98	0.09	4,754	4	No
SYR562	Carbon St	Court	Turtle	47.98	0.09	4,757	4	No
SYR2058	Lemoyne Ave	Carbon	Spring	47.98	0.09	4,780	4	No
SYR2699	Park St	Wolf	E. Hiawatha	47.98	0.09	4,980	5	Yes
SYR1813	Howard St	Green	Wayne	47.96	0.06	3,325	4	No
SYR2285	McBride St N	James	Willow	47.94	0.07	3,476	5	No
SYR2049	Lea La	Swansea/C.L.	Village Dr.	47.81	0.09	4,571	4	No
SYR1682	Henry St	Van Buren	Raynor	47.78	0.12	6,465	6	No
SYR3213	Stadium Pl	Standart	Oakland	47.76	0.06	3,356	5	No
SYR3340	Sunset Ave	N. State	Danforth	47.75	0.06	3,270	4	Yes
SYR3434	Townsend St N	Ash	Division	47.75	0.10	5,061	5	No
SYR424	Burnet Ave	State	Townsend	47.68	0.14	7,248	5	Yes
SYR594	Catherine St	Laurel	Butternut/Lodi	47.66	0.10	5,139	5	No
SYR3000	Sand St	W. Genesee	Belden/690	47.62	0.09	4,937	5	No
SYR3394	Temple Pl	Parkway	dead end	47.62	0.14	7,399	5	No
SYR2746	Plum St	Park	Genesee	47.62	0.10	5,327	5	No
SYR2672	Park Ave	West	Plum	47.61	0.07	3,576	5	No
SYR2647	Oswego St	Seymour	Shonnard	47.48	0.06	3,276	6	No
SYR294	Bennington Dr	S. Salina	Churchill	47.39	0.10	5,182	5	No
SYR2270	Matson Ave E	S. Salina	dead end	47.39	0.12	6,169	5	No
SYR1264	Fillmore Ave	Menlo	dead end	47.39	0.06	3,357	5	No
SYR2766	Pond St	First North	Griffiths	47.22	0.06	3,398	5	Yes
SYR1509	Grace St	Massena	Delaware	47.21	0.15	8,137	6	No
SYR1988	Kirkpatrick St E	N. Alvord	Park	47.18	0.09	4,788	5	No
SYR1282	First North St	Wolf	Hiawatha	46.95	0.09	4,573	5	No
SYR3042	Second North St	LeMoyne	Wolf	46.93	0.09	4,753	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2023 Rating	FAE
SYR433	Burnet Ave	Vine	Sherwood	46.86	0.06	2,922	4	Yes
SYR8010	Lemoyne Ave Service Road	Wadsworth	Harford	46.60	0.05	2,666	4	No
SYR3159	South Ave	Eastman Ave	Elmhurst	46.59	0.07	3,680	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
Linden St	Local Applicable Segment	See Map	59.64	5.00	0.12
Van Buren St	Local Applicable Segment	See Map	59.62	5.00	0.09
White St	Local Applicable Segment	See Map	58.62	4.00	0.14
McBride St S	Local Applicable Segment	See Map	58.36	5.00	0.49
Fage Ave	Local Applicable Segment	See Map	57.97	4.00	0.18
Standart St	Local Applicable Segment	See Map	56.09	4.00	0.13
Renwick Ave	Local Applicable Segment	See Map	54.15	4.48	0.18
Williston Ave	Local Applicable Segment	See Map	53.78	4.00	0.06
Leon St	Local Applicable Segment	See Map	53.70	4.00	0.17
New St	Local Applicable Segment	See Map	53.28	6.00	0.16
Stadium Pl	Local Applicable Segment	See Map	53.13	4.51	0.25
C-D Rd	Local Applicable Segment	See Map	52.99	5.00	0.11
Elizabeth Blackwell St	Local Applicable Segment	See Map	52.97	4.00	0.11
Brighton Avenue W	Hope	Midland	52.81	5.00	0.09
Walrath Rd	Local Applicable Segment	See Map	52.69	4.00	0.21
Gebhardt Ave	Local Applicable Segment	See Map	51.90	4.00	0.10
Exchnage Pl	Local Applicable Segment	See Map	51.09	3.00	0.09
University Pl	Local Applicable Segment	See Map	50.90	4.00	0.08
Henry St	Local Applicable Segment	See Map	50.59	5.32	0.19
Green St	Local Applicable Segment	See Map	50.52	4.00	0.52
Union Pl	Local Applicable Segment	See Map	50.00	4.00	0.18
Wilbur Avenue S	Geddes	Grand	49.78	5.00	0.07
Glass Ter	Local Applicable Segment	See Map	49.64	5.00	0.04
Malcolm St	Local Applicable Segment	See Map	49.26	5.00	0.08
Fillmore Ave	Local Applicable Segment	See Map	49.13	5.00	0.26
Ashworth Pl	Local Applicable Segment	See Map	49.02	4.00	0.23
Comstock Avenue	Adams	Harrison	48.82	4.00	0.11
Velasko Street	Bellevue	Onondaga Street	48.72	6.00	0.10
Montgomery St	Local Applicable Segment	See Map	48.03	5.41	0.45
Park Street	Hiawatha	Wolf (US 11)	47.98	5.00	0.09
Lea La	Local Applicable Segment	See Map	47.81	4.00	0.09
Temple Pl	Local Applicable Segment	See Map	47.62	5.00	0.14
Matson Ave E	Local Applicable Segment	See Map	47.39	5.00	0.12
Lodi Street	Court (NYS 298)	Bear	46.76	4.50	0.18
Lemoyne Ave Service Road	Local Applicable Segment	See Map	46.60	4.00	0.05
Mark Ave	Local Applicable Segment	See Map	46.52	5.50	0.11

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Bennington Dr	Local Applicable Segment	See Map	46.50	5.00	0.17
Grace St	Local Applicable Segment	See Map	46.11	6.00	0.32
Lorraine Ave S	Local Applicable Segment	See Map	45.92	4.00	0.27
Menlo Dr	Local Applicable Segment	See Map	45.84	5.00	0.16
Pond Street	Park	Grant	45.64	5.23	0.58
Tracy St	Local Applicable Segment	See Map	44.91	5.53	0.31
Robin Croft Rd	Local Applicable Segment	See Map	44.75	3.00	0.05
Hiawatha Boulevard E	Grant	7th North	44.59	5.00	0.41
Sherwood Ave	Local Applicable Segment	See Map	44.09	4.30	0.32
Gifford Street	West	Clinton	44.07	5.62	0.23
Lodi Street	State	Court (NYS 298)	43.60	5.00	0.09
Cedar St	Local Applicable Segment	See Map	43.59	6.00	0.23
Oakland St	Local Applicable Segment	See Map	43.59	6.00	0.14
Catabwa Street	Salina (US 11)	Lodi	43.57	5.00	0.12
Greenland Dr	Local Applicable Segment	See Map	43.51	4.00	0.19
Garfield Pl	Local Applicable Segment	See Map	43.39	6.00	0.05
Plum St	Local Applicable Segment	See Map	42.96	5.07	0.47
Fayette St W	Local Applicable Segment	See Map	42.94	5.61	0.33
Marshall St	Local Applicable Segment	See Map	42.84	3.17	0.40
Park Street	Oak	DeWitt	42.68	5.00	0.12
Castle [MLK] Street W	Cortland	Salina (US 11)	42.67	5.43	0.23
Comstock Avenue	Waverly	Adams	42.57	5.00	0.15
Wiman Ave	Local Applicable Segment	See Map	42.38	6.00	0.21
Dickerson St	Local Applicable Segment	See Map	42.24	6.00	0.16
Euclid Ter	Local Applicable Segment	See Map	42.23	3.00	0.11
Redfield Pl	Local Applicable Segment	See Map	42.23	4.00	0.15
McBride Street N	Burnet	James (NYS 290)	42.17	5.00	0.15
Onondaga Street E	Jefferson	State (US 11)	41.84	5.00	0.09
Harbor St	Local Applicable Segment	See Map	41.80	5.00	0.12
Apple St	Local Applicable Segment	See Map	41.62	5.26	0.20
Harold St	Local Applicable Segment	See Map	41.43	4.00	0.18
Eureka St	Local Applicable Segment	See Map	41.42	5.49	0.15
Spencer Street	Solar	Genant	41.23	4.00	0.13
Westcott Street	Euclid	Clarke	41.22	5.00	0.12
Court Ter	Local Applicable Segment	See Map	40.95	6.00	0.18
Greenwood Pl	Local Applicable Segment	See Map	40.87	4.38	0.32
State Street N	Sunset	Lodi	40.84	5.44	0.13
Wellington Pl	Local Applicable Segment	See Map	40.69	6.00	0.11
Townsend Street N	Burnet	James (NYS 290)	40.68	6.00	0.10
Mildred Ave	Local Applicable Segment	See Map	40.27	4.00	0.39

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Willow St W	Local Applicable Segment	See Map	40.21	5.55	0.13
Dorchester Ave	Local Applicable Segment	See Map	40.14	4.38	0.36
Seward St	Local Applicable Segment	See Map	39.88	5.56	0.23
Dudley St	Local Applicable Segment	See Map	39.78	5.49	0.29
Erie Boulevard West	Franklin	Clinton	39.76	5.00	0.10
Sumner Ave	Local Applicable Segment	See Map	39.68	4.17	0.27
Sedgwick Rd	Local Applicable Segment	See Map	39.24	4.00	0.10
Huron St	Local Applicable Segment	See Map	38.91	6.00	0.12
Village Dr	Local Applicable Segment	See Map	38.43	6.00	0.40
Henderson St	Local Applicable Segment	See Map	38.24	6.00	0.08
Water St W	Local Applicable Segment	See Map	38.18	4.00	0.34
Temple St	Local Applicable Segment	See Map	37.82	6.36	0.27
Paul Ave	Local Applicable Segment	See Map	37.57	4.57	0.33
Fitch St	Local Applicable Segment	See Map	37.49	5.94	0.67
Roosevelt Ave	Local Applicable Segment	See Map	37.12	4.70	0.44
Hatherly Rd	Local Applicable Segment	See Map	37.01	4.00	0.24
Ramsey Ave	Local Applicable Segment	See Map	37.01	4.00	0.14
Raynor Ave E	Local Applicable Segment	See Map	36.84	5.63	0.39
Lawrence St	Local Applicable Segment	See Map	36.77	6.00	0.19
Harrison Pl	Local Applicable Segment	See Map	36.60	6.00	0.11
Jasper Pl	Local Applicable Segment	See Map	36.43	6.00	0.09
Worden Ave	Local Applicable Segment	See Map	36.23	5.00	0.13
Onondaga Street W	Adams	Clinton	36.01	0.00	0.10
Townsend Street S	Harrison	Genesee (NYS 92)	35.60	6.00	0.26
McCarthy Ave	Local Applicable Segment	See Map	35.57	6.00	0.10
Pershing Ave	Local Applicable Segment	See Map	35.18	5.00	0.08
Strathmore Park Dr	Local Applicable Segment	See Map	35.16	5.00	0.08
Grandview Ave	Local Applicable Segment	See Map	35.14	5.00	0.07
Delhi St	Local Applicable Segment	See Map	35.13	6.00	0.13
Peck Ave	Local Applicable Segment	See Map	35.07	5.00	0.26
Craton St	Local Applicable Segment	See Map	34.57	5.46	0.15
Dale St	Local Applicable Segment	See Map	34.54	5.32	0.30
Lakeview Ave	Local Applicable Segment	See Map	34.51	5.47	0.38
Wadsworth Street	Grant	Court (NYS 298)	34.38	5.17	0.63
Dorset Rd	Local Applicable Segment	See Map	34.33	5.00	0.17
Second North St	Local Applicable Segment	See Map	34.32	5.80	0.69
Edtim Rd	Local Applicable Segment	See Map	34.27	6.00	0.15
Michaels Ave	Local Applicable Segment	See Map	34.13	6.00	0.11
Willis Avenue	Milton	City Line	34.01	6.00	0.33
Maple Ter	Local Applicable Segment	See Map	33.94	6.00	0.16

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Old Colvin St	Local Applicable Segment	See Map	33.92	6.00	0.12
Harborside Drive	Destiny USA Drive	Park Street (NYS 370)	33.91	5.00	0.10
Jefferson Street E	Onondaga Street	State (US 11)	33.48	6.00	0.09
Beech St N	Local Applicable Segment	See Map	33.38	5.26	0.35
Elliot St	Local Applicable Segment	See Map	33.18	6.80	0.42
Hampton Rd	Local Applicable Segment	See Map	32.99	5.00	0.23
Beard Pl	Local Applicable Segment	See Map	32.97	0.00	0.10
Hiawatha Boulevard W	Erie	I-690 Ramp	32.89	6.00	0.14
Granger St	Local Applicable Segment	See Map	32.84	5.75	0.18
Alliance Bank Pkwy	Local Applicable Segment	See Map	32.65	5.00	0.37
Kirkpatrick St E	Local Applicable Segment	See Map	32.45	6.01	1.00
Woodruff Ave	Local Applicable Segment	See Map	32.37	5.48	0.43
Lemoyne Avenue	7th North	City Line	32.36	5.26	0.45
Harding St	Local Applicable Segment	See Map	32.32	5.55	0.28
Syracuse Street	Ultser	Fayette	31.22	5.00	0.26
Tully St	Local Applicable Segment	See Map	31.19	5.43	0.43
Plum Street	Evans	Franklin	30.79	5.00	0.06
Forman Ave	Local Applicable Segment	See Map	30.37	5.50	0.24
Mary St	Local Applicable Segment	See Map	29.86	6.29	0.31
Barker Ave	Local Applicable Segment	See Map	29.70	5.72	0.11
Calthrop Ave W	Local Applicable Segment	See Map	29.60	6.24	0.46
Graves St	Local Applicable Segment	See Map	29.34	5.94	0.28
Genesee St E	Local Applicable Segment	See Map	29.32	0.00	0.06
Howard St	Local Applicable Segment	See Map	29.31	5.42	0.22
Alvord St N	Local Applicable Segment	See Map	29.19	6.50	0.38
Kensington Rd	Local Applicable Segment	See Map	29.09	5.47	0.42
Belden Ave W	Local Applicable Segment	See Map	29.03	6.30	0.81
Greenway Ave	Local Applicable Segment	See Map	28.94	5.00	0.17
Salt Springs Road	Seeley	Springfield	28.88	6.13	0.50
Comstock Avenue	Harrison	Genesee (NYS 92)	28.82	5.65	0.19
Tennyson Ave	Local Applicable Segment	See Map	28.70	5.60	0.57
Taylor St E	Local Applicable Segment	See Map	28.65	6.27	0.45
Ostrom Ave	Local Applicable Segment	See Map	28.57	6.36	0.83
Genesee Street E	Irving	Teall	28.56	6.04	0.85
Alanson Rd	Local Applicable Segment	See Map	28.28	5.14	0.52
Columbus Avenue	Genesee (NYS 92)	Erie	28.22	6.56	0.22
Circle Rd	Local Applicable Segment	See Map	28.08	6.00	0.25
Court Street	Genant	Sunset	27.97	0.00	0.07
Pond Street	Lodi	Park	27.87	6.28	0.20

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Destiny USA Drive	Service Road Ramp	Harborside	27.65	6.00	0.36
Maple St	Local Applicable Segment	See Map	27.61	5.69	0.26
J. Stanley Coyne Cir	Local Applicable Segment	See Map	27.45	0.00	0.02
Gertrude St	Local Applicable Segment	See Map	27.22	5.67	0.36
Cherry St	Local Applicable Segment	See Map	27.15	6.32	0.30
Townsend St N	Local Applicable Segment	See Map	26.99	5.96	0.78
Chatham Rd	Local Applicable Segment	See Map	26.74	6.00	0.17
Marquette St	Local Applicable Segment	See Map	26.62	6.00	0.09
Otisco St	Local Applicable Segment	See Map	26.31	5.99	0.59
Salina Street N	James (NYS 5)	Willow	26.24	0.00	0.08
Burnet Avenue	Lodi	Teall	26.03	6.49	0.57
Scottholm Blvd	Local Applicable Segment	See Map	26.02	5.82	0.36
Oswego St	Local Applicable Segment	See Map	25.79	6.89	0.49
Erie Blvd E	Local Applicable Segment	See Map	25.48	4.00	0.14
Salina Street N	Kirkpatrick	Court (NYS 298)	25.43	7.00	0.21
Beech St S	Local Applicable Segment	See Map	25.36	6.12	0.90
Burnet Avenue	Midler (NYS 598)	City Line (Thompson)	25.25	5.76	0.95
King St	Local Applicable Segment	See Map	25.19	6.95	0.18
Lexington Ave	Local Applicable Segment	See Map	25.10	5.70	0.55
Pine St	Local Applicable Segment	See Map	24.99	6.16	0.25
Beacon Rd	Local Applicable Segment	See Map	24.80	6.25	0.18
Lemoyne Ave	Local Applicable Segment	See Map	24.79	5.97	0.93
Sackett St	Local Applicable Segment	See Map	24.28	6.36	0.21
Oakwood Ave	Local Applicable Segment	See Map	24.15	7.11	0.65
Taft Ave	Local Applicable Segment	See Map	24.05	5.42	0.22
Catherine St	Local Applicable Segment	See Map	23.87	6.67	0.69
Salt Springs Road	Genesee (NYS 92)	Seeley	23.76	5.99	0.46
Boyden St	Local Applicable Segment	See Map	23.48	5.93	0.52
Lincoln Ave	Local Applicable Segment	See Map	23.36	4.91	0.40
Ostrander Ave W	Local Applicable Segment	See Map	23.30	6.04	0.65
Geddes Street N	Genesee (NYS 5)	Pulaski	23.25	6.62	0.29
Liberty St	Local Applicable Segment	See Map	22.96	6.46	0.58
Fordham Rd	Local Applicable Segment	See Map	22.93	5.00	0.16
Isabella St	Local Applicable Segment	See Map	22.65	5.98	0.15
Spring St	Local Applicable Segment	See Map	22.44	6.66	1.22
Berkshire Ave	Local Applicable Segment	See Map	22.23	5.39	0.32
Seeley Road	Salt Springs	Erie (NYS 5)	21.93	6.79	0.50
Emerson Ave	Local Applicable Segment	See Map	21.86	6.07	1.18
Alvord St S	Local Applicable Segment	See Map	21.85	6.14	0.38
Kensington Pl	Local Applicable Segment	See Map	21.33	6.68	0.39

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Milton Avenue	Genesee (NYS 5)	Willis	21.29	5.76	0.64
Carlton Rd	Local Applicable Segment	See Map	20.75	6.00	0.40
Mather St	Local Applicable Segment	See Map	20.60	4.00	0.38
Wilson St	Local Applicable Segment	See Map	20.57	6.36	0.20
Harvard Pl	Local Applicable Segment	See Map	20.53	5.31	0.26
Tompkins St	Local Applicable Segment	See Map	20.52	6.00	0.34
Niagara St	Local Applicable Segment	See Map	20.50	5.02	0.32
Jasper St	Local Applicable Segment	See Map	20.19	4.80	0.36
Bradford Pkwy	Local Applicable Segment	See Map	20.03	5.13	0.80
First North St	Local Applicable Segment	See Map	19.98	6.50	1.15
Townsend Street S	Fayette	Erie (NYS 5)	19.75	4.59	0.15
Vine St	Local Applicable Segment	See Map	19.63	6.50	0.49
John St	Local Applicable Segment	See Map	19.54	5.52	0.57
Hartson St	Local Applicable Segment	See Map	19.49	6.86	0.36
Eastwood Rd	Local Applicable Segment	See Map	19.43	6.51	0.13
McBride St N	Local Applicable Segment	See Map	19.35	5.00	0.73
Sunset Avenue	State	Court	18.95	7.02	0.16
Malverne Dr	Local Applicable Segment	See Map	18.91	5.94	0.39
Court Street	Grant	City Line	18.90	6.77	0.91
Delaware Street	Geddes	Onondaga Street	18.88	6.90	0.50
Wall St	Local Applicable Segment	See Map	18.58	6.50	0.25
Sabine St	Local Applicable Segment	See Map	18.57	6.57	0.28
Sand St	Local Applicable Segment	See Map	18.26	6.82	0.33
Audubon Pkwy	Local Applicable Segment	See Map	18.20	6.00	0.42
Sedgwick St	Local Applicable Segment	See Map	18.12	6.46	0.25
Pulaski St	Local Applicable Segment	See Map	17.96	6.35	0.43
Lancaster Ave	Local Applicable Segment	See Map	17.87	6.93	1.14
Division St E	Local Applicable Segment	See Map	17.65	5.86	0.61
Midland Avenue	Cortland	Onondaga Street	17.46	7.07	0.67
Buckingham Ave	Local Applicable Segment	See Map	17.28	5.09	0.69
Ulster St	Local Applicable Segment	See Map	17.28	5.99	0.64
Ontario St	Local Applicable Segment	See Map	17.24	6.59	0.17
James Street	Midler (NYS 598)	City Line	17.21	6.53	0.57
Salina Street S	Seneca (NYS 173)	Calthrop (I-81 Access)	17.18	7.18	1.08
Twin Hills Dr	Local Applicable Segment	See Map	17.11	6.41	0.34
Elm St	Local Applicable Segment	See Map	17.08	6.20	0.57
Carbon St	Local Applicable Segment	See Map	17.04	4.53	1.25
Division St W	Local Applicable Segment	See Map	17.03	6.03	0.32
Rigi Ave	Local Applicable Segment	See Map	16.78	5.00	0.33

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Berkeley Dr	Local Applicable Segment	See Map	16.58	7.35	0.36
Rich St	Local Applicable Segment	See Map	16.52	6.60	0.62
Hawthorne St	Local Applicable Segment	See Map	16.44	7.03	0.12
Scottholm Ter	Local Applicable Segment	See Map	16.42	2.72	0.53
Jackson St	Local Applicable Segment	See Map	16.39	4.00	0.18
LaForte Ave	Local Applicable Segment	See Map	16.22	6.48	0.15
Willis Ave	Local Applicable Segment	See Map	16.19	6.70	1.20
Adams Street E	Almond	Irving	16.19	6.61	0.22
Bank Alley	Local Applicable Segment	See Map	16.15	6.30	0.18
Park Street	I-81 Ramp	City Line	16.11	6.49	0.38
Lydell St	Local Applicable Segment	See Map	16.10	6.61	0.34
Brattle Rd	Local Applicable Segment	See Map	16.08	7.22	0.85
Maplehurst Ave	Local Applicable Segment	See Map	16.07	6.63	0.32
Elizabeth St	Local Applicable Segment	See Map	16.05	7.89	0.15
Clinton Street S	Adams	Tallman	15.98	4.95	0.44
Kirk Park Dr	Local Applicable Segment	See Map	15.98	4.83	0.39
Richmond Ave	Local Applicable Segment	See Map	15.90	7.19	0.58
Hunter Ave	Local Applicable Segment	See Map	15.82	5.53	0.09
Melrose Ave	Local Applicable Segment	See Map	15.57	6.33	0.53
Broad Street	Westcott	Nottingham	15.46	6.46	0.34
Prospect Ave	Local Applicable Segment	See Map	15.39	6.91	0.24
Brookford Rd	Local Applicable Segment	See Map	15.15	6.32	0.79
Van Rensselaer St	Local Applicable Segment	See Map	15.03	6.89	1.23
Loma Ave	Local Applicable Segment	See Map	15.02	6.79	0.39
Kirkpatrick Street W	Geddes	Solar	14.97	6.44	0.54
Water Street E	Warren	State (US 11)	14.74	6.57	0.17
Gifford St	Local Applicable Segment	See Map	14.59	7.08	0.66
Crysler St	Local Applicable Segment	See Map	14.55	0.00	0.05
Onondaga Ter	Local Applicable Segment	See Map	14.31	0.00	0.16
Onondaga Creek Blvd	Local Applicable Segment	See Map	14.24	6.76	1.18
Fobes Ave	Local Applicable Segment	See Map	14.23	5.39	0.41
South Avenue	Glenwood	Onondaga Ave	14.02	6.37	0.45
Spencer St	Local Applicable Segment	See Map	14.00	4.87	0.60
DeWitt Street	James (NYS 290)	Park	13.99	6.77	0.22
Shotwell Park	Sunnycrest	James (NYS 290)	13.98	6.54	0.90
Burnet Park Dr	Local Applicable Segment	See Map	13.88	6.28	0.27
Franklin Street N	Genesee (NYS 5)	Butternut	13.83	6.66	0.19
Onondaga Street W	Geddes	Tallman	13.77	6.67	0.54
Kline St	Local Applicable Segment	See Map	13.44	6.50	0.13
Pattison St	Local Applicable Segment	See Map	13.34	6.29	0.18

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Broad St	Local Applicable Segment	See Map	13.03	5.73	0.50
Baker Ave	Local Applicable Segment	See Map	13.01	6.68	0.34
Summit Ave	Local Applicable Segment	See Map	12.88	7.35	0.59
Bear St E	Local Applicable Segment	See Map	12.83	7.02	0.65
Thurber Street	Brighton	Jamesville	12.55	6.74	0.36
Clinton Street N	Websters Landing	Genesee (NYS 5)	12.43	4.67	0.21
Beecher St	Local Applicable Segment	See Map	12.33	6.09	0.34
Hawley Ave	Local Applicable Segment	See Map	12.30	5.19	1.26
Farmer St	Local Applicable Segment	See Map	11.84	7.04	0.42
Taylor St W	Local Applicable Segment	See Map	11.37	7.85	0.30
Hillside St	Local Applicable Segment	See Map	11.29	6.81	0.46
Grant Boulevard	Wolf (US 11)	Court (NYS 298)	11.19	6.50	0.36
Turtle St	Local Applicable Segment	See Map	10.67	6.91	1.02
Avery Avenue	Genesee (NYS 5)	Milton	10.53	7.25	0.70
Putnam St	Local Applicable Segment	See Map	10.45	6.77	0.38
Fellows Ave	Local Applicable Segment	See Map	10.22	7.51	1.01
Coleridge Ave	Local Applicable Segment	See Map	10.20	7.77	0.66
Vann St	Local Applicable Segment	See Map	10.13	6.54	0.43
Canal St	Local Applicable Segment	See Map	10.04	4.97	0.76
Ackerman Ave	Local Applicable Segment	See Map	10.00	7.92	0.56
Duane St	Local Applicable Segment	See Map	9.97	7.36	0.19
Park Street	Pond	Court (NYS 298)	9.91	7.25	0.38
Cortland Avenue	Castle [MLK]	Salina	9.67	4.58	0.44
Franklin Street N	Butternut	Plum	9.44	5.00	0.18
Grant Boulevard	Court (NYS 298)	Butternut	9.43	7.33	0.58
Merriman Ave	Local Applicable Segment	See Map	9.41	7.52	0.54
Hickory St	Local Applicable Segment	See Map	9.27	6.89	0.48
Sunnycrest Road	Shotwell	Midler (NYS 598)	8.83	6.84	0.46
Park Ave	Local Applicable Segment	See Map	8.79	7.27	1.54
Hixson Ave	Local Applicable Segment	See Map	8.37	7.39	0.50
Burnet Avenue	State (US 11)	Lodi	8.28	8.01	0.79
Scott Ave	Local Applicable Segment	See Map	8.22	6.92	0.78
Westcott Street	Broad	Euclid	7.90	7.38	0.44
Westcott Street	Clarke	Genesee (NYS 92)	7.71	7.99	0.48
Salina Street N	State	Kirkpatrick	7.70	7.02	0.55
Colvin Street E	State	Comstock	7.66	8.46	0.78
Solar Street	Plum	Bear (NYS 298)	7.63	6.69	0.70
Hubbell Ave	Local Applicable Segment	See Map	7.54	5.94	0.35
Castle St W	Local Applicable Segment	See Map	7.34	7.43	0.35
Miles Ave	Local Applicable Segment	See Map	7.08	6.75	0.33

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Nottingham Road	Colvin	Meadowbrook	6.92	6.42	0.35
Burnet Avenue	Teall	Midler (NYS 598)	6.88	6.74	0.95
Laurel St	Local Applicable Segment	See Map	6.54	5.98	0.50
Westmoreland Ave	Local Applicable Segment	See Map	6.38	6.17	2.06
James Street	Grant	Midler (NYS 598)	5.85	6.86	0.48
Roberts Ave	Local Applicable Segment	See Map	5.69	7.30	0.74
Leavenworth Ave	Local Applicable Segment	See Map	5.42	7.32	0.35
Stratford St	Local Applicable Segment	See Map	5.40	6.81	0.34
Bryant Ave	Local Applicable Segment	See Map	4.98	6.83	0.61
Genesee Street E	Teall	Salt Springs	4.92	7.50	0.48
Atlantic Avenue	Valley	Midland	4.92	6.92	0.49
Highland St	Local Applicable Segment	See Map	4.75	6.12	1.01
Madison St	Local Applicable Segment	See Map	4.50	8.31	1.15
Evans St	Local Applicable Segment	See Map	4.49	6.40	0.41
Jamesville Ave	Local Applicable Segment	See Map	4.48	6.40	0.93
Lowell Ave S	Local Applicable Segment	See Map	3.98	6.84	0.19
Midland Avenue	Brighton	Cortland	3.85	7.48	0.82
Colvin Street W	Midland	South (NYS 175)	3.74	6.61	0.44
Fayette Street E	Columbus	Seely	3.62	7.98	0.90
Durston Avenue	James (NYS 290)	Grant	3.59	7.30	0.68
Schuyler St	Local Applicable Segment	See Map	3.20	6.87	0.62
Wilbur Avenue S	Tompkins	Seymour	3.16	8.15	0.51
South Avenue	Marginal	Onondaga St	2.89	7.04	0.61
Salina Street S	Calthrop (I-81 Access)	Kennedy	2.72	7.80	1.05
Stinard Ave	Local Applicable Segment	See Map	2.68	7.39	0.83
Wendell Ter	Local Applicable Segment	See Map	2.53	7.61	0.56
Clarendon St	Local Applicable Segment	See Map	2.38	7.35	0.47
Stolp Ave	Local Applicable Segment	See Map	2.24	7.51	1.07
Water St E	Local Applicable Segment	See Map	1.96	8.20	0.81
Rugby Rd	Local Applicable Segment	See Map	1.90	7.39	0.88

APPENDIX C – Census tracts by Weighted Average Tract Score

Census Tract Number	Weighted Average Tract Score	Road Miles in Tract
Census Tract 42	18.84	6.74
Census Tract 43.01	18.65	2.79
Census Tract 17.01	17.41	6.42
Census Tract 6	16.76	5.44
Census Tract 5.01	16.46	7.03
Census Tract 45	14.42	5.74
Census Tract 39	14.24	7.91
Census Tract 40	13.62	3.48
Census Tract 2	13.32	9.73
Census Tract 21.01	13.17	10.80
Census Tract 15	12.79	4.16
Census Tract 44.01	11.01	8.22
Census Tract 9	10.88	8.76
Census Tract 20	10.76	8.15
Census Tract 4	10.54	9.86
Census Tract 43.02	10.13	7.03
Census Tract 1	9.72	13.07
Census Tract 34	9.64	8.12
Census Tract 30	8.95	6.52
Census Tract 24	8.48	3.78
Census Tract 35	8.24	6.78
Census Tract 53	8.05	4.65
Census Tract 16	7.87	3.99
Census Tract 61.01	7.68	8.25
Census Tract 58	7.48	5.86
Census Tract 23	7.31	5.11
Census Tract 14	6.88	3.98
Census Tract 32	6.71	11.00
Census Tract 3	6.09	4.62
Census Tract 7	5.71	3.27
Census Tract 10	5.56	8.66
Census Tract 50	5.23	8.65
Census Tract 17.02	5.18	7.35
Census Tract 29.01	5.16	10.33
Census Tract 52	4.40	6.59
Census Tract 55	3.91	7.98
Census Tract 38	3.78	5.77
Census Tract 54	3.72	6.72
Census Tract 27	3.63	4.61

Census Tract Number	Weighted Average Tract Score	Road Miles in Tract
Census Tract 46	3.55	24.45
Census Tract 36.02	3.17	6.08
Census Tract 59	3.05	4.49
Census Tract 56.01	3.05	8.76
Census Tract 8	2.76	5.80
Census Tract 51	2.67	6.23
Census Tract 49	2.46	5.18
Census Tract 19	2.44	13.86
Census Tract 36.01	1.96	4.81
Census Tract 18	1.53	6.24
Census Tract 60	0.98	13.77
Census Tract 48	0.00	7.36
Census Tract 56.02	0.00	0.22
Census Tract 57	0.00	7.04
Census Tract 61.02	0.00	2.47
Census Tract 61.03	0.00	9.40

City of Syracuse
Pavement Maintenance Prioritization Program
Road Segments Overview

January 2024

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 46.59 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

- 14.31 - 35.40 (Lower Priority)
- 35.41 - 40.76
- 40.77 - 46.58
- 46.59 - 64.84 (Higher Priority)
- City Federal-aid Eligible Roads

0 ¼ ½ 1 Miles