TECHNICAL MEMORANDUM

City of Syracuse
Pavement Prioritization Program
2026

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 several 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 Scores. 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:

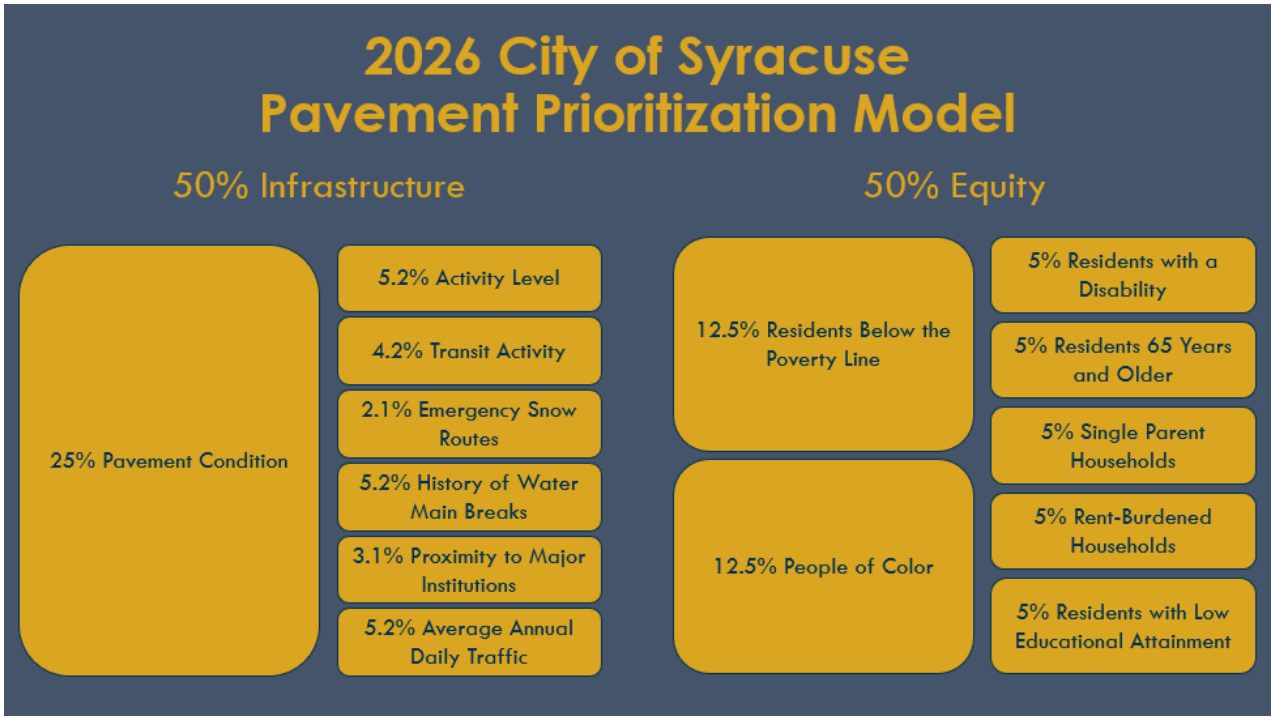
- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction projects
- Transit activity
- Street land use
- Emergency snow routes.

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 2026 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
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 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 the purposes of this analysis.

Planned Reconstruction (17 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 2026 on the City's Reconstruction List.

Additionally, roads identified as in the project area of the upcoming Interstate 81 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.

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 2025 season from the City and removed these roads from the analysis.

Pavement Condition (252 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. "Not Rated" scores were also removed.

After all filters were applied, the original 395 miles of City roads were reduced to approximately 70 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 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)	0.5	25
4 (Poor)	8.9	25
5 (Poor)	24.6	18.75
6 (Fair)	35.5	12.5

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	1.8	5.2
5,001 - 10,000	3.5	4.16
2,501 – 5,000	8.0	3.12
1,001 – 2,500	9.5	2.08
0 – 1,000	44.0	1.04
No Data	2.8	1.04

Transit Activity

The City was interested in including an 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+	0.4	4.2
20 - 50	4.7	3.15
10 - 20	4.7	2.1
1 - 10	12.2	1.05
No Activity	47.6	0

Nearby Water Main Breaks

The SMTC utilized the location of water main breaks from 2015-2024 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 are shown below.

Water Main Breaks	Miles	Weight
4 – 12	2.2	5.2
2 – 3	6.8	3.12
1	10.5	2.08
0	50.1	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 these roads should be maintained in a state of good repair.

Snow Emergency Route	Miles	Weight
Yes	15.4	2.1
No	54.2	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

[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.

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 an individual 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	3.3	3.1
1/4 mile	7.2	2.07
1/2 mile	17.3	1.03
Greater than 1/2 mile	41.2	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 ReZone Syracuse 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	2.5	5.2
Tier II Local Roads	21.8	3.12
Tier III Local Roads	27.1	1.04
Non-Local Roads (Arterials and Collectors)	18.2	0

[2] Using the ReZone 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.

Task 3: Equity Score

SMTC staff utilized 2019-2023 American Community Survey or 2020 Census data to determine an "equity score" for each Census Tract in the City. At the time of this analysis, 2020-2024 American Community Survey data was not available. 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 24.12 to 66.38. 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	24.12	35.05	19.43
25th to Median Score	35.06	40.84	18.32
Median to 75th Percentile Score	40.85	46.89	15.64
75th to Maximum Score	46.90	66.38	16.05

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 2026 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 separate 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 2026 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 46.89)

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2025 Rating	FAE
SYR2102	Linden St	New St.	dead end	66.38	0.12	645	4	No
SYR3531	Van Buren St	Oakwood	McBride	64.28	0.09	488	4	No
SYR1856	Jackson St	McBride	Almond	63.25	0.04	235	4	No
SYR2793	Raynor Ave E	Oakwood	McBride	63.25	0.09	477	4	No
SYR3428	Townsend St N	James	Willow	62.09	0.07	347	5	No
SYR1723	Hickory St	State	Prospect	61.00	0.08	401	4	No
SYR3144	South Ave	Onondaga	White	59.88	0.15	790	5	Yes
SYR2487	New St	S. Salina	Linden	59.09	0.05	257	6	No
SYR8002	Seymour St	West Onondaga	West Street	58.56	0.15	808	4	Yes
SYR3364	Taylor St E	State	Townsend	58.04	0.09	493	5	No
SYR2802	Renwick Ave	Taylor	Jackson	57.51	0.09	487	4	No
SYR3442	Townsend St S	Adams	Jackson	56.99	0.23	1,233	6	No
SYR3219	Standart St	Fineview	Stadium Pl.	56.48	0.13	707	4	No
SYR3396	Temple St	King	Midland	56.44	0.10	528	4	No
SYR1452	Gifford St	Oswego	Ontario	55.92	0.18	953	4	No
SYR3066	Seneca St	W. Fayette	Marcellus	55.88	0.07	368	4	No
SYR2376	Midland Ave	Warner	Forest	55.65	0.07	385	5	Yes
SYR3160	South Ave	Elmhurst	Marguerite	55.57	0.06	300	5	Yes
SYR1396	Genesee St E	Comstock	Pine	55.48	0.05	266	4	Yes
SYR1443	Gertrude St	Howard	Lodi	55.45	0.14	719	4	No
SYR996	Division St E	Salina	Townsend	55.43	0.07	382	4	No
SYR3395	Temple St	Oneida	King	54.92	0.11	569	5	No
SYR593	Catherine St	Hickory	Laurel	54.77	0.16	856	4	No
SYR2137	Lodi St	Union Pl.	Kirkpatrick	54.41	0.07	355	4	Yes
SYR2646	Oswego St	Gifford	Seymour	54.38	0.06	329	5	No
SYR2130	Lodi St	Butternut	Ash	54.36	0.11	567	5	Yes
SYR3161	South Ave	Marguerite	W. Brighton	53.47	0.07	365	5	Yes
SYR2140	Lodi St	Court	Turtle	53.37	0.09	476	4	Yes
SYR1987	Kirkpatrick St E	Salina	N. Alvord	53.35	0.09	501	4	No
SYR8032	Gebhardt Ave	Catabwa	East Division	53.33	0.10	517	4	No
SYR997	Division St E	Townsend	Lodi	53.33	0.09	477	4	No
SYR2341	Merriman Ave	Kellogg	Oswego	53.33	0.10	553	4	No
SYR2501	Niagara St	Seymour	Shonnard	53.33	0.06	327	4	No
SYR1073	Elm St	Burnet	Hawley	53.30	0.23	1,196	4	No
SYR3778	Willow St W	N. Franklin	W. Genesee	52.88	0.06	307	4	No
SYR3362	Taylor St E	S. Salina	Montgomery	52.82	0.08	418	6	No
SYR3429	Townsend St N	Willow	Hickory	52.70	0.06	333	6	No
SYR3766	Williston Ave	dead end	Butternut	52.59	0.06	295	3	No
SYR1280	First North St	Bear	LeMoyne	52.46	0.09	478	4	No
SYR3504	University Pl	Comstock	Ostrom	52.39	0.08	435	4	No
SYR7757	Elizabeth Blackwell St	Harrison	Adams	52.38	0.11	569	4	No
SYR2075	Leon St	Castle	Kennedy	52.35	0.17	914	4	No
SYR128	Ashworth Pl	University Av.	Walnut	52.32	0.11	595	4	No
SYR3456	Turtle St	Sunset	Lodi	52.30	0.06	302	4	No
SYR3457	Turtle St	Lodi	N. Salina	52.30	0.09	476	4	No
SYR3490	Union Pl	Lodi	Lilac	52.30	0.04	237	4	No
SYR3491	Union Pl	Lilac	Kirkpatrick/Alvord	52.30	0.06	307	4	No
SYR2647	Oswego St	Seymour	Shonnard	52.30	0.06	329	5	No
SYR251	Beech St N	Burnet	Hawley	52.27	0.19	992	3	No
SYR1923	John St	Park	Carbon	52.27	0.09	466	5	No
SYR3368	Taylor St W	S. Salina	S. Clinton	51.80	0.07	359	6	No
SYR312	Blaine St	Cortland	Midland	51.79	0.13	661	6	No
SYR3363	Taylor St E	Montgomery	State	51.79	0.07	354	6	No
SYR3365	Taylor St E	Townsend	McBride	51.79	0.09	463	6	No
SYR3369	Taylor St W	S. Clinton	Oneida	51.79	0.06	338	6	No
SYR3837	Woodruff Ave	Mertens	Grant Blvd.	51.76	0.09	468	4	No
SYR1449	Gifford St	Granger	West	51.73	0.09	461	4	Yes
SYR594	Catherine St	Laurel	Butternut/Lodi	51.67	0.10	516	5	No
SYR592	Catherine St	Willow	Hickory	51.63	0.06	331	5	No
SYR2782	Putnam St	Bradley	Geddes	51.52	0.09	465	5	No
SYR1708	Hiawatha Blvd E	Grant Blvd.	Fourth North	51.41	0.09	499	4	Yes
SYR217	Bear St E	N. Salina	Park	51.39	0.09	478	4	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2025 Rating	FAE
SYR566	Carbon St	Wolf	Hiawatha	51.38	0.09	457	4	No
SYR8039	Exchnage Pl	North Salina	Park Street	51.38	0.09	483	3	No
SYR2252	Marshall St	Walnut	Comstock	51.35	0.10	518	4	No
SYR2253	Marshall St	Comstock	Ostrom	51.35	0.08	435	4	No
SYR1398	Genesee St E	Beech	Maple	51.33	0.11	567	5	Yes
SYR2911	Salina St N	Kirkpatrick	Danforth	51.29	0.11	555	5	Yes
SYR538	Canal St	Lodi	Beech	51.29	0.16	819	3	No
SYR7748	Renwick Ave	Jackson	Monroe	51.26	0.08	441	5	No
SYR3445	Tracy St	Plum	Barker	51.24	0.08	419	4	No
SYR7750	Barker Ave	Wilkinson	Park	51.24	0.07	359	4	No
SYR2131	Lodi St	Ash	John	51.21	0.05	244	5	Yes
SYR1217	Fayette St E	Columbus	Wescott	50.97	0.07	377	5	Yes
SYR1105	Erie Blvd E	Salina	Warren	50.82	0.07	379	4	No
SYR1972	King St	Taylor	Oneida	50.75	0.09	449	6	No
SYR960	Delaware St	Geddes	Grand	50.52	0.07	359	5	Yes
SYR2097	Lincoln Ave	Midland	Tallman	50.47	0.21	1,123	5	No
SYR2936	Salina St S	Borden	Beard	50.46	0.06	332	6	Yes
SYR562	Carbon St	Court	Turtle	50.37	0.09	478	4	No
SYR494	C-D Rd	Adams	Harrison	50.32	0.11	572	5	No
SYR1394	Genesee St E	University	Walnut	50.28	0.11	596	5	Yes
SYR1564	Green St	Howard	Lodi	50.25	0.10	533	4	No
SYR129	Ashworth Pl	Walnut	Pine	50.24	0.12	612	4	No
SYR3489	Union Pl	State	Salina	50.22	0.07	391	4	No
SYR1520	Granger St	Gifford	Seymour	50.19	0.06	329	5	No
SYR3427	Townsend St N	Burnet	James	50.08	0.10	512	5	Yes
SYR1813	Howard St	Green	Wayne	50.04	0.06	334	4	No
SYR1218	Fayette St E	Wescott	Allen	49.93	0.14	758	5	Yes
SYR3438	Townsend St S	Washington	Fayette	49.79	0.06	332	4	Yes
SYR3658	Water St W	Franklin	West St.	49.76	0.18	930	4	No
SYR7829	Seneca Tpk E	Brighton	City Line	49.72	0.27	1,431	4	Yes
SYR528	Calthrop Ave W	S. Salina	Cannon	49.53	0.20	1,064	5	No
SYR2895	Sabine St	Merriman	Davis	49.44	0.12	647	5	No
SYR2270	Matson Ave E	S. Salina	dead end	49.43	0.12	619	5	No
SYR1063	Elizabeth St	Garfield	dead end	49.38	0.06	293	5	No
SYR1461	Glass Ter	Garfield Ave.	dead end	49.38	0.04	204	5	No
SYR2239	Mark Ave	W. Beard	W. Colvin	49.38	0.05	280	5	No
SYR8063	Mark Ave	West Colvin	Wood	49.38	0.05	280	5	No
SYR2699	Park St	Wolf	E. Hiawatha	49.32	0.09	500	5	Yes
SYR2060	Lemoyne Ave	First North	Second North	49.32	0.09	496	4	No
SYR1709	Hiawatha Blvd E	Fourth North	Sixth North	49.32	0.19	1,008	5	Yes
SYR3157	South Ave	Rockland Ave.	Colvin	49.32	0.06	314	6	Yes
SYR3158	South Ave	Colvin	Eastman Ave	49.32	0.09	466	6	Yes
SYR1397	Genesee St E	Pine	Beech	49.25	0.11	562	5	Yes
SYR2217	Maple St	Genesee	Madison	49.23	0.12	613	5	No
SYR1853	Isabella St	Salina	Lodi	49.20	0.08	410	5	No
SYR2290	McBride St N	Butternut	Ash	49.18	0.10	518	5	No
SYR995	Division St E	State	Salina	49.18	0.07	384	5	No
SYR3340	Sunset Ave	N. State	Danforth	49.18	0.06	328	4	Yes
SYR2500	Niagara St	Gifford	Seymour	49.16	0.06	331	5	No
SYR1448	Gifford St	S. Clinton	Granger	49.15	0.15	768	5	Yes
SYR3103	Sherwood Ave	Burnet	Hawley	49.14	0.14	735	4	No
SYR1922	John St	Lodi	Park	49.13	0.23	1,226	6	No
SYR715	Columbus Ave	Fayette	Lexington	48.88	0.08	431	5	Yes
SYR1631	Harvard Pl	Fellows	Westmoreland	48.85	0.06	310	4	No
SYR1971	King St	Temple	Taylor	48.67	0.09	493	6	No
SYR362	Brighton Ave E	Rock Cut Rd.	Intrepid Lane	48.66	0.19	1,027	5	Yes
SYR2618	Ontario St	Marcellus	Otisco	48.60	0.07	363	5	No
SYR1927	John St	First North	Griffiths	48.42	0.07	345	4	No
SYR3551	Velasko Rd	W. Onondaga	Bellevue	48.41	0.10	536	6	Yes
SYR3788	Wiman Ave	Newell	Ostrander	48.33	0.21	1,129	5	No
SYR7791	Onondaga Creek Blvd	Berger	W. Matson	48.33	0.05	273	5	No
SYR1281	First North St	LeMoyne	Wolf	48.29	0.09	481	5	No
SYR1282	First North St	Wolf	Hiawatha	48.29	0.09	459	5	No

BPID	STREET NAME	FROM	TO	Priority Score	Miles	Feet	2025 Rating	FAE
SYR2058	Lemoyne Ave	Carbon	Spring	48.27	0.09	480	4	No
SYR563	Carbon St	Turtle	Bear	48.27	0.09	466	4	No
SYR564	Carbon St	Bear	LeMoyne	48.27	0.09	477	4	No
SYR3159	South Ave	Eastman Ave	Elmhurst	48.27	0.07	369	6	Yes
SYR3192	Spring St	Danforth	Court	48.20	0.09	497	5	No
SYR835	Court Ter	Turtle	Danforth	48.20	0.18	958	5	No
SYR1849	Irving Ave	Adams	Waverly	48.18	0.15	780	6	Yes
SYR2132	Lodi St	John	Division	48.14	0.06	314	5	Yes
SYR216	Bear St E	Lodi	N. Salina	48.13	0.09	478	5	No
SYR3590	Wall St	Richmond	Park	48.13	0.13	665	4	No
SYR484	Butternut St	Carbon	Spring	48.12	0.07	389	6	Yes
SYR8026	Leavenworth Ave	Tracy	Erie	48.11	0.04	202	5	No
SYR3447	Tracy St	Leavenworth	Van Rennselaer	48.11	0.16	860	5	No
SYR2259	Mary St	Park	Carbon	48.10	0.09	464	6	No
SYR1912	Jasper St	Oak	dead end	47.94	0.07	370	4	No
SYR2808	Rich St	Sterling	Cheney/Marginal	47.93	0.13	708	5	No
SYR14	Ackerman Ave	Clarendon	Euclid	47.54	0.12	641	4	No
SYR424	Burnet Ave	State	Townsend	47.50	0.14	728	5	Yes
SYR358	Brighton Ave E	Thurber	Ball Circle	47.48	0.39	2,038	5	Yes
SYR359	Brighton Ave E	Ball Circle	Ainsley Dr.	47.47	0.12	633	5	Yes
SYR2377	Midland Ave	Forest	Brighton	47.33	0.07	358	6	Yes
SYR74	Amherst Ave	S. Salina	S. State	47.31	0.10	552	6	No
SYR3042	Second North St	LeMoyne	Wolf	47.22	0.09	477	5	No
SYR1988	Kirkpatrick St E	N. Alvord	Park	47.15	0.09	481	5	No
SYR2734	Pine St	Washington	Fayette	47.14	0.06	331	5	No
SYR1395	Genesee St E	Walnut	Comstock	47.13	0.07	348	5	Yes
SYR2139	Lodi St	Danforth	Court	47.12	0.09	497	5	Yes
SYR8052	Liberty St	West Genesee	West Belden	47.10	0.08	435	5	No
SYR2648	Oswego St	Shonnard	Merriman/Grace	47.09	0.08	410	6	No
SYR2291	McBride St N	Ash	Division/Lodi	47.08	0.14	743	5	No
SYR2747	Plum St	Genesee	Belden	47.07	0.08	429	5	No
SYR2993	Salt Springs Rd	Audubon Pkwy	Springfield Rd.	47.05	0.06	314	5	Yes
SYR3162	South Ave	W. Brighton	Valley Dr.	47.04	0.06	324	5	Yes
SYR71	Alvord St S	Butternut	John	47.02	0.18	971	6	No
SYR2362	Midland Ave	Tallman	Bellevue	46.90	0.19	990	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	66.38	4.00	0.12
Van Buren St	Local Applicable Segment	See Map	64.28	4.00	0.09
Seymour Street	Onondaga	West	58.56	4.00	0.15
Townsend St S	Local Applicable Segment	See Map	56.99	6.00	0.23
Standart St	Local Applicable Segment	See Map	56.48	4.00	0.13
Renwick Ave	Local Applicable Segment	See Map	54.54	4.48	0.18
Gebhardt Ave	Local Applicable Segment	See Map	53.33	4.00	0.10
Williston Ave	Local Applicable Segment	See Map	52.59	3.00	0.06
University Pl	Local Applicable Segment	See Map	52.39	4.00	0.08
Elizabeth Blackwell St	Local Applicable Segment	See Map	52.38	4.00	0.11
Leon St	Local Applicable Segment	See Map	52.35	4.00	0.17
Blaine St	Local Applicable Segment	See Map	51.79	6.00	0.13
Union Pl	Local Applicable Segment	See Map	51.43	4.00	0.18
Exchnage Pl	Local Applicable Segment	See Map	51.38	3.00	0.09
Ashworth Pl	Local Applicable Segment	See Map	51.26	4.00	0.23
Wilbur Avenue S	Geddes	Grand	50.52	5.00	0.07
C-D Rd	Local Applicable Segment	See Map	50.32	5.00	0.11
Gifford Street	West	Clinton	50.12	4.62	0.23
Townsend Street N	Burnet	James (NYS 290)	50.08	5.00	0.10
Lodi Street	Court (NYS 298)	Bear	49.76	4.50	0.18
Seneca Turnpike E	Brighton	City Line	49.72	4.00	0.27
King St	Local Applicable Segment	See Map	49.66	6.00	0.18
Matson Ave E	Local Applicable Segment	See Map	49.43	5.00	0.12
Mark Ave	Local Applicable Segment	See Map	49.38	5.00	0.11
Glass Ter	Local Applicable Segment	See Map	49.38	5.00	0.04
Park Street	Hiawatha	Wolf (US 11)	49.32	5.00	0.09
Velasko Street	Bellevue	Onondaga Street	48.41	6.00	0.10
Wiman Ave	Local Applicable Segment	See Map	48.33	5.00	0.21
Tracy St	Local Applicable Segment	See Map	48.27	4.74	0.31
Court Ter	Local Applicable Segment	See Map	48.20	5.00	0.18
Brighton Avenue E	Thurber	Ainsley	47.48	5.00	0.51
Hiawatha Boulevard E	Grant	7th North	47.20	4.46	0.41
Lodi Street	State	Court (NYS 298)	47.12	5.00	0.09
Lemoyne Ave Service Road	Local Applicable Segment	See Map	46.77	4.00	0.05
Mary St	Local Applicable Segment	See Map	46.61	6.00	0.31
Sabine St	Local Applicable Segment	See Map	45.89	5.57	0.28
Grace St	Local Applicable Segment	See Map	45.79	6.00	0.32
Onondaga Street E	Jefferson	State (US 11)	45.63	4.00	0.09
Fayette St W	Local Applicable Segment	See Map	45.61	5.00	0.33
South Avenue	Glenwood	Onondaga Ave	45.25	5.79	0.45
Robin Croft Rd	Local Applicable Segment	See Map	44.97	3.00	0.05
Gertrude St	Local Applicable Segment	See Map	44.92	5.23	0.36
Howard St	Local Applicable Segment	See Map	44.65	5.06	0.22
Sherwood Ave	Local Applicable Segment	See Map	44.31	4.30	0.32
Alvord St S	Local Applicable Segment	See Map	44.09	5.48	0.38
Harrison St	Local Applicable Segment	See Map	44.08	5.00	0.08
University Avenue	Genesee (NYS 92)	Fayette	44.00	5.00	0.11
Dorchester Ave	Local Applicable Segment	See Map	43.18	4.00	0.36
University Avenue	Fayette	Erie (NYS 5)	43.18	5.00	0.15
Garfield Pl	Local Applicable Segment	See Map	43.13	6.00	0.05
Willow St W	Local Applicable Segment	See Map	43.08	5.11	0.13
John St	Local Applicable Segment	See Map	42.90	4.77	0.57
Daisy St	Local Applicable Segment	See Map	42.72	6.00	0.06
Bank Alley	Local Applicable Segment	See Map	42.58	5.65	0.18
Merz Ave	Local Applicable Segment	See Map	42.37	6.00	0.08
Elm St	Local Applicable Segment	See Map	42.27	5.20	0.57
State Street N	Sunset	Lodi	42.27	5.44	0.13
Temple St	Local Applicable Segment	See Map	42.24	5.36	0.27
May Ave	Local Applicable Segment	See Map	41.99	6.00	0.18
Harvard Pl	Local Applicable Segment	See Map	41.81	5.31	0.26
Apple St	Local Applicable Segment	See Map	41.65	5.00	0.20

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Park Street	Oak	DeWitt	41.64	5.00	0.12
Baker Ave	Local Applicable Segment	See Map	41.64	5.68	0.34
Roosevelt Ave	Local Applicable Segment	See Map	41.57	4.00	0.44
Lodi Street	Butternut	Kirkpatrick	41.31	5.56	0.60
Old Colvin St	Local Applicable Segment	See Map	41.21	5.00	0.12
Lea La	Local Applicable Segment	See Map	41.07	5.00	0.09
Harbor St	Local Applicable Segment	See Map	41.05	5.00	0.12
Palmer Ave	Local Applicable Segment	See Map	41.04	6.00	0.39
Second North St	Local Applicable Segment	See Map	40.94	5.53	0.69
Eureka St	Local Applicable Segment	See Map	40.35	5.49	0.15
Plum St	Local Applicable Segment	See Map	40.18	5.17	0.47
Sedgwick Rd	Local Applicable Segment	See Map	39.94	4.00	0.10
Seward St	Local Applicable Segment	See Map	39.92	5.23	0.23
Lawrence St	Local Applicable Segment	See Map	39.85	6.00	0.19
Henderson St	Local Applicable Segment	See Map	39.83	6.00	0.08
Spencer Street	Hiawatha	Dead End	39.74	4.00	0.34
Cheney St	Local Applicable Segment	See Map	39.61	6.00	0.16
Huron St	Local Applicable Segment	See Map	39.59	6.00	0.12
Cambridge St	Local Applicable Segment	See Map	39.48	6.00	0.27
Pattison St	Local Applicable Segment	See Map	39.40	5.00	0.18
Erie Boulevard West	Franklin	Clinton	39.38	5.00	0.10
Cook Ave	Local Applicable Segment	See Map	39.32	5.00	0.16
Taylor St E	Local Applicable Segment	See Map	38.88	5.80	0.45
Worden Ave	Local Applicable Segment	See Map	38.74	5.00	0.13
Hawthorne St	Local Applicable Segment	See Map	38.49	6.00	0.12
Jefferson Street E	Onondaga Street	State (US 11)	38.31	5.00	0.09
Genesee Street E	Irving	Teall	37.91	5.64	0.85
Ellis St	Local Applicable Segment	See Map	37.82	6.00	0.22
Dale St	Local Applicable Segment	See Map	37.68	5.00	0.30
Maple Ter	Local Applicable Segment	See Map	36.35	6.00	0.16
Townsend Street S	Harrison	Genesee (NYS 92)	36.26	6.00	0.26
Harrison Pl	Local Applicable Segment	See Map	36.22	6.00	0.11
Village Dr	Local Applicable Segment	See Map	35.86	6.00	0.40
Beacon Rd	Local Applicable Segment	See Map	35.75	5.65	0.18
Salt Springs Road	Seeley	Springfield	35.63	5.75	0.50
Wadsworth Street	Grant	Court (NYS 298)	35.61	5.17	0.63
Hampton Rd	Local Applicable Segment	See Map	35.60	5.00	0.23
Michaels Ave	Local Applicable Segment	See Map	35.59	6.00	0.11
Pershing Ave	Local Applicable Segment	See Map	35.59	5.00	0.08
Meadowbrook Drive	Nottingham	Euclid	35.59	6.00	0.34
Grandview Ave	Local Applicable Segment	See Map	35.58	5.00	0.07
Calthrop Ave W	Local Applicable Segment	See Map	35.41	6.04	0.46
Granger St	Local Applicable Segment	See Map	35.39	5.41	0.18
McCarthy Ave	Local Applicable Segment	See Map	35.19	6.00	0.10
Ontario St	Local Applicable Segment	See Map	34.87	5.59	0.17
Marshall St	Local Applicable Segment	See Map	34.86	3.17	0.40
Craton St	Local Applicable Segment	See Map	34.79	5.46	0.15
Jasper Pl	Local Applicable Segment	See Map	34.39	6.00	0.09
Beech St N	Local Applicable Segment	See Map	34.10	4.92	0.35
Avondale Pl	Local Applicable Segment	See Map	34.01	6.00	0.11
Dorset Rd	Local Applicable Segment	See Map	33.94	5.00	0.17
Beech St S	Local Applicable Segment	See Map	33.92	5.92	0.90
Kirkpatrick St E	Local Applicable Segment	See Map	33.79	5.70	1.00
Edtim Rd	Local Applicable Segment	See Map	33.78	6.00	0.15
Prospect Ave	Local Applicable Segment	See Map	33.65	6.26	0.24
Harborside Drive	Destiny USA Drive	Park Street (NYS 370)	33.48	5.00	0.10
Lemoyne Avenue	7th North	City Line	33.40	5.26	0.45
Harding St	Local Applicable Segment	See Map	33.31	5.55	0.28
Wilson St	Local Applicable Segment	See Map	33.05	6.00	0.20
Scottholm Blvd	Local Applicable Segment	See Map	32.83	5.00	0.36
Alliance Bank Pkwy	Local Applicable Segment	See Map	32.81	5.00	0.37
Barker Ave	Local Applicable Segment	See Map	32.68	4.72	0.11

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Hiawatha Boulevard W	Erie	I-690 Ramp	32.46	6.00	0.14
Plum Street	Evans	Franklin	32.44	5.00	0.06
Kensington Rd	Local Applicable Segment	See Map	31.47	5.59	0.42
Maple St	Local Applicable Segment	See Map	31.15	5.69	0.26
Craddock St	Local Applicable Segment	See Map	30.81	6.28	0.24
Park Street	Pond	Court (NYS 298)	30.78	6.50	0.38
Wilbur Avenue S	Amy	Seymour	30.64	6.00	0.23
Kline St	Local Applicable Segment	See Map	30.58	5.50	0.13
Alanson Rd	Local Applicable Segment	See Map	30.43	5.58	0.52
Water Street E	Warren	State (US 11)	30.43	6.00	0.17
Strathmore Dr	Local Applicable Segment	See Map	30.40	6.00	0.31
Rich St	Local Applicable Segment	See Map	30.07	6.11	0.62
Lemoyne Ave	Local Applicable Segment	See Map	29.96	5.72	0.93
Alvord St N	Local Applicable Segment	See Map	29.95	6.50	0.38
Greenway Ave	Local Applicable Segment	See Map	29.85	5.00	0.17
Bristol Pl	Local Applicable Segment	See Map	29.83	6.00	0.07
Judson St	Local Applicable Segment	See Map	29.83	6.00	0.09
Trinity Pl	Local Applicable Segment	See Map	29.83	6.00	0.10
Ostrom Ave	Local Applicable Segment	See Map	29.66	6.18	0.83
Tennyson Ave	Local Applicable Segment	See Map	29.36	5.43	0.57
Miles Ave	Local Applicable Segment	See Map	29.27	5.75	0.33
Cherry St	Local Applicable Segment	See Map	28.73	6.57	0.30
Taylor St W	Local Applicable Segment	See Map	28.54	6.64	0.30
Putnam St	Local Applicable Segment	See Map	28.32	6.17	0.38
Gifford St	Local Applicable Segment	See Map	28.24	6.35	0.66
Belden Ave W	Local Applicable Segment	See Map	28.24	6.15	0.81
Hatherly Rd	Local Applicable Segment	See Map	28.17	5.86	0.24
Melrose Ave	Local Applicable Segment	See Map	27.92	5.97	0.53
Graves St	Local Applicable Segment	See Map	27.88	5.94	0.28
Amherst Ave	Local Applicable Segment	See Map	27.78	6.41	0.18
Milford Ct	Local Applicable Segment	See Map	27.73	6.00	0.06
Circle Rd	Local Applicable Segment	See Map	27.69	6.00	0.25
Windsor Pl	Local Applicable Segment	See Map	27.69	6.00	0.12
Chatham Rd	Local Applicable Segment	See Map	27.44	6.00	0.17
Columbia Ave	Local Applicable Segment	See Map	27.25	6.00	0.20
Destiny USA Drive	Service Road Ramp	Harborside	27.22	6.00	0.36
Park Street	Court (NYS 298)	Wolf (US 11)	27.21	6.25	0.57
Oswego St	Local Applicable Segment	See Map	27.15	6.63	0.49
Lincoln Ave	Local Applicable Segment	See Map	26.77	6.88	0.40
Spring St	Local Applicable Segment	See Map	26.31	5.53	1.22
Richmond Ave	Local Applicable Segment	See Map	26.26	6.38	0.58
Marquette St	Local Applicable Segment	See Map	26.19	6.00	0.09
Furman St	Local Applicable Segment	See Map	25.86	6.67	0.41
Salina Street N	Kirkpatrick	Court (NYS 298)	25.61	6.50	0.21
Water St W	Local Applicable Segment	See Map	25.53	4.92	0.34
Kirkpatrick Street W	Geddes	Solar	25.29	6.00	0.54
Erie Blvd E	Local Applicable Segment	See Map	25.29	4.00	0.14
Sackett St	Local Applicable Segment	See Map	25.17	6.05	0.21
Brighton Avenue E	I-81 / I-481 Ramps	Seneca (NYS 173)	25.12	2.83	0.54
Isabella St	Local Applicable Segment	See Map	24.97	5.98	0.15
Bassett St	Local Applicable Segment	See Map	24.87	6.35	0.29
Catherine St	Local Applicable Segment	See Map	24.72	6.67	0.69
Hickory St	Local Applicable Segment	See Map	24.59	6.19	0.48
Lancaster Pl	Local Applicable Segment	See Map	24.41	6.00	0.06
Spencer Street	Bear (NYS 298)	Hiawatha	24.14	6.00	0.31
Liberty St	Local Applicable Segment	See Map	24.14	6.24	0.58
Wall St	Local Applicable Segment	See Map	24.03	5.50	0.25
Roberts Ave	Local Applicable Segment	See Map	23.58	6.65	0.74
Berkshire Ave	Local Applicable Segment	See Map	23.57	4.69	0.32
Emerson Ave	Local Applicable Segment	See Map	23.42	5.73	1.18
Fordham Rd	Local Applicable Segment	See Map	23.41	5.00	0.16
Twin Hills Dr	Local Applicable Segment	See Map	23.37	6.19	0.34

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Vine St	Local Applicable Segment	See Map	23.33	7.04	0.49
McBride Street N	Burnet	James (NYS 290)	22.99	6.80	0.15
Carlton Rd	Local Applicable Segment	See Map	22.86	5.79	0.40
Onondaga St E	Local Applicable Segment	See Map	22.74	6.87	0.24
Harrison Street	University	Comstock	22.39	6.42	0.20
Bradford Pkwy	Local Applicable Segment	See Map	22.30	6.74	0.80
Raynor Ave E	Local Applicable Segment	See Map	21.85	5.69	0.39
Geddes Street N	Genesee (NYS 5)	Pulaski	21.81	6.62	0.29
Solar Street	Plum	Bear (NYS 298)	21.75	5.75	0.70
Pulaski St	Local Applicable Segment	See Map	21.74	5.70	0.43
First North St	Local Applicable Segment	See Map	21.46	5.79	1.15
Woodruff Ave	Local Applicable Segment	See Map	21.35	5.65	0.43
Clarke St	Local Applicable Segment	See Map	20.99	6.30	0.19
James Street	Midler (NYS 598)	City Line	20.95	6.41	0.57
James Street	Grant	Midler (NYS 598)	20.95	6.50	0.48
Mather St	Local Applicable Segment	See Map	20.71	7.24	0.38
Tallman Street	Onondaga Street	Midland	20.51	6.86	0.43
Townsend Street S	Fayette	Erie (NYS 5)	20.45	4.59	0.15
Irving Avenue	Van Buren	Adams	20.44	6.80	0.35
Division St E	Local Applicable Segment	See Map	20.38	5.10	0.61
Pine St	Local Applicable Segment	See Map	19.99	6.30	0.25
Niagara St	Local Applicable Segment	See Map	19.94	4.81	0.32
Comstock Avenue	Thurber	Colvin	19.80	7.48	0.32
Willis Ave	Local Applicable Segment	See Map	19.80	6.40	1.20
Avery Avenue	Genesee (NYS 5)	Milton	19.80	6.42	0.70
Green St	Local Applicable Segment	See Map	19.68	7.84	0.52
Malverne Dr	Local Applicable Segment	See Map	19.56	5.11	0.39
Sunset Avenue	State	Court	19.52	7.02	0.16
Nottingham Road	Colvin	Meadowbrook	18.79	6.00	0.35
Seneca St	Local Applicable Segment	See Map	18.77	5.66	0.21
Allen St	Local Applicable Segment	See Map	18.76	6.95	0.78
Livingston Ave	Local Applicable Segment	See Map	18.67	6.41	0.27
Bryant Ave	Local Applicable Segment	See Map	18.62	6.36	0.61
New St	Local Applicable Segment	See Map	18.57	1.89	0.16
Morton St	Local Applicable Segment	See Map	18.34	6.00	0.11
Rigi Ave	Local Applicable Segment	See Map	18.28	5.00	0.33
Elizabeth St	Local Applicable Segment	See Map	18.26	6.89	0.15
Sedgwick St	Local Applicable Segment	See Map	18.24	6.46	0.25
Eastwood Rd	Local Applicable Segment	See Map	18.16	6.51	0.13
Columbus Avenue	Genesee (NYS 92)	Erie	18.13	6.89	0.22
LaForte Ave	Local Applicable Segment	See Map	17.93	6.48	0.15
Midland Avenue	Cortland	Onondaga Street	17.72	7.76	0.67
South Avenue	Marginal	Onondaga St	17.71	7.58	0.61
Sand St	Local Applicable Segment	See Map	17.40	6.82	0.33
Carbon St	Local Applicable Segment	See Map	17.30	7.43	1.25
Bruce St	Local Applicable Segment	See Map	17.11	8.13	0.48
Ulster St	Local Applicable Segment	See Map	17.06	6.29	0.64
Euclid Avenue	Westcott	Meadowbrook	17.01	6.46	0.75
Maplehurst Ave	Local Applicable Segment	See Map	16.74	6.09	0.32
Brattle Rd	Local Applicable Segment	See Map	16.50	7.22	0.85
Park Street	I-81 Ramp	City Line	16.42	6.49	0.38
Van Rensselaer St	Local Applicable Segment	See Map	16.20	6.56	1.23
Jackson St	Local Applicable Segment	See Map	15.99	4.00	0.18
Lydell St	Local Applicable Segment	See Map	15.97	7.37	0.34
Adams Street E	Almond	Irving	15.96	6.61	0.22
McBride St N	Local Applicable Segment	See Map	15.74	7.69	0.73
Oakwood Ave	Local Applicable Segment	See Map	15.71	7.00	0.65
Hunter Ave	Local Applicable Segment	See Map	15.62	6.07	0.09
Loma Ave	Local Applicable Segment	See Map	15.21	6.53	0.39
Water Street E	State (US 11)	Almond	14.58	4.00	0.27
Shotwell Park	Sunnycrest	James (NYS 290)	14.49	6.54	0.90
DeWitt Street	James (NYS 290)	Park	14.27	6.18	0.22

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Franklin Street N	Genesee (NYS 5)	Butternut	14.05	6.66	0.19
Fobes Ave	Local Applicable Segment	See Map	14.04	5.39	0.41
Summit Ave	Local Applicable Segment	See Map	13.95	7.25	0.59
Bear St E	Local Applicable Segment	See Map	13.95	6.88	0.65
Spencer St	Local Applicable Segment	See Map	13.94	7.49	0.60
Midland Avenue	Brighton	Cortland	13.82	7.77	0.82
Holland St	Local Applicable Segment	See Map	13.64	6.70	0.40
Burnet Park Dr	Local Applicable Segment	See Map	13.59	6.28	0.27
Dorothy St	Local Applicable Segment	See Map	13.54	6.57	0.27
Forest Hill Dr	Local Applicable Segment	See Map	13.42	6.65	0.49
Kennedy St E	Local Applicable Segment	See Map	13.26	7.50	0.26
Ostrander Ave W	Local Applicable Segment	See Map	13.15	5.75	0.65
Hawley Ave	Local Applicable Segment	See Map	13.11	7.28	1.26
Colvin St W	Local Applicable Segment	See Map	13.06	7.31	0.51
Leavenworth Ave	Local Applicable Segment	See Map	13.02	6.98	0.35
Sunnycrest Road	Shotwell	Midler (NYS 598)	12.81	6.01	0.46
Geddes Street N	Erie	Genesee (NYS 5)	12.75	6.70	0.38
Tompkins St	Local Applicable Segment	See Map	12.38	5.99	0.34
Clinton Street N	Websters Landing	Genesee (NYS 5)	12.31	4.67	0.21
Park Ave	Local Applicable Segment	See Map	12.24	7.12	1.54
Fayette Street E	Columbus	Seely	12.05	7.41	0.90
Wadsworth Street	Court (NYS 298)	Lemoyne	11.97	6.68	0.36
Meadowbrook Drive	Euclid	Genesee (NYS 92)	11.86	7.56	1.81
Teall Avenue	Erie (NYS 5)	Burnet	11.82	8.24	0.32
Hixson Ave	Local Applicable Segment	See Map	11.79	5.75	0.50
Beecher St	Local Applicable Segment	See Map	11.74	7.25	0.34
Franklin Street N	Butternut	Plum	11.41	4.71	0.18
Fellows Ave	Local Applicable Segment	See Map	11.37	7.05	1.01
Grant Boulevard	Wolf (US 11)	Court (NYS 298)	11.26	6.50	0.36
Scott Ave	Local Applicable Segment	See Map	11.16	8.32	0.78
Turtle St	Local Applicable Segment	See Map	11.09	6.11	1.02
Burnet Avenue	Teall	Midler (NYS 598)	11.05	6.22	0.95
Fayette Street E	State (US 11)	Almond	10.82	7.02	0.27
Madison St	Local Applicable Segment	See Map	10.51	6.09	1.15
Canal St	Local Applicable Segment	See Map	10.50	6.93	0.76
Vann St	Local Applicable Segment	See Map	10.37	6.00	0.43
Hillside St	Local Applicable Segment	See Map	10.37	6.02	0.46
Merriman Ave	Local Applicable Segment	See Map	10.35	6.75	0.54
Danforth St	Local Applicable Segment	See Map	10.34	7.41	0.76
Ackerman Ave	Local Applicable Segment	See Map	10.24	7.42	0.56
Coleridge Ave	Local Applicable Segment	See Map	9.96	7.77	0.66
Ballantyne Road	Midland	Salina (US 11)	9.61	6.77	0.28
Townsend St N	Local Applicable Segment	See Map	9.51	7.97	0.78
Jasper St	Local Applicable Segment	See Map	9.44	7.77	0.36
Clifton Pl	Local Applicable Segment	See Map	8.88	6.74	0.30
Wolcott Ave	Local Applicable Segment	See Map	8.74	7.92	0.53
Winton St	Local Applicable Segment	See Map	8.50	8.13	0.49
Oak Street	Burnet	James (NYS 290)	8.50	8.32	0.50
Shonnard Street	Geddes	West	8.49	6.81	0.73
Myrtle St	Local Applicable Segment	See Map	8.31	5.55	0.73
Burnet Avenue	State (US 11)	Lodi	8.25	7.48	0.79
Tully St	Local Applicable Segment	See Map	8.22	8.57	0.43
Scottholm Ter	Local Applicable Segment	See Map	8.16	2.72	0.53
Westcott Street	Broad	Euclid	8.04	6.59	0.44
Salina Street N	State	Kirkpatrick	7.96	7.02	0.55
Lancaster Ave	Local Applicable Segment	See Map	7.67	8.27	1.14
Rugby Rd	Local Applicable Segment	See Map	6.97	7.74	0.88
Laurel St	Local Applicable Segment	See Map	6.67	7.28	0.50
Westmoreland Ave	Local Applicable Segment	See Map	6.65	7.47	2.06
Garfield Ave	Local Applicable Segment	See Map	6.24	8.52	0.40
Lexington Ave	Local Applicable Segment	See Map	6.20	6.32	0.55
Salina Street S	Calthrop (I-81 Access)	Kennedy	5.59	7.48	1.05

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Genesee Street E	Teall	Salt Springs	5.47	6.88	0.48
Stolp Ave	Local Applicable Segment	See Map	5.47	7.29	1.07
Stratford St	Local Applicable Segment	See Map	5.33	6.81	0.34
Atlantic Avenue	Valley	Midland	5.03	7.18	0.49
Stinard Ave	Local Applicable Segment	See Map	4.88	7.86	0.83
Highland St	Local Applicable Segment	See Map	4.51	7.72	1.01
Schuyler St	Local Applicable Segment	See Map	4.19	6.84	0.62
Clarendon St	Local Applicable Segment	See Map	4.15	5.98	0.47
Robineau Rd	Local Applicable Segment	See Map	4.03	7.93	0.71
Lowell Ave S	Local Applicable Segment	See Map	3.89	6.84	0.19
Durston Avenue	James (NYS 290)	Grant	3.81	7.30	0.68
Butternut Street	Lodi	Grant	3.78	7.78	0.94
Genesee Street E	Salt Springs	City Line	3.58	6.85	1.91
Midland Avenue	Seneca (NYS 173)	Brighton	3.30	7.63	1.31
Wilbur Avenue S	Tompkins	Seymour	3.20	8.15	0.51
Wendell Ter	Local Applicable Segment	See Map	2.59	7.61	0.56
Onondaga Creek Blvd	Local Applicable Segment	See Map	2.12	8.35	1.18

APPENDIX C – Census tracts by Weighted Average Tract Score

Census Tract ID	Census Tract Number	Weighted Average Tract Rating	Road Miles in Tract
36067000600	Census Tract 6	18.00	5.44
36067001701	Census Tract 17.01	17.31	6.42
36067000501	Census Tract 5.01	16.19	7.03
36067000200	Census Tract 2	15.73	9.73
36067004000	Census Tract 40	15.33	3.48
36067003500	Census Tract 35	14.55	6.78
36067001400	Census Tract 14	13.96	3.98
36067002101	Census Tract 21.01	13.81	10.80
36067004200	Census Tract 42	12.54	6.74
36067004401	Census Tract 44.01	11.52	8.22
36067006102	Census Tract 61.02	10.98	2.47
36067000100	Census Tract 1	10.94	13.07
36067001500	Census Tract 15	10.87	4.16
36067003400	Census Tract 34	10.85	8.12
36067004500	Census Tract 45	10.65	5.74
36067005200	Census Tract 52	10.30	6.59
36067005300	Census Tract 53	10.26	4.65
36067002000	Census Tract 20	10.06	8.15
36067002300	Census Tract 23	9.91	5.11
36067004301	Census Tract 43.01	9.72	2.79
36067002400	Census Tract 24	9.46	3.78
36067004302	Census Tract 43.02	9.26	7.03
36067005000	Census Tract 50	8.78	8.65
36067000400	Census Tract 4	8.71	9.86
36067003900	Census Tract 39	8.68	7.91
36067001702	Census Tract 17.02	8.12	7.35
36067000900	Census Tract 9	7.69	8.76
36067003200	Census Tract 32	7.24	11.00
36067005100	Census Tract 51	6.58	6.23
36067003000	Census Tract 30	6.57	6.52
36067002901	Census Tract 29.01	5.85	10.33
36067001000	Census Tract 10	5.57	8.66
36067005900	Census Tract 59	5.55	4.49
36067001600	Census Tract 16	5.49	3.99
36067000700	Census Tract 7	4.68	3.27
36067000300	Census Tract 3	4.68	4.62
36067005500	Census Tract 55	4.44	7.98
36067004600	Census Tract 46	4.36	24.45
36067005400	Census Tract 54	4.33	6.72
36067002700	Census Tract 27	3.63	4.61
36067005800	Census Tract 58	3.43	5.86
36067003601	Census Tract 36.01	3.41	4.81
36067001800	Census Tract 18	3.30	6.24
36067004900	Census Tract 49	2.64	5.18
36067003800	Census Tract 38	2.39	5.77
36067000800	Census Tract 8	2.16	5.80
36067003602	Census Tract 36.02	1.30	6.08
36067006101	Census Tract 61.01	1.03	8.25
36067001900	Census Tract 19	0.97	13.86
36067004800	Census Tract 48	0.63	7.36
36067005601	Census Tract 56.01	0.61	8.76
36067006000	Census Tract 60	0.49	13.77
36067005700	Census Tract 57	0.41	7.04
36067005602	Census Tract 56.02	0.00	0.22
36067006103	Census Tract 61.03	0.00	9.40

City of Syracuse
Pavement Maintenance Prioritization Program
Road Segments Overview

January 2026

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 46.89 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.

PPP 2026 Values

TotalPriorityScore

- 24.12 - 35.05
- 35.06- 40.84
- 40.85 - 46.89
- 46.90 - 66.38
- Not in Model
- City Federal-aid Eligible Roads

0 ¼ ½ 1 Miles