



ROADWORK AHEAD

**ANALYSIS OF SYRACUSE ROAD
RECONSTRUCTION PLAN**

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Message From The City Auditor

May 2024

Spring is upon us and City crews are now, as Willie Nelson said, “on the road again” – this time, doing road reconstruction projects in every part of Syracuse. This is a common rite of Spring in our community and much needed, given our aging infrastructure and the harsh treatment our roads experience in our climate.

This year, City of Syracuse presented a plan to repave 24.5 miles of roads, including 5.86 miles being carried over from last year’s program. This report endeavors to offer a primer on the history of transportation and road infrastructure in the City of Syracuse, get to the bottom of how roads are selected, and identify how we pay for these expensive projects.

We offer some basic recommendations on how to extend the longevity of our streets, ensure that fees levied to pay for these services are equitable, and how we can use data to better plan for more road reconstruction projects.

“Fix the damn roads” is a common refrain heard by any elected official visiting community meetings throughout the city. With nearly 400 miles of roadways, maintaining and preserving this vital public infrastructure is no small task for local government. Learning from our history and using data wisely, we can put our dollars to even more efficient use and offer users a better experience on City streets.

It is important to remember roads are not just for cars – they are built for a variety of end users: pedestrians, cyclists, and public transit all use our streets and have different needs. A well-maintained, modern street system integrated for multi-modal transportation is crucial to the future well-being of our city.

Our hope is that this report serves as a launching point for more dialogue about how we build a 21st Century city from the ground up.

Sincerely,



Alexander Marion, MPA
Syracuse City Auditor



Executive Summary

The City of Syracuse has nearly 400 miles of public roadways and endeavors to repave as much as possible each year. To assist with the process, the City has forged a relationship with the Syracuse Metropolitan Transportation Council (SMTC) in where SMTC visually inspects each block each year and rates those blocks on a 1-10 scale. Going a step further, SMTC collects data from the City of Syracuse, CENTRO, the US Census, and utility providers to understand road uses, demographics, and completed and planned work.

Beginning in 2023, and continued for 2024, the City of Syracuse asked SMTC to also factor in an equity component to be considered in the model at 50% of the score. SMTC's data-driven process produces weighted average scores for each block which should be a valuable tool for determining paving priority.

SMTC acknowledges 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.” Despite that acknowledgment, the data collection, analysis, and reporting produced by SMTC is excellent and clearly demonstrates the process by which they arrived at their decisions.

In March 2024, City officials presented the Common Council with a bonding measure of more than \$8 million seeking to borrow the funds necessary to pave 24.5 miles of roads during the upcoming construction season. Despite SMTC's extensive work, more than 11 of the miles proposed by the City do not appear on the SMTC recommendations list. The reasoning for these changes was not made clear. City officials may be right to select alternative streets (and a review based on condition alone suggests their alternatives to be appropriate) but residents and the Common Council would benefit from a more detailed, data-driven explanation about how these decisions are made.

This review also identified concerns regarding the equity of Sweeping and Oiling (Slurry Seal) charges to homeowners based on their road type. Fluctuations in annual pricing of these regular and ordinary services creates inequities in cost depending on the year or when the product was applied. The City could do more to prevent swings in pricing of these routine services.

And finally, the review confirmed there is no centralized database of infrastructure work being maintained in the City. Departments are using a variety of programs, spreadsheets, and paper files to track their work, with no streamlining or overlapping and limited communications between them. The City would benefit from consolidating programs and eliminating those which do not advance the goals of multiple departments or bureaus.

Introduction

Background

Each Spring, the Department of Public Works (DPW) presents legislation to the Common Council asking for authorization to bond millions of dollars to support the department's various road projects that year.

Regular annual projects include the City's "Road Reconstruction" or "Mill & Pave" program and the "Slurry Seal" program. A variety of other "Dig Once" and other reconstruction efforts also come before the Common Council. These roadwork projects consistently represent some of the largest annual expenses the City incurs, and bonds are usually issued to generate the funds needed to complete the work.

This review began in March 2024 following the introduction of legislation authorizing \$8.35 million in bonding to support the City's annual Road Reconstruction Program for the 2024 paving season. According to the list included with the legislation – which was provided by City officials – this program would seek to repave 24.5 miles of City roadways in 2024.

During Common Council testimony, First Deputy Commissioner of DPW, Ann Fordock, stated that "maybe eight (8) streets were carryover from last year" and "maybe eight (8) will be done by the contractor." The Commissioner shared that the list of roads to be paved is informed by ratings provided by the Syracuse Metropolitan Transportation Council (SMTC), but the DPW Superintendent of Street Repair selects the roads and appears to have the final say on which streets are included on the list.

This legislation was passed unanimously by the Syracuse Common Council on March 11. The City can expect to pay interest rates at or above 4% on the public bonds used to finance this activity.

Road ratings reports for 2021 and 2022 were available on the City's open data portal, Open Data Syracuse. The 2023 ratings list was uploaded to the portal while the review was underway. To have the most reliable and updated information, the analysis was re-started once the 2023 list became available.

These ratings reports provide block by block street condition ratings with other information including the street's width, the type of road, and its mileage. SMTC was contacted to learn more about how the City rates roads and how the two organizations work together to analyze and pick roads for repair.

SMTC performs an annual evaluation of every City block, providing a block-by-block numerical rating to City officials each year, in addition to other critical data.

For several years, SMTC has provided a weighted score which factors in infrastructure and transportation factors, including proximity to major institutions, transit activity, and number of water main breaks. These infrastructure components accounted for 100% of the rating.

New in the 2023 model, the City began asking SMTC to include equity factors in their modeling, at 50% of the weighted score. These factors were established based on a block's Census tract, and include percentage of highly rent-burdened households, elderly households, and residents who earn below the poverty line.

This chart is included later in this report in the section Relationship with SMTC in the Appendix.

After scoring using the City's criteria, SMTC generates a list of blocks above the 75th percentile, amassing 15.76 miles, which they consider "good candidates" for paving based on the model.

As experts in transportation planning, SMTC provides other valuable data to City officials.

Recognizing the City may be able to gain efficiencies and economies of scale by paving multiple blocks at once, SMTC aggregates block-by-block data into road segment sections and creates a priority list of these street sections, as well. These ratings could prove more useful than a scatter shot approach of paving individual blocks.

As a final layer of consideration to consider equity, SMTC provides the City with a listing of Census tracts which should be first in line for road work.

Upon request, SMTC was also able to provide additional data about whether a street was Improved (with curbing) or Unimproved (without curbs). While SMTC did not guarantee the validity of this data, a review found it to be highly accurate.

The full SMTC 2024 Pavement Prioritization Report is included as Appendix A.

Dataset Issues

Overall, the datasets appeared reliable, but we noted several issues which needed to be addressed.

We took several steps to clean up the data.

- Forty (40) blocks in the dataset, covering 4.25 miles, were shown with a zero (0) rating in 2023. We suspect these blocks were not rated. Each of these blocks does have a 2022 road rating which was used for the purpose of evaluating the data.
- Twelve (12) blocks in the dataset, covering 1.12 miles, were shown as being an unknown road type, meaning it did not distinguish between improved and unimproved. All except one of these blocks were local roads (functional class 19) and multiple streets were identified dead ends. These blocks were considered “unimproved streets” in the analysis.
- Several streets did not have a Ward number assigned, instead showing zero (0). No patterns were detected, and efforts were not undertaken to attempt to associate each block with a Ward, instead referring to them simply as “Unknown.”

The review also looked at special charges for street cleaning or street repair which are applied to City tax bills. These charges, known as “Sweeping” and “Oiling,” are assessed on property owners depending on their road type (improved versus unimproved) and based on their frontage. This topic is expanded on later in the report.

Transportation History In Syracuse

The City of Syracuse contains nearly 400 miles of public roadways which are maintained by staff from the Department of Public Works (DPW). Laid out next to each other, their distance would stretch further than a trip from Syracuse to Washington, DC.

From major arterials like portions of Erie Blvd and Genesee Street – which carry tens of thousands of cars a day – to one block streets and dead ends which handle local traffic and deliveries, the roads in the City are important to those who drive them, and their condition is one of the leading topics of complaint for those who live and work in the city.

Syracuse’s streets have a history two hundred years in the making.

From the few hundred people who called the area home two centuries ago, to the 150,000 who live here today, plus the tens of thousands more who work and visit daily – they all have one thing in common – an interest in easy, accessible, and safe transportation around our community.

Canal Days and the Arrival of Rail

With the creation of the Erie Canal in the early 1820s, communities along her path began to grow and flourish. The Village of Syracuse was one of the largest beneficiaries of that early public works project. Established in 1825, the Village of Syracuse’s population quickly began to grow. Building out from its city core – Clinton Square – Syracuse developed rapidly, spreading east and west along the Erie Canal, and northward along the Oswego Canal. Local roads supported travel among the community; most were still made of dirt, but wooden plank roadways were becoming fashionable to assist the horses, wagons, and carriages which traveled about the city.

The growing Village was greeted with the arrival of rail in the 1830s. Goods and passengers could soon travel more quickly than the canals, and new tracks were laid throughout the City for local and regional travel. Vanderbilt Square, at the corner of Salina and Washington Streets, served as our city’s first train station. Rapid expansion in those early decades of the 19th Century led to the formation of the City of Syracuse in 1848. By 1850, Syracuse was the 27th largest city in America.

An Established City

With a population which had swelled to more than 22,000 in 1850, the community’s growth owed its thanks to the canal and now the growing rail lines. If the waterway fueled the curiosity of New Yorkers ready to travel, rail set it ablaze. And Syracuse was taking advantage.

In addition to its other new transportation infrastructure, the new City had steadily developed an impressive street grid, which contains many of the roads we know today. It was a bustling City which doubled its population three times over the next sixty years. In 1900, Syracuse was still the 30th largest city in America.

Rail travel dominated transportation in Syracuse, but with the turn of the century, the world was changing – and Syracuse was eager to keep pace.

The Rise of Automobiles

Shortly after the start of the 20th Century, automobile travel was sweeping the country, quickly becoming the preferred method of transportation. The speed and convenience of automobile travel made it appealing to many people. The city installed its first traffic light (a Crouse-Hinds product) in 1922 at State

Street and James Street, a telling sign of what was to come. Brick paving was used in many spots to provide a smooth riding surface.



The canals that helped propel Syracuse 100 years earlier were now becoming dangerous public health hazards. Full of garbage, foul-smelling, and attracting disease-carrying insects, City leaders had had enough. Just two years after installing that first traffic light, the famous Erie Canal – the transportation route which built the City – was closed for good and filled in by late 1924.

But the story of automobiles shaping the history of Syracuse’s streets was just getting started.

By 1930, Syracuse had nearly doubled in size again, now home to nearly 210,000 people, and status as the 40th largest city in the country. Automobile travel had become not only fashionable, but common, and City leaders were ready to bring relief to motorists inconvenienced by the railroads which ran through downtown streets. A plan to elevate the train tracks gained steam and soon, bridges were being constructed just south of downtown. The last train ride through Syracuse’s streets would take place in September 1936.

The old brick streets and rail lines at-grade still lie beneath many of Syracuse’s current roads – a lasting sign of a very different city during very different times. The elevated tracks also still run through Syracuse. The trains which cross them carry a variety of hazardous products through the heart of the city, posing a risk to our growing urban core.

The Rise of Highways

Americans' love affair with the automobile was made even easier by the 1956 Interstate Highway Act. The new federal law provided states with financial incentives to use asphalt for road paving, making bumpy streets a lot less common. The act is perhaps most famous for creating the modern highway system we still use today, known to many as the Eisenhower Interstate System.

Shortly after the passage of the Interstate Highway Act, local officials in Syracuse sought to capitalize on the federal funds. Seeking a dual goal of "neighborhood revitalization" and creating easy access to City's core economic engines – downtown and the University area – City leaders plotted the course for a new highway.

Discussions quickly circled around City's 15th Ward, a historically black neighborhood. Federal redlining policies had prevented black residents from securing loans for homes, forcing them to rent apartments at unsustainable monthly costs. The neighborhood suffered. But by 1958, the highway's path was decided and confirmed – the neighborhood would be raised to make way.

That decision, along with those which would follow for the next ten years would remake Syracuse forever. Between 1958 and 1969 The New York State Thruway would be completed, West Street would be established after tearing down yet another neighborhood, and I-81 through Syracuse would be finished after leveling the 15th Ward. Cars were now firmly in control of Syracuse.

In 1956, when the Interstate Highway Act was passed, Syracuse's population exceeded 220,000 residents, holding its status as one of the most populated cities in the county (#47 in 1950; #53 in 1960). But over the next 45 years, Syracuse would see its population decline nearly 35%. By 2000, less than 150,000 called the City home.

The Connective Corridor

In 2005, Syracuse University purchased the former Dunk & Bright Warehouse located at the corner of West Fayette Street and West Streets in downtown Syracuse to serve as a new School of Architecture for the University. Officials from SU, along with City leaders, joined with local utility provider National Grid, to begin conversations about how to ensure a safe and easy path between the two spaces which had been separated by the creation of the Route 81 highway decades before. The idea came to be known as the "Connective Corridor" and plans included dedicated bus lines, new street lighting, and public art installations.

County, State, and Federal leaders quickly coalesced behind the project, securing necessary funding to make the project a reality. Design and planning work continued while smaller complimentary projects began to take shape with the installations of public art and the creation of a new CENTRO bus line linking the two spaces. Construction on the project officially began in 2011. In the several years which followed, new art installations, lighting upgrades, bike lanes, and green infrastructure projects were completed along the path, creating the vibrant pathway we know today.

The Future of Transportation in Syracuse

In 2008, the New York State Department of Transportation announced that the Route 81 viaduct, which travels through downtown Syracuse, would undergo a study to determine the conditions of the roadway and plot a course for its future. The viaduct, in place since the 1960s, was reaching the end of its useful life and a decision about its future would need to be made in the years ahead.

Replacing the existing highway as it stood was not an option due to updated highway and engineering standards which required significant changes to the roadway. Two primary alternatives were developed: a community grid, and a new viaduct.

Local leaders quickly united behind the idea of removing the viaduct in place of a new at-grade community street grid, which could help reconnect neighborhoods separated by the creation of the highway decades earlier. Under the plan, the existing Route 81 traffic would be re-routed to the current Route 481 east of Syracuse. Local traffic would exit the highway south of downtown Syracuse and use the local street grid.

Following ten years of robust public debate, which included thousands of comments, dozens of public meetings, environmental impact studies, reports and more, a final decision was made in June 2022 to proceed with the Community Grid alternative.

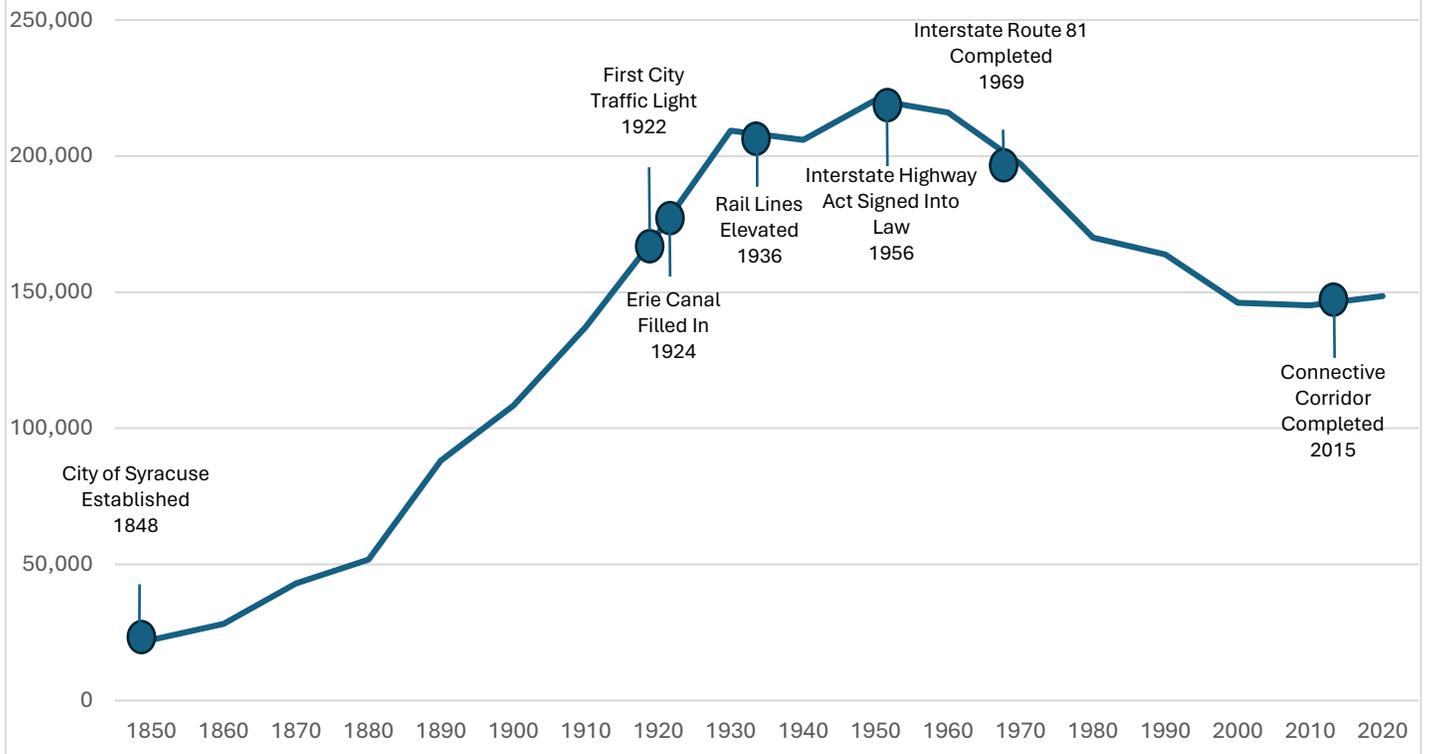
Complimentary phases and preliminary work are now underway to prepare for the removal of the viaduct and the creation of the new street grid. Officials anticipate the total project cost will exceed \$2 billion and be completed in 2028.



I-81 Viaduct Project Website

<https://webapps.dot.ny.gov/i-81-viaduct-project-overview>

Historic Population of Syracuse & Major Transportation Events



Types Of Roads

Road classifications are determined by both the Federal and State governments through their respective Departments of Transportation. The various road types have different characteristics based on traffic volumes, accessibility, and their use. Their distinction is also important when it comes to funding – local roads are not eligible for certain federal funding sources.

In the City of Syracuse, we can further divide roads into “Improved” and “Unimproved” streets.

The majority of streets in the City are “Improved streets” which contain curbing. “Unimproved streets” are those streets which do not have curbs. In recent years, during milling and paving activities, DPW has attempted to retain sections of curbing which are in good condition, as opposed to wholesale replacements, like in the past. It has found that keeping intact sections of old curbing, instead of complete replacements, can significantly reduce the cost of the mill and pave program, with the only downside being mismatching curbing in various states of repair.

Road Classifications

At the federal level, the Federal Highway Administration (FHWA), an agency within the U.S. Department of Transportation, provides a variety of supports to State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). The FHWA provides financial and technical assistance to State and local governments and is responsible for ensuring that America’s roads and highways continue to be among the safest and most technologically sound in the world.

(<https://highways.dot.gov/about/about-fhwa>)

At the state level, the Highway Data Services Bureau, within the Office of Technical Services at the Division of Engineering, part of the New York State Department of Transportation, collects and processes transportation data including the physical and administrative inventory elements of all state, county, and local highways. The Bureau’s data set includes the pavement condition of all state highways, traffic count data for the state and federal-aid highway systems, and select traffic data for many county and local roads. The Bureau's provides the vital information which serves as the basis for many of the Department's transportation decisions. (<https://www.dot.ny.gov/divisions/engineering/technical-services>)

Functional Classification Codes for Road Types (NYS and FHWA Designations)

FUNCTIONAL CLASSIFICATION CODES	NYS Codes Urban	NYS Codes Rural	FHWA Codes
Principal Arterial - Interstate	11	01	1
Principal Arterial - Other Freeway/Expressway	12	02	2
Principal Arterial - Other	14	04	3
Minor Arterial	16	06	4
Major Collector	17	07	5
Minor Collector	18	08	6
Local	19	09	7

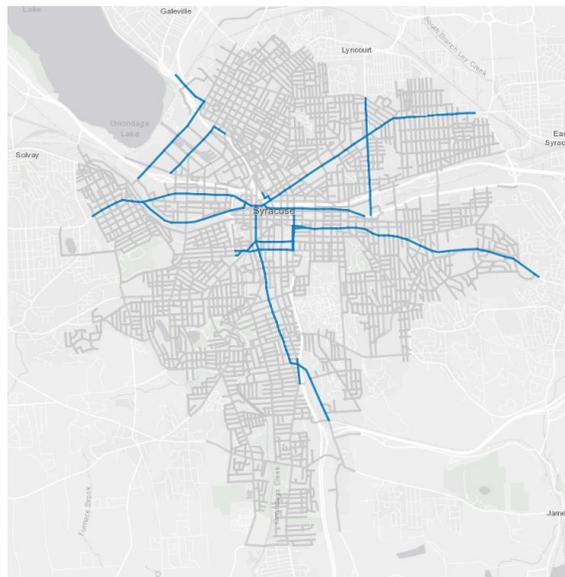
(From: <https://www.dot.ny.gov/divisions/engineering/applications/traffic-data-viewer/tdv-definitions/Functional-Classifications.htm>)

In urban environments like Syracuse, roads are classified into four categories: principal arterials, minor arterials, collector streets, and local roads.

Each of these road types have different characteristics:

Principal arterials

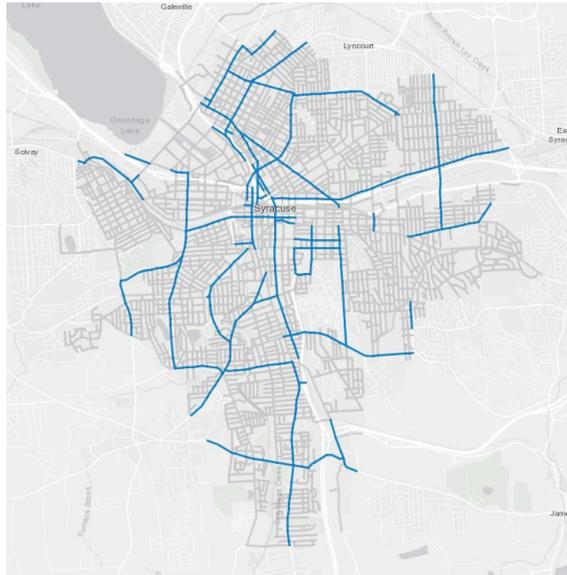
- Serve the major activity centers of a metropolitan area,
- Contain the highest traffic volume corridors,
- Carries the major portion of trips entering and leaving the urban area, and
- Carries the majority of through movements desiring to bypass the central city.
- Includes 22.88 miles of Syracuse roadways.
- Syracuse Examples: Portions of Erie Boulevard, James Street, and Genesee Street



Principal arterials in Syracuse

Minor arterials

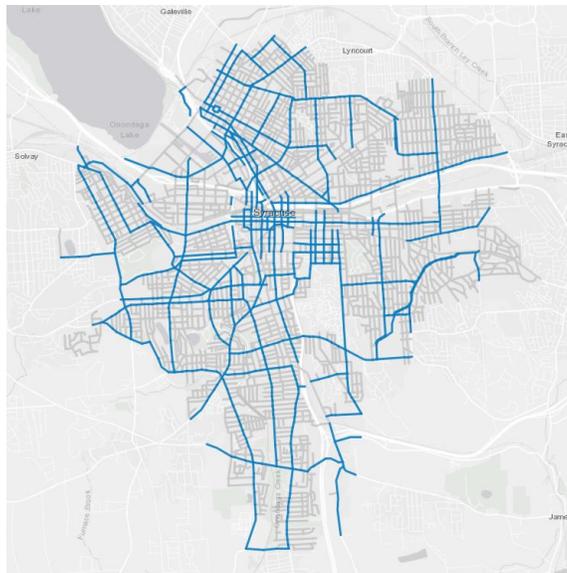
- Interconnect with and augment principal arterials,
- Provides service to trips of moderate length,
- Provides somewhat lower of travel mobility than principal arterials,
- Usually do not penetrate identifiable neighborhoods, and
- Usually spaced not more than one (1) mile apart.
- Syracuse Examples: Portions of Geddes Street, Grant Boulevard, and South Avenue.
- Includes 47.9 miles of Syracuse roadways.



Minor arterials in Syracuse

Collector streets

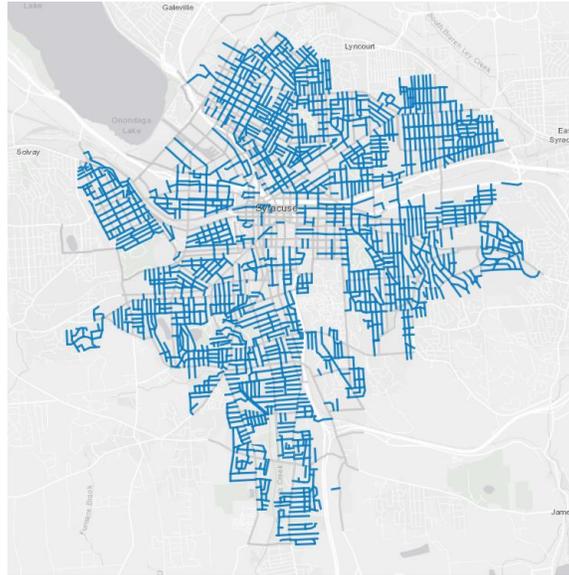
- Sometimes split into Major and Minor Collectors,
- Provides both land access service and traffic circulation,
- Can serve residential neighborhoods, as well as commercial and industrial areas,
- Sometimes penetrates residential neighborhoods,
- Distribute trips from the arterials through the area to the ultimate destination,
- Collects traffic from local streets and funnels it into the arterial system, and
- In the central business district, may include the street grid.
- Syracuse Examples: Portions or all of Valley Drive, Park Street, and Euclid Avenue.
- Includes 58.22 miles of Syracuse roadways.



Major and minor collector streets in Syracuse

Local Streets

- Comprise all streets not on any of the higher systems,
- Provide direct access between collectors/arterials and many residential properties,
- Offer the lowest level of mobility
- Not Federal Aid eligible.
- Syracuse Examples: Most neighborhood streets, side streets, and dead ends.
- Includes most streets in Syracuse – 265.40 miles of City roadways.



Local streets in Syracuse

Improved and Unimproved Streets

To help further understand roads in Syracuse, we can further divide roads into “Improved” and “Unimproved” streets. In total, the City’s 390+ miles of streets are divided between approximately 246 miles of Improved roadway and 148 miles of Unimproved roads. Most streets in the city are classified as “Improved” streets, which are streets which contain curbing. Therefore, “Unimproved streets” are those which do not have curbs.

Their distinction is also very important for tax treatment in the City with different types of property owners charged different charges for different services.

- Properties on Improved streets are subject to a “Sweeping” charge.
 - This charge pays for street sweeping. City employees perform this task.
 - Shown on City/School tax bill as “Sweeping.”
 - All property owners on curbed streets are responsible for this charge; exemptions do not apply to sweeping charges.
 - Charge calculated based on “frontage,” the width of a property in feet which abuts that type of road.
 - Sweeping is charged annually, and over the last four years would cost a property owner with a 50 foot frontage a total of \$123.50, charged at \$25 to \$42 a year.
- Properties on Unimproved streets are subject to every fourth year “Oiling” charges

- This charge pays for street sealing. The City hires a contractor to apply a sealcoating product known as Slurry Seal on all City streets on a rotating schedule. Each Unimproved street is sealed approximately every four years. This contract is currently held by Suit-Kote.
- Shown on City/School tax bill as “Oiling.”
- All property owners on unimproved streets are responsible for this charge; exemptions do not apply to oiling charges.
- Calculated based on “frontage,” the width of a property in feet.
- Unlike Sweeping charges, Oiling is charged approximately every four (4) years coinciding with application of the Slurry Seal product.
- Depending in which year a street was sealed between 2020 and 2024, the cost range was between \$146 to \$266 (with an average of \$192) for a 50 foot wide property.

Property owners who live on a corner property which abuts an Improved and Unimproved street pay two separate charges – one for Oiling and one for Sweeping, both based on the frontage of their property touching that street.

Maintaining Our Roads

Current city limits contain nearly 400 miles of roadway which is subject to constant wear and abuse from the everyday travel of passenger cars and commercial vehicles, but also the effects of mother nature, the freeze-thaw cycle, and ongoing maintenance.

Maintenance takes multiple forms, and usually people think about Department of Public Works (DPW) activities. Multiple DPW divisions regularly perform work in our streets.

- The Department's Division of Snow and Ice uses a variety of equipment to plow hundreds, if not thousands, of miles of roads each snowstorm, spreading salt and scraping the asphalt clear of ice and snow.
- The Division of Street Cleaning collects tons of construction and demolition debris each year, in addition to yard waste, leaves, and Christmas trees. There are no requirements for containing these materials and the Division uses payloaders to pick them up, scraping the roads clear, and dumping the contents into waiting dump trucks. The Division also operates street sweepers which collect trash and keep catch basins clear of debris.
- The Division of Transportation is known for maintaining the signage alongside roads, but on the streets, they are responsible for striping roads, crosswalks, and other pavement markings.
- The Division of Sewers and Streams routinely digs in city streets to repair and replace damaged sewer lines. They also repair caved-in catch basins in addition to routine cleaning of debris.
- The Division of Street Repair is responsible for patching potholes, milling and paving streets, and sealing the city's roads.

Additionally, a growing challenge for the City has been its aging water infrastructure and other underground utility work which results in road cuts. Anytime a utility provider needs to dig in our roads, it compromises the road's integrity and reduces its useful life.

- City Water Department crews regularly have to repair the city's aging water main infrastructure and each break requires a dig, and then a repair. Down from their peak a decade ago, the City still experiences more than 100 water main breaks a year. The Water Department repairs their own digs following repairs.
- Utility companies like National Grid, Verizon, and Spectrum have underground piping and wires which deliver natural gas, electricity, internet, and telecommunications services to homes and businesses. In recent years, National Grid has undertaken a significant replacement program across the city which resulted in thousands of new road cuts.

A 2016 program instituted a new plan for road repairs which would require the restoration of the road to include a color-coded marker which would indicate who made the cut and repair. The color-coding system mirrors the colors of paint uses for utility stake-outs, including Blue (water), yellow (gas/National Grid), Green (sewers), among others.

Six years later and the repair appears to still be in good condition. Good base compaction and sealing the edge of the cut – practices which should be standard on every repair – undoubtedly improved the integrity of this repair.

At some point in the years which followed the medallion system was discontinued and is no longer in use today.

An example of the medallion system provided below shows a water restoration from 2018 on East Water Street.



Relationship With SMTC

Central to understanding City roads, their condition, and the prioritization for their repair or replacement is the relationship between the City and the Syracuse Metropolitan Transportation Council (SMTC).

SMTC is a state-designated Metropolitan Planning Organization (MPO) created to help coordinate transportation planning for the Syracuse and Onondaga County area. The group is composed of government officials from the local, state, and federal governments, and agencies having interest or responsibility in comprehensive transportation and land use policies and services. The organization maintains a staff of about a dozen planners and analysts who assist in carrying out the activities of the organization.

MPOs, a creation of the 1974 Federal Aid Highway Act, are federally required in urban areas with a population over 50,000 residents. Their goal is to foster continuing, cooperative, and comprehensive transportation planning among multiple stakeholders – mandates that were established in the Federal Aid Highway Act of 1962. MPOs carry out long-term planning, transportation improvement programs, and develop and adopt priority planning projects each year.

Road Ratings

As part of their information collection and annual planning each year, the SMTC creates a Bridge and Pavement Condition report which provides a comprehensive database of the conditions for select bridges and roads throughout the agency’s planning area. This useful tool gives municipalities reliable third-party data and information to use to inform their decision-making processes.

Beginning in 2019, the SMTC began a new effort working with the City of Syracuse to compile data on the entire road system in the City. This effort includes a visual inspection of every block.

SMTC staff conducts these inspections each summer and provides a 1-10 grade to each block, with one (1) being the worst and ten (10) being the best. Scores of less than four (4) are rare and indicate roads in very poor condition. Scores of nine (9) and ten (10) are excellent.



These ratings provide valuable information about the condition of streets throughout the City and are a top factor in SMTC’s repaving prioritization.

SMTC’s prioritization model eliminates many streets which are not good candidates for repaving.

- Any street rated as “Excellent” with a score of nine (9) or ten (10) is removed – the condition of these streets does not warrant repaving.
- Nearly 150 miles of the street grid is unimproved (curbless) roads; these streets get treated with a top coating “Slurry Seal” product approximately every four years instead of regular repaving. They are removed from consideration.
- Streets which have planned reconstruction work or upcoming utility work are also not good candidates for paving. It wouldn’t make sense to pave this year, just to dig it up and do underground work the next, so these streets are removed from consideration.

All told, following these removals, SMTC’s prioritization model only considers about 70 miles of the City’s 394 miles of roads for repaving.

Factors Considered In SMTC Weighted Scoring

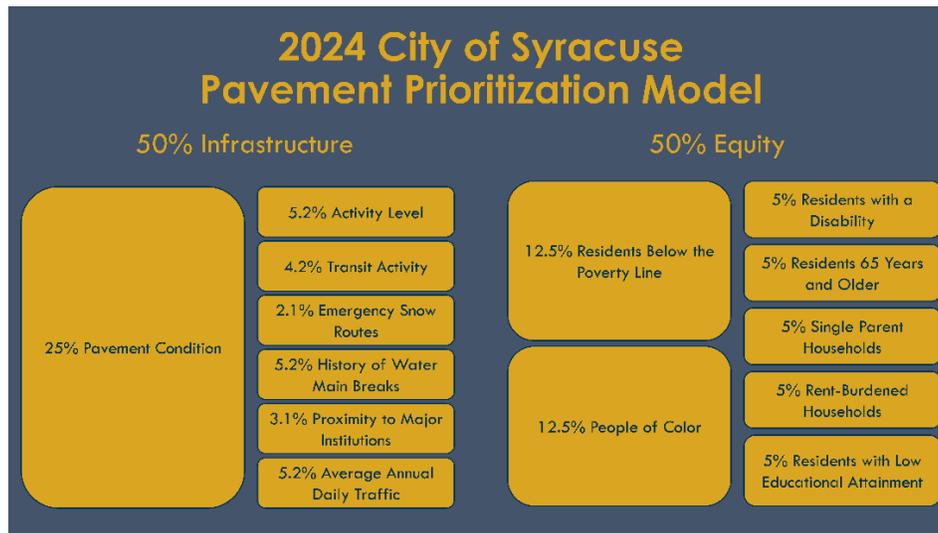
The City of Syracuse and other partner organizations provide SMTC with information used in determining weighted priority. Emergency Snow Routes data, water main break data, planned maintenance and reconstruction projects, and road classifications are provided by various departments of the City of Syracuse. CENTRO provides transit information, National Grid and the New York State Department of Transportation assist in providing details of planned work, and the US Census Bureau provides equity scoring information.

SMTC, with City staff use a variety of factors to determine their prioritization model. Chief among them is the condition of the pavement which accounts for 25% of the weighted scoring. An additional 25% of the score factors in other infrastructure related issues including a block's history of water main breaks and activity level. Proximity to major institutions and transit activity are also considered. The total of infrastructure factors weighs 50% towards the score.

Prior to 2023, infrastructure/transit factors made up the entire rating. Beginning in 2023, SMTC, at the City's urging, has added a new equity component into the prioritization model, using available data from the United States Census Bureau.

Made up of seven topic areas, the heaviest weights go to blocks with residents below the poverty line and people of color. Each of those factors is weighted at 12.5%. Other determinants include residents with a disability, elderly residents, and households which are rent-burdened. These equity factors account for the remaining 50% of a street's prioritization score.

The full prioritization model follows:



Source: Syracuse Metropolitan Transportation Council, City of Syracuse Pavement Prioritization 2024

Each factor is then broken down further into micro data, providing a weight based on the condition, frequency, or level of activity. For instance, roads rated in Poor condition, those with more than 4 water main breaks, and those with high transit activity received a higher weighted score.

Recognizing that a wide range of variables goes into determining priority, SMTC culls information from several sources. SMTC also performs physical observations of pavement conditions on each street but data is required from other entities to form a complete picture.

After all the calculations are completed, SMTC assigns a final priority score to each block. The analysis for this year resulted in scores of 14.31 to 64.84 out of 100. The higher the score, the higher priority it should receive. SMTC believes any street which scores higher than the 75th percentile would be appropriate to consider for resurfacing. A total of 15.76 miles of streets scored above the 75th percentile and are considered strong candidates for resurfacing by the SMTC based on the model.

A priority score map of 2024 pavement is included as Appendix B.

2023 Mill & Pave Recap

On April 24, 2023 the Syracuse Common Council unanimously passed Ordinances 228 and 229 which authorized the City to bond for and proceed with its annual DPW Road Reconstruction Program. The legislation authorized paving at various locations within the City but not limited to the list of streets on Schedule A. The full ordinance and list of segments accompanies this document as Appendix C.

Using the City's Open Data Portal, we were able to select the blocks authorized by the program to determine the City planned 19.76 miles of paving in 2023.

Of the nearly 20 miles planned for 2023, 5.86 miles (nearly 30%) were not completed during the 2023 paving season – these blocks re-appear on the paving list for 2024-25.

During physical inspections of the work performed during the 2023 paving season, an observation was made on Midland Avenue near Furman Street. Despite being resurfaced in 2023, defunct rail lines are showing through the pavement.

City officials should ensure that miscellaneous former transportation systems are removed to the extent possible prior to resurfacing and that grading and base compaction are approved prior to laying new asphalt.



Poor pavement and exposed former rail tracks appear through road resurfaced in 2023.

2024 Mill & Pave Plan

The 2024 plan for milling and paving was voted on by the Common Council on March 11, 2024. It is attached Appendix D.

The unanimous vote authorized an \$8.35 million bonding ordinance which provides the funds to pave 24.5 miles of roads. According to the DPW, the majority of the streets will be paved in-house using City resources, and approximately eight streets will be contracted to outside vendors.

The 2024 paving season has already begun. Crews were observed milling and paving Hillview Avenue in early May – a street which was on the list but not completed in 2023.



Findings

City Officials Set Scoring Criteria, But Do Not Adhere to SMTC’s Extensive Data-Driven Findings

Using the criteria requested by the City, SMTC develops a detailed block-by-block approach for achieving the City’s goals, complete with maps, a scoring rubric, and rationale. This block-by-block analysis follows an extensive block-by-block physical inspection and the painstaking compilation of significant research from a variety of agencies about planned and completed work.

In 2023, at the City’s urging, an equity component was added to the scoring criteria to be factored into the calculation at 50% of the overall score. This same criteria was used again in 2024.

Despite these efforts, 45% of the miles to be paved in 2024 were not included on the SMTC recommendations list.

City Officials Did Not Provide Data Behind Changes

Despite SMTC’s work collecting road conditions and data from a variety of sources to develop a plan which meets the City’s objectives, more than 45% of the miles which appear on the 2024 City paving list *were not* included in the SMTC list of recommended street segments.

City officials have decided to select an alternative 11 miles (out of 24.5 miles) of paving for the upcoming year, significantly overriding the model’s recommendations despite having set the scoring criteria. While SMTC acknowledges “this analysis is just one of several possible data-driven approaches,” SMTC has shown their work.

The 11 miles of alternative streets is a sharp deviation from the model, without any backup information. City officials presented their list without any justifications, with no context, no data, and no support for their decisions. City Officials may be right to select alternative streets, and a review based on condition alone suggests their alternatives to be appropriate, but they should demonstrate to taxpayers and the Common Council a thoughtful, data-driven approach detailing how they arrived at their list.

SMTC’s Assistance Provides Good Value for City Residents

SMTC’s team is full of transportation planners and experts who spend countless hours researching, reviewing, and reporting on road conditions, all for no added cost to the City of Syracuse taxpayers.

The City is smart to utilize SMTC for road condition ratings and other transportation advice. DPW is one of the most expensive departments in City government. They have employees who are good at operational road repairs but lack a team of data analysts to make the best decisions about paving priorities.

As the City endeavors upon its largest construction project in history, the removal of the Route 81 viaduct, officials from City government should develop a closer relationship with SMTC and more closely align priorities, goals, and missions to ensure the time and efforts of SMTC are used most efficiently.

There Are Inequities in Slurry Sealing (Oiling) Charges

Oiling charges assessed between 2020 and 2024 ranged from \$146 and \$266 on a home with a 50-foot frontage. Depending on the year the service was provided, the range in pricing was as low as \$2.92 a foot to as high as \$5.32 a foot.

Wild fluctuations in the charge of this routine street repair program are not fair to Syracuse ratepayers. It also makes it difficult for homeowners to have predictability in their costs and may cause them to unfairly overpay escrow payments to their lender.

Slurry Seal Costs Are More Expensive Than Sweeping Charges and Charged as a Lump Sum

The review found that over a four-year period, an average home with a 50-foot frontage on Unimproved streets would pay on average \$192 for slurry seal application (“Oiling”), while homeowners with 50-foot frontage on Improved streets paid just \$123.50 over that same time for street sweeping (“Sweeping.”)

Street sweeping is charged annually, and slurry seal costs are charged every four years. The review did not identify any clear pattern to the pricing with annual swings being noted. These sharp increases and decreases can make budget planning difficult and may unfairly increase a borrower’s escrow holdings.

More than 4,000 Gallons of Paint are Used Each Year on City Streets

According to the activity indicators in the 2024-25 proposed budget, DPW uses more 4,000 gallons of paint on City roadways each year to refresh and restripe linage.

Only 70% of Planned 2023 Mill and Pave Work Was Completed in 2023

The review identified more than 19 miles of expected paving in 2023, yet nearly 6 miles from the 2023 list reappears on the 2024 list. Physical observations of these blocks indicate they were not completed in 2023. One example, Hillview Avenue was partially completed, with new curbing installed during 2023, but paving not taking place until May 2024.

Seventeen streets on the 2024 paving list previously appeared on the 2023 list.

Brick Roads and Rail Lines, Relics of Yesteryear, Still Lie Beneath Many City Streets

The review identified numerous examples of former brick roadways and defunct train tracks lying beneath City streets. In multiple instances, old brick roads and rail lines can be seen showing through pavement which has deteriorated.

2023 Roadwork Already Showing Signs of Wear and Tear

A physical inspection of 2023 roadwork identified at least one block which did not meet the acceptable standards. The 800 Block of Midland Avenue was resurfaced in 2023 but old rail lines are showing through the new pavement. This section of roadway may not have been properly prepared prior to repaving. Street grading and base compaction are critical to ensuring the longevity of roads; failing to properly address these concerns can lead to faster deterioration.

A Program to Mark and Identify Street Cuts Was Discontinued

A program started around 2016 to identify road cuts with a color-coded marker with the date of repair was discontinued at some point in recent years. This program, an early product of the Innovation Team, required all road restorations to be marked with a small medallion identifying the reason the road was cut.

This useful tool helped provide a visual guide to street repairs in addition to other written city records. It’s unknown why the program was discontinued.

Recommendations

ADMINISTRATIVE AND ORGANIZATIONAL RECOMMENDATIONS

Rely More Heavily on SMTC's Expert Opinions on Street Repairs

SMTC is a non-partisan organization of transportation planners and experts. They spend significant time and effort researching and generating prioritization lists of road repaving work for the City of Syracuse, using the metrics the City asks them to use. In 2023 and again in 2024's prioritization, the City asked SMTC to factor in an equity component at 50% of the total score.

The SMTC list was compared to the list City officials presented for Council approval. More than 11 miles of the 24.5 miles recommended by City officials in 2024 did not appear on SMTC's list. That's more than 40%.

The City should be taking full advantage of the SMTC data and using it to inform most, if not all, of their road repaving efforts. While road condition is a priority factor in determining if a street should be repaved, other considerations such as transit activity, average daily traffic, and number of road cuts also provide useful information. If the model is insufficient, the model should be updated.

Retool the Prioritization Model; Create Different Models for Different Road Types

The 2024 prioritization model places 50% of the score a road receives on an equity component. Let's not forget – these are roads – and their condition and usage should be the key factors in determining their replacement.

Using a one-size-fits-all formula may unfairly score certain road types higher or lower than others in certain categories. For instance, no data exists on traffic counts for many local roads, yet it is a scored component in the formula. Those same local roads aren't emergency snow routes, or transit corridors either – two more scored criterion.

Despite SMTC's expertise, City officials made selections for 2024 paving which were not recommended by the SMTC model.

City officials should work more closely with SMTC to develop a model which more accurately assesses conditions for repaving and which considers different models based on road type.

Develop and Update a Multi-Year Road Reconstruction Plan

City officials come to the Common Council each year with a one-year plan for milling and paving and slurry sealing.

In recent years, the City of Syracuse has greatly expanded its paving operations, but in reviewing 2023 data, they have not always shown they can complete their list, causing a selection of streets to be moved to the following year.

The Department of Public Works should develop a three-year plan (a mid-range plan) for street paving which identifies program goals and lists the streets likely to be paved in future years. This plan should factor in measurements of deteriorating conditions over time and identify ongoing maintenance and repairs.

Hold Contractors Responsible; Ensure they are Lawfully Licensed and Permitted

Contractors who dig in our streets or repair the work done by others should be held responsible for their work. All digging and paving companies should be licensed and each job should be properly permitted, with a city inspection required prior to final sign off. A retainage should be held back on each job until the work is completed to City standards.

Ensure Contractors Identify Their Work and Maintain Their Road Cuts for an Extended Period

Every time a dig occurs in City streets, whether it's City workers from DPW, Water, Sewers, or outside contractors like gas, electric, or fiber utilities, that entity should be required to use the color-coded medallion system, as was the practice around 2016.

City officials should require any company digging in City streets to be licensed in the City and each dig should be permitted. A Right of Way inspector should sign off on every restoration, and additionally, contractors should be required to maintain their road cuts for a period of three years, or until the road is re-paved.

Invest in Mapping Technology for All Infrastructure Work Citywide

City records about paving history, previous road cuts, utility work, and other infrastructure improvements in City Rights of Way is unclear, and management is provided by multiple departments.

A comprehensive citywide database with mapping technology and report generation used across departments should be implemented to house critical infrastructure data, including paving and sealing dates, pothole fills, locations and repair dates of utility repairs, water main breaks, road cut information and street striping, among others. This tool would provide critical data to utility locators, decrease the likelihood of accidental utility strikes during digging, and warehouse valuable information in a single location to make better data-driven decisions.

When it comes to infrastructure software and programs, the City should eliminate any programs which don't advance the goals of multiple departments or bureaus.

OPERATIONAL AND FINANCIAL RECOMMENDATIONS

Consider Alternatives to Current Leaf Collection Process

Each fall, the Department of Public Works Division of Street Cleaning collects leaves from the curbs around the City. According to their budget activity indicators, they consistently collect 3,000 tons of waste each year.

Residents may place leaves on the curb either unbagged or in brown yard waste bags which can be purchased from any home center. The current collection practice is to push leaves into piles and scoop them up using a payloader. They are then dumped into waiting dump trucks for removal. This heavy equipment can cause serious damage to roadways as it scrapes the asphalt.

City officials should consider alternatives to this method which are less damaging to our roads. Possible alternatives include requiring residents to properly bag their leaves and yard waste in yard waste bags prior to set out, or to acquire new equipment which uses suction to collect leaves rather than the current "scrape and scoop" method.

Coordinate Street Sweeping with Other City Pickups and Parking Regulations

Street sweepers from the Division of Street Cleaning can be seen regularly hugging the curbs around the City, collecting dirt and debris, and preventing trash from making it into our sewers. City officials estimate they sweep 60,000 miles of roadways each year.

Keeping our roadways and sewers clean is an important function of the Division of Street Cleaning, but their schedules do not coincide with other DPW activities, including those overseen by the same division. Sweeping rarely follows debris pick-ups (like those for yard waste and construction and demolition debris), nor do they follow ordinary weekly trash and recycling collection. The schedules also do not seem to consider Odd-Even parking regulations which were enacted, in part, to assist with orderly street cleaning.

Street sweeping routes and schedules should be adjusted and modified to trail behind other “dirty” city activities, like construction and demolition debris pick-ups, and garbage collection. Schedules should also factor in Odd-Even parking regulations to ensure each side of the street receives similar and fair treatment; illegally parked vehicles, which prevents orderly street cleaning, should be cited with a violation.

Investigate Alternative Paints, Asphalt, and Application Methods for Pavement Markings

The Department of Public Works’ Division of Transportation purchases more than 4,000 gallons of paint to re-stripe traffic markings across the City each year. This costly and time-consuming process refreshes markings which have faded over time.

City officials should investigate alternatives to reduce the frequency at which pavement markings need to be repainted. Officials should work with other municipalities and the New York State Department of Transportation to identify high quality paint products which penetrate deeper into asphalt and are more resilient to wear and tear. These products should be tested on real city streets.

This investigation should also include testing if the mix produced by the City’s asphalt plant plays any role in the lifespan of current paint products. Any adjustments which can improve the durability and longevity of pavement markings should be made to the extent possible.

Clearly Mark and Standardize Pay to Park Zones or Spaces

As noted in “Park at Your Own Risk,” a previous Department of Audit review of 2023 parking tickets, pavement markings for Pay to Park zones are inconsistent. Some locations have no markings, others mark out entire blocks, and some others mark individual spaces.

As the City reimagines roadways as less car-dominated public spaces, clear and consistent pavement markings should be the standard – and City officials could go further.

Accessible spaces could be clearly marked at ground level with painted curbs, blue striping, and new active-style accessibility signage. Likewise, fire zones and fire hydrants should be marked in red to further distinguish no parking zones and clarify parking rules while also improving accessibility and public safety.

Create a Four-Year Plans for Slurry Seal Contracting and Sweeping to Provide Clarity in Charges

Slurry sealing of streets, charged as “Oiling” on City tax bills, is assessed on property owners who live on Unimproved streets (curbless roads) about every four years, coinciding with the application of the product. The service is very reliable.

Despite the regularity, from 2020 to 2024, this charge had large swings in price, ranging from \$2.92/foot to \$5.32/foot, or \$146 to \$266 for a 50-foot-wide property, all depending just on when the work was performed.

Taxpayers shouldn't be subject to such wild fluctuations in prices for a service which is regular and ordinary. Slurry sealing contracts should be on a four-year agreement and provide a more consistent charge to all taxpayers regardless of their location or timing of delivery of equal services.

Sweeping of City streets is assessed annually on property owners who live on Improved streets (curbed roads).

From 2020 through 2024 this charge ranged from \$.50 per foot of frontage to as high as \$.84 per foot, averaging \$.62/foot a year. This fluctuation resulted in an Sweeping charge ranging from \$25 to \$42 (for a 50 foot wide property) depending on the year, for a four year cumulative charge of \$123.50.

The review of these charges shows the City is not depreciating equipment but rather fully expensing it in a single year. This accounting unfairly increases costs in "equipment purchasing years" and creates artificially low charges when no new equipment is needed, causing swings in the prices paid by City residents.

Taxpayers shouldn't be subject to such fluctuations in prices for a service which is regular and ordinary. City officials should depreciate equipment and provide a more consistent charge to all taxpayers.

Right-size the Paving Plan and Consider Borrowing Costs When Developing Paving Priorities

Every year following City Council approval, the City bonds millions of dollars for its various road reconstruction programs including Mill and Pave and Slurry Seal. Most of this work takes place on local roads which are not eligible for federal reimbursement.

Despite the price tag, City officials appear to undershoot their goals. In 2023-24, City officials proposed 19.76 miles of paving, but only completed 13.90 miles, or just 70%.

With interest rates on public bonds sustaining at ten-year highs, City officials should ensure bonding is done only for roads they can ensure will be completed. This will keep the long-term costs to the taxpayers down.

Ensure Street Restorations from City Work are Done by DPW's Division of Street Repair

Whenever the City Water Department digs in our streets to repair or replace a water main break or leak, they restore that roadway to the condition it was in prior to the dig, not the City's street repair experts from DPW. The City Water Department is great at locating, repairing, and managing the City's complex water system but they are not the appropriate City employees to handle street repairs.

The Department of Public Works Division of Street Repair is a dedicated team of city employees responsible for maintaining city streets through patching, paving, and sealing. City officials should end the practice of having departments repair their own work, and instead ensure work is performed by the City department with the most relevant experience and ability performing this type of work. Reassign road restorations currently being performed by the Water Department to the Division of Street Repair.

Require Contractors to Use the City Asphalt Mix and Properly Seal Road Restorations

It has been documented that the City's asphalt plant does not run at full capacity, and in 2023 did not open at all because of an extended leave for a supervisor. The City asphalt plant should not need to shut down because of the loss of a single employee.

Maintaining a consistent product for use on the City's roadways is in the interest of everyone who drives through the City. Likewise, a robust and active asphalt plant can be a tool to not only reduce City costs, but also generate potential revenue for the City.

Private contractors dig in City streets year-round to perform a variety of repairs and maintenance. Although required to return the roads to their original condition, contractors can buy asphalt from a vendor of their choosing. For any repairs happening in City streets, officials should require contractors to use the "City of Syracuse asphalt mix" when performing those repairs. Each of those repairs should be properly sealed and approved by a city inspector.



APPENDIX A

2024 SMTC Pavement Prioritization Report

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:

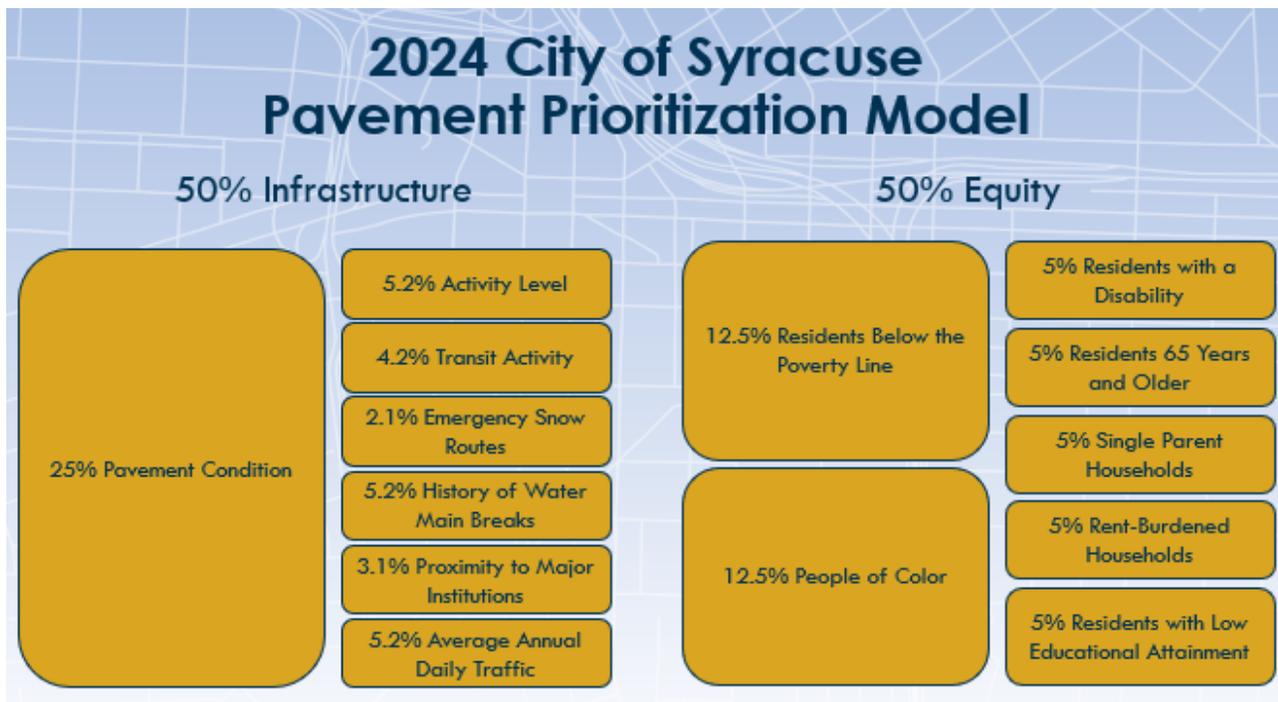
- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Current planned other (non-paving) maintenance, such as work by National Grid or the Save the Rain projects
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction 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
<i>(No Data)</i>	<i>1.8</i>	<i>0</i>

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

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

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

Water Main Breaks	Miles	Weight
4 – 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

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

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

streets, the first leg and the last leg of the average person’s transportation journey. In Syracuse, local streets make up approximately two-thirds of the City’s road network.

Because the local streets comprise most of the road network and generally have fewer attributes available to analyze, the SMTC was interested in using ancillary data to stratify this large block of roads into additional categories.

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

Activity Level	Miles	Weight
Tier I Local Roads	4.1	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

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 25 th Percentile Score	14.31	35.40	19.04
25 th to Median Score	35.41	40.76	17.88
Median to 75 th Percentile Score	40.77	46.58	16.71
75 th 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 Score³, gives the City an idea of the general priority of a road.

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

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

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

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

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.

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

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

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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

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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

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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	LeMoynes	47.98	0.09	4,754	4	No
SYR562	Carbon St	Court	Turtle	47.98	0.09	4,757	4	No
SYR2058	Lemoynes 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	LeMoynes	Wolf	46.93	0.09	4,753	5	No

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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	Lemoine 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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

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

City of Syracuse Pavement Prioritization, 2024

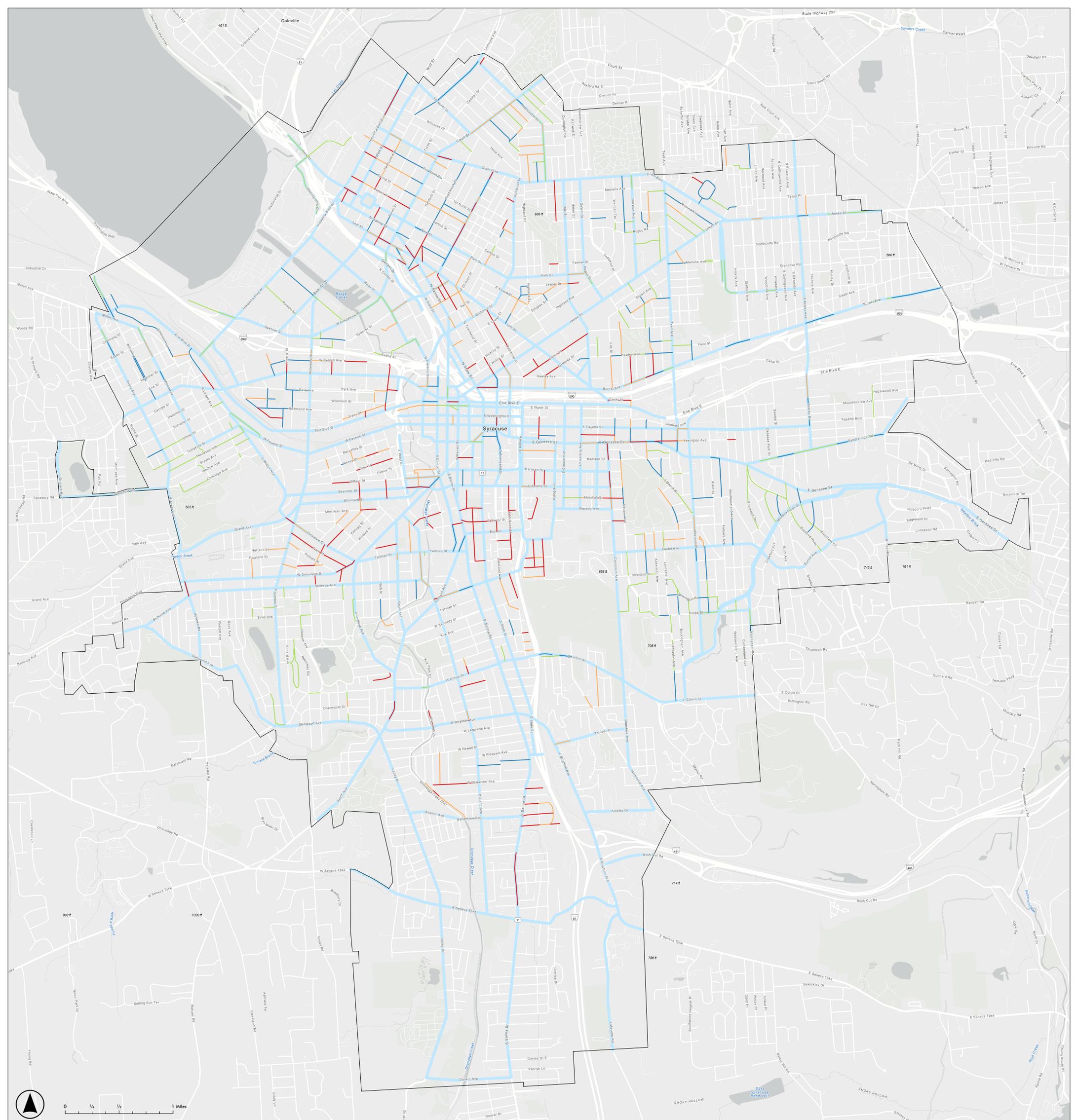
Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles
Nottingham Road	Colvin	Meadowbrook	6.92	6.42	0.35
Burnet Avenue	Teall	Midler (NYS 598)	6.88	6.74	0.95
Laurel St	Local Applicable Segment	See Map	6.54	5.98	0.50
Westmoreland Ave	Local Applicable Segment	See Map	6.38	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

City of Syracuse Pavement Prioritization, 2024

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



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

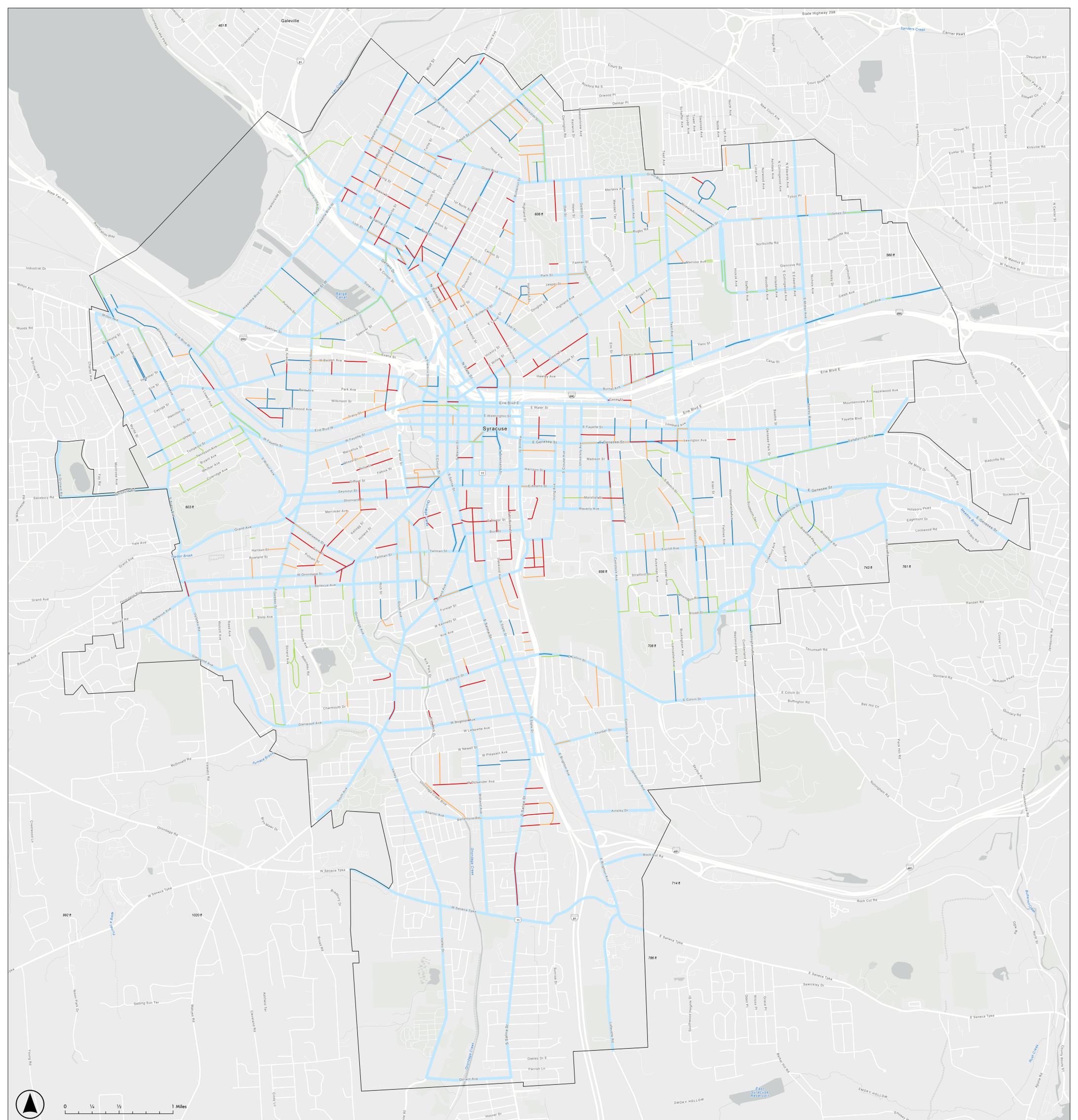
Priority Score

- 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



APPENDIX B

2024 SMTC Road Segments Overview Map



City of Syracuse Pavement Maintenance Prioritization Program Road Segments Overview

January 2024



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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



APPENDIX C

2024 Common Council Legislation, With Street List

COMMON COUNCIL
of the
CITY OF SYRACUSE

(03/11)

REGULAR MEETING – MARCH 11, 2024

1:00 P.M.

1. *Pledge of Allegiance to the Flag – (Led by the Hon. Helen Hudson, President of the Syracuse Common Council)*
2. *Invocation – (Delivered by Pastor Alicia Woods, University United Methodist Church, Syracuse, New York)*
3. *Roll Call – (All Present – 9)*
4. *Minutes – February 26, 2024 – (Adopted 9 – 0)*
5. *Public Hearing – Relative to Item #45, “Authorize – The “Naming” of a portion of the Syracuse Inner Harbor to “Progress Park” pursuant to General Ordinance #18-2022, as set forth in Appendix “A” (Map No. 117.-01-11.1). For over a decade this portion of the Inner Harbor has become one of the largest LGBTQIA2+ Pride festival in Central New York, see details in Appendix “B”. (Public Hearing was held on Monday, March 11, 2024, at 1:00 P.M). (Jess Posner – In Favor)*

Public Hearing – Relative to Item #38, “Application – To the US Department of Housing and Urban Development for the 2024-2025 (Year 50) Fourth Annual Action Plan: Community Development Block Grant (CDBG) (\$4,906,360) HOME Investment Partnership Grant (HOME) (\$1,565,122) Emergency Solutions Grant (ESG) (\$435,488). Housing Opportunities for Person with AIDS (HOPWA) \$412,909, as it relates to the draft Exhibit “A”. (Public Hearing to be held on Wednesday, March 13, 2024, at 5:30 P.M.)”

6. *Petitions – (None)*
7. *Committee Reports – (Public Works; Finance, Taxation & Assessment)*
8. *Communications – (None)*
9. -----
UNFINISHED BUSINESS

BY PRESIDENT HUDSON & COUNCILOR HOGAN:

- a. **9-0** *Local Law – Of the City of Syracuse to amend Section 3-102, Section 5-203, and Section 5-504 of the Charter of the City of Syracuse-1960, as amended, relative to the salaries of the President of the Council, the Councilors, Mayor, and City Auditor.*

LL

NEW BUSINESS

BY PRESIDENT HUDSON:

- 9-0 10. Resolution – Approving the Appointment of Various Person as Commissioner of Deeds for 2023/2024. 7-R

BY PRESIDENT HUDSON, COUNCILOR HOGAN; AND ALL COUNCILORS:

- 9-0 11. Resolution – Pursuant to Section 4-110 of the Charter of the City of Syracuse, 1960, as amended, to authorize the Common Council to engage Ronnie White Jr., Esq., as outside counsel to provide legal service to the Common Council on an as needed basis at the rate of \$250 per hour, or \$60 per hour for Mr. White’s assistants, for a cost not to exceed \$25,000 from Account #541500.01.10100. 8-R

BY COUNCILOR CALDWELL:

- H 12. Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the 2023/2024 Parks Capital Improvements Project-Onondaga Greenhouse Improvements Initiative. Total amount not to exceed \$1,000,000. H
- H 13. Authorize - The 2023/2024 Parks Capital Improvements Project-Onondaga Greenhouse Improvements Initiative, on behalf of the Department of Parks, Recreation & Youth Programs. Funds will be used to improve the greenhouse operation, to include replacement of the original roof system to meet existing building codes, support for controlled environmental conditions, upgrades to facility security, updates to internal building components, and other work related to the project. Total amount not to exceed \$1,000,000. H
- WD 14. Authorize - The 2023/2024 Parks & Recreation System Master Plan Project, (PRSMPP), to create a comprehensive and forward-thinking strategy for the development and enhancement of Syracuse’s parks, green spaces, and recreation programs, on behalf of Parks to select a qualified professional firm through the RFP process to assist with the development over a twelve-to-eighteen (12–18) month timeline, using community engagement, feedback, and stakeholder involvement. Total cost not to exceed \$150,000, charged to Account #70205.07.999999. WD
- H 15. Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the 2023/2024 Parks Capital Improvements Project, Eastwood Skatepark Phase II expansion located in Huntington Park. Total amount not to exceed \$50,000. H
- H 16. Authorize - The 2023/2024 Parks Capital Improvements Project, Eastwood Skatepark Phase II expansion, located in Huntington Park. Funds will be used for services which includes construction document design development, contract administration and construction management. Total amount not to exceed \$50,000. H

BY COUNCILOR MAJOK:

17. **9-0** Accept – From Syracuse University, a reimbursement in the amount of \$12,000, to pay for the cost of overtime required to provide a hazardous materials team to monitor the atmosphere inside the JMA Wireless Dome during the Monster Truck Show, April 6, 2024. Funds will be deposited into Account #01.415380. **90**
18. **9-0** Application & Agreement – To and with The Federal Emergency Management Agency (FEMA) under the FY 2023 Assistance to Firefighters Grant (AFG) program, in an amount not to exceed \$1,500,000, on behalf of the Fire Department, to be used to purchase an air and light apparatus. There is a 10% local match required, charged to Account #541500.01.34100. **91**

BY COUNCILOR PANIAGUA; PRESIDENT HUDSON AND ALL COUNCILORS:

19. **9-0** Agreement - With Pro-Act, Inc. for Pharmacy Benefits Management Services, to include all active employees and retirees under age 65, on behalf of the Office of Personnel and Labor Relations, for the period of two (2) years, effective January 1, 2023-December 31, 2024. Total annual estimated cost not to exceed \$7,500,000, charged to Account #590601.01.90600. **92**
20. **9-0** Resolution – Urging the Governor of New York State, the State Senate and the State Assembly of New York, to support fully funding Medicaid reimbursements, to ensure hospitals and nursing homes can hire the staff they need in order to provide easier access to health care services, mental health services, and shorten wait times in emergency rooms. **9-R**

BY COUNCILOR GETHERS:

21. **9-0** Bond Ordinance – Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the 2024/2025 Lowes Composting Site Program, on behalf of the Department of Public Works. Total amount not to exceed \$150,000. **93**
22. **9-0** Authorize – The 2024/2025 Lowes Composting Site Program, on behalf of the Department of Public Works. NYSDEC is requesting stormwater treatment practices be installed upstream of existing wetlands. Funds will be used for engineering services to design a site plan and for the purchase of materials for the construction, to be done in-house. Total cost not to exceed \$150,000. **94**
23. **9-0** Bond Ordinance – Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the 2024/2025 DPW Road Reconstruction Program, as detailed in Schedule “A”. Total amount not to exceed \$8,350,000. **95**
24. **9-0** Authorize – The 2024/2025 DPW Road Reconstruction Program to complete the roads listed, as detailed in Schedule “A”. Total cost not to exceed \$8,350,000. **96**

25. *Bond Ordinance – Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the purchase of equipment, as detailed in Schedule “A.” Total amount not to exceed \$1,950,000.* **97**
9-0
26. *Authorize – The 2024/2025 DPW Road Reconstruction Program to purchase equipment listed, as detailed in Schedule “A”. Total cost not to exceed \$1,950,000.* **98**
9-0
27. *Accept – The lining of one (1) sewer manhole and the replacement of the frame and cover at the intersection of Harrison Street and Comstock Avenue, by 605 Walnut Ave, LLC, the owner of the New Dwelling Units project (605 Walnut Avenue) in accordance with Onondaga County’s 1:1 offset requirement (Local Law No. 1, 2011). 605 Walnut Ave, LLC, shall submit a refundable fee in the amount of \$8,500. The fee shall only be returned upon successful completion and City Engineer approval.* **99**
9-0
28. *Accept – The lining of an 18” Combined Sewer Main and two (2) sewer manholes with replacement of their frames and covers along Ashworth Place (200 Block) by Northside Genesee Associates, LLC, the owner of the Proposed Apartment Project (1301 East Genesee Street) in accordance with Onondaga County’s 1:1 offset requirement (Local Law No. 1, 2011). Northside Genesee Associates, LLC, shall submit a refundable fee in the amount of \$60,000. The fee shall only be returned upon successful completion and City Engineer approval.* **100**
9-0
29. *Amend – Ord. #566 (08/14/2023) “From JCI Jones Chemicals, Inc, liquid chlorine and Sodium Hypochlorite, on behalf of the Department of Water, for the period of July 1, 2023 – June 30, 2024. Total cost not to exceed \$450,000 charged to Account #540541.05.83300.” Amend to increase the cost not to exceed to \$800,000. All other terms remain the same.* **101**
9-0
30. *Bond Ordinance – Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the Lead Service Replacement Project. Total amount not to exceed \$10,000,000.* **102**
9-0
31. *Authorize – The Lead Service Replacement Project, on behalf of the Department of Water, to replace lead service lines for homeowners, a complete water service replacement, replacing the existing lead water service with copper water service lines, ranging size up to one inch. Total cost not to exceed \$10,000,000.* **103**
9-0
32. *Rescind – Ord. #526 (08/23/2021), “Appropriate Funds - From the American Rescue Plan Act of 2021 (ARPA) in an amount not to exceed \$390,000, for a full replacement and upgrades of the Skaneateles Weir structure. The City measures flow through the Skaneateles Weirs structure every day to verify conformance with NYS DEC water supply authorization.”* **WD**
WD
33. *Amend – Ord. #526 (08/23/2021), “Appropriate Funds - From the American Rescue Plan Act of 2021 (ARPA) in an amount not to exceed \$390,000, for a full replacement and upgrades of the Skaneateles Weir structure.” Amend to appropriate the remaining balance of \$341,000 to ARPA Account #80052621, to used for Water Pump Station Replacements of Guilford, Brookford, and Westminster, booster pump stations, for a new total budget cost of the project \$3,701,000.* **104**
9-0

BY COUNCILOR HOGAN:

- 9-0 34. *Permission – To QPK Design, on behalf of 315 Development, owner of the property at 210 Hamilton Street, to encroach into Lowell Street right-of-way for a 4' sidewalk, a 11.5' entrance sign, and a 5.75' exit sign, to connect the parking lot to the building and the lot's entrance and exit signs.* 105
- 9-0 35. *Special Permit – To approve modification of sign contents and design for three (3) wall signs and one (1) ground sign on the property located at 3919 South Salina Street. No one spoke in favor of or in opposition to the proposal at the Planning Commission meeting. Todd Markevicz, applicant. BAPA S Salina RE, LLC, owner.* Gen. #3
- 9-0 36. *Zone Change – For the property located at 2014 South State Street, from R3 Zone District to R2 Zone District. No one spoke in favor of or in opposition to the proposal at the Planning Commission meeting. Greater Syracuse Property Development Corporation, owner/applicant. Upon approval, Zoning can make the administrative decision for the companion Lot Alteration request (R-23-80).* Gen. #4
- 9-0 37. *Resolution – To reappoint Harry Pratt to the Citizen Review Board as the Second Council District representative, for a term ending December 31, 2024.* 10-R

BY COUNCILOR HOGAN & COUNCILOR JONES-ROWSER:

- H 38. *Application – To the US Department of Housing and Urban Development for the 2024-2025 (Year 50) Fourth Annual Action Plan: Community Development Block Grant (CDBG) (\$4,906,360) HOME Investment Partnership Grant (HOME) (\$1,565,122) Emergency Solutions Grant (ESG) (\$435,488). Housing Opportunities for Person with AIDS (HOPWA) \$412,909, as it relates to the draft Exhibit "A". (Public Hearing to be held on Wednesday, March 13, 2024, at 5:30 P.M.)* H

BY COUNCILOR WILLIAMS:

- 9-0 39. *Authorize - A Tax Exemption Agreement with Maria Regina Housing Development Fund Corporation LLC (the "Company") pursuant to Section 573 and Section 577 of Article 11 of the New York Private Housing Finance Law and Section 402 of the New York Not-For-Profit Corporation Law, to rehabilitate 181 new units for Senior and Workforce housing, located at 1024-1124 Court Street and Grant Boulevard (SBL 006.-10-01.6), for the period of fifteen (15) years, with one (1) fifteen (15) year renewal option subject to the approval of the Mayor and the Common Council, with an annual payment to the City of \$550 per unit.* 106
- 9-0 40. *Authorize – The Department of Assessment to retain an appraiser (Bruckner, Tillett, Rossi, Cahill & Associates) – for the property at 234 Marguerite Avenue (Tax Parcel 078.-12-33.0) for potential disposition purposes. Total cost not to exceed \$1,100 for a summary appraisal report, charged to Account #541500.01.13550.* 107

41. Authorize – Payments to Joel Rinne, for photography services, on behalf of the Common Council Office and the City Clerk’s Office. Total amount not to exceed \$2,500, to be charged to FY2024 Professional Services Account #10100.01.541500. **108**
- 9-0
42. Contract -With Esri, on behalf of the Office of Analytics, Performance, & Innovation, for enterprise software licensing (\$339,900) and ongoing Advantage Program, professional support services (\$430,581). Esri is geospatial software that maps and analyzes information for various City Departments. The goal of the upgrade is to improve coordination between operational departments. The contract will be for a period of three (3) years. The first year (FY2024) total cost not to exceed \$214,931.76, from Accounts #540530.01.16800 (\$63,554.76) and #541500.01.16800 (\$151,377). The remaining funds for Year 2 (FY2025) and Year 3 (FY2026) will require budget approval, as detailed in the legislation. Total project cost not to exceed \$770,481. **109**
- 9-0
43. Transfer Funds - From the 2023/2024 Budget Account #590052.01.90050 (Allowance for Negotiations) in the amount of \$214,931.76, to Information & Technology Accounts #540530.01.16800 (\$63,554.76) and #541500.01.16800 (\$151,377), to use for Year 1 of Esri Software Services as detailed in the legislation. **110**
- 9-0
44. Resolution – To reappoint Lori Nilsson to the Citizen Review Board as the Third Council District representative, for a term ending December 31, 2024. **11-R**
- 9-0

BY COUNCILOR MONTO:

45. Authorize – The “Naming” of a portion of the Syracuse Inner Harbor to “Progress Park” pursuant to General Ordinance #18-2022, as set forth in Appendix “A” (Map No. 117.-01-11.1). For over a decade this portion of the Inner Harbor has become one of the largest LGBTQIA2+ Pride festivals in Central New York, see details in Appendix “B”. (Public Hearing was held on Monday, March 11, 2024, at 1:00 P.M). (Jess Posner – In Favor) **111**
- 9-0

Syracuse Common Council
Adjourned at 1:19 PM

24

Ordinance No.

2024

**ORDINANCE AUTHORIZING THE
DEPARTMENT OF PUBLIC WORKS TO
PROCEED WITH THE 2024/2025 ROAD
RECONSTRUCTION PROGRAM**

BE IT ORDAINED, that this Common Council hereby authorizes the Department of Public Works to proceed with the 2024/2025 Road Reconstruction Program at various locations within the City of Syracuse including, but not limited to, the list of streets attached and incorporated into this Ordinance as Schedule "A" at an initial cost not to exceed \$8,350,000 and the Director of Management and Budget is hereby authorized to enter into a contract or contracts for the necessary services required for the Road Reconstruction Program in the manner provided by law; charging the cost thereof to proceeds of the sale of bonds in the amount of \$8,350,000 authorized contemporaneously herewith by ordinance of this Common Council; and

BE IT FURTHER ORDAINED, that the Commissioner of Public Works is hereby authorized to perform the necessary work therefor, in whole or in part, with his own forces, or in whole or in part by contract or contracts entered into in the manner provided by law.

"Schedule A"

Recon 2024

NORTH

<u>Street Name</u>	<u>From</u>	<u>To</u>
Fordham Road	Teall Ave.	Wheaton Rd.
Mildred Ave	Teall Ave.	James St.
Gray Ave	Teall Ave.	James St.
Boyden St.	Pattison St.	Teall Ave.
South Carbon St.	Butternut St.	Grumbach Ave.
Peat St.	Burnett Ave.	Erie Blvd East
Butternut St	Lodi St.	North Salina St.
North McBride St.	Butternut St.	Willow St.
Grant Blvd.	Kirkpatrick St.	Court St.
Spring St.	Court St.	Pond St.
N. Townsend St.	Ash St.	Lodi St.
W. Division St.	Solar St.	Dead End
S. Alvord St.	Butternut St.	Highland St.
Pond St.	Butternut St.	Lodi St.
Green St.	Lodi St.	Oak St.
Hier Ave	Park St.	Dead End
James St.	Hicock Ave	Dewitt St.
Hawley Ave	Elm St.	Teall Ave.
Oak St.	Farmer Ave.	Grant Blvd.
Berkshire Ave.	Butternut St.	Wadsworth St.
Carbon St.	Butternut St.	Court St.

SOUTH

<u>Street Name</u>	<u>From</u>	<u>To</u>
Elmhurst Ave.	Hatch St.	Hunt Ave.
Valley Dr.	W. Newell St.	W. Seneca Turpk.
Hillview Ave.	Summit Ave.	South Ave.
Oneida St.	Tallman St.	Temple St.
South Ave.	Kirk Ave.	Bellevue Ave.
Fillmore Ave.	S. Salina St.	Dead End
Walrath Rd.	Menlo Dr.	S. Salina St.
Bennington Dr.	S. Salina St.	Menlo Dr.
Marin Luther King	Cortland Ave.	S. Salina St.
W. Corning Ave.	S. Salina St.	Midland Ave.
W. Ostrander Ave.	Midland Ave.	Berger Ave.
Menlo Dr.	Walrath Rd.	Fillmore Ave.
Fage Ave.	Cannon St.	Midland Ave.
Dorwin Ave.	Valley Dr.	Creek
Oakwood Ave.	Burt St.	Taylor St.

EAST

<u>Street Name</u>	<u>From</u>	<u>To</u>
Greenwood Pl.	Thorden park Dr.	Clarendon St.
Redfield Pl.	Lancaster Ave.	Maryland Ave.
Brookford Rd.	E.Genesee St.	Euclid Ave.
E.Fayette St.	Beech St.	Almond St.
Westmoreland Ave.	E.Genesee St.	Harvard Pl.
E.Water St.	Almond St.	State St.
Canal St.	Burnet Ave.	Erie Blvd East
Elizabeth Blackwell	Harrison St.	Adams St.
Westcott St.	Concord Pl.	Euclid Ave.
Euclid Terr.	Euclid Ave.	Cul-Da-Sac
Sumner Ave.	Clarendon St.	Stratford St.
Stadium Pl.	Van Buren St.	Oakland St.
Henry St.	Raynor Ave.	Standart St.
Ellis St.	E.Fayette St.	E.Genesee St.
Comstock Ave.	E.Genesee St.	Marshall St.
Crawford Ave.	Meadowbrook Dr.	Broad St.
Jamesville Ave.	Comstock Ave.	Latin School

WEST

<u>Street Name</u>	<u>From</u>	<u>To</u>
Syracuse St.	W.Fayette St.	W.Genesee St.
N.Lowell Ave.	Tompkins St.	W.Genesee St.
Milton Ave.	Emerson Ave.	Cityline
Spencer St.	Solar St.	Van Rennselear St.
Marcellus St.	Geddes St.	Wyoming St.
Fabius St.	West St.	Oswego St.
Tully St.	Wyomig St.	Oswego St.
Erie Blvd. West	Franklin St.	Milton Ave.
Park Ave.	Plum St.	West St.
Delaware St.	Geddes St.	Onondaga St.
Strathmore Dr.	Robineau Rd.	W.Colvin St.
Alanson Rd.	Robineau Rd.	Stinard Ave.
Dudley St.	Onondaga Ave.	Fitch St.
Seneca St.	Tully St.	W.Fayette St.
Fitch St.	Geddes St.	W.Onondaga St.
Malcolm St	W.Onondaga St.	Dead End
W.Onondaga St.	Delaware St.	Dudley St.
Elliott St.	Geddes St.	Putnam St.
Dudley St.	Delaware St.	Bellevue Ave.

23-24



DEPARTMENT OF PUBLIC WORKS

CITY OF SYRACUSE, MAYOR BEN WALSH

February 21, 2024

Jeremy Robinson
Commissioner

Ann Fordock
Deputy Commissioner

Martin E. Davis, L.S.
Deputy Commissioner

Patricia McBride
City Clerk
City Hall, Room 230
Syracuse, New York 13202

Re: Requesting Authorization to Proceed and Bond for the 2024/2025 Road Recon Capital Improvement Program that will be reimbursed through the NYS DOT Programs

Dear Ms. McBride:

Please prepare the following legislation for the next meeting of the Common Council:

- Ordinance authorizing the Department of Public Works to proceed with the 2024/2025 Road Recon Program in the amount of \$8,350,000 to complete the roads listed in the attached "Schedule A"
- Ordinance authorizing the sale and issuance of bonds to defray the cost of the 2024/2025 Road Recon Program to complete the roads in an amount not to exceed \$8,350,000.

The Commissioner of Public Works may adjust this list as necessary in order to receive full NYS DOT reimbursement. The Commissioner of Finance has identified monies available to set up this account. The amount of \$8,350,000.00 shall be deposited into a capital project account designated by the Commissioner of Finance.

Very truly yours,

Jeremy Robinson
Commissioner of Public Works

Department of Public Works
1200 Canal St.
Extension
Syracuse, N.Y. 13202

Office 315 448-2489
Fax 315 448-8531

www.syr.gov.net



City of Syracuse

AUTHORIZATION TO PROCEED WITH CIP PROJECT

Date:	02/21/24	Department:	Public Works
Project Name:	2023/2024 Road Recon Program to complete roads		
Project Cost:	\$8,350,000		
Contact Name:	Michael Cannizaro		
Project Description:	Funds will be used to perform road reconstruction		

Projected Time Line & Funding Source(s)

Estimated Start Date: 5/1/2024 Estimated Completion Date: 12/31/2025

<u>Funding Source:</u>	<u>Dollar Amount:</u>
Local Share: Cash Capital	
Local Share: Bonds (complete schedule below)	8,350,000
State Aid/Grant (identify)	
Federal Aid/Grant (identify)	
Other (identify)	
Other (identify)	
Total Project Funding (must equal cost):\$	
	\$ 8,350,000

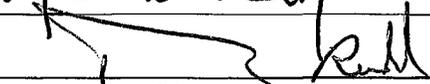
Estimated Project Borrowing Timeline

<u>Year</u>	<u>Fiscal Year</u>	<u>Estimated Amount to Borrow</u>
1	2025	\$8,350,000
2		
3		
4		
4		
Total Estimated Amount to Borrow (if different than "Local Share: Bonds" above, explain)		\$ 8,350,000

Approval to proceed with request for legislation is hereby granted.

Project in CIP Plan: Y: Yes X: NO

Director of Administration: 

Director of Management & Budget: 

Commissioner of Finance: 

Date: _____

Date: 2/26/24 

Date: 2/27/24



APPENDIX D

2023 Common Council Legislation, With Street List

COMMON COUNCIL
of the
CITY OF SYRACUSE

REGULAR MEETING – APRIL 24, 2023

1:00 P.M.

1. *Pledge of Allegiance to the Flag- (Led by the Hon. Helen Hudson, President of the Syracuse Common Council)*
2. *Invocation – (Led by Reverend Edward Galvin, St. John Baptist Ukrainian Catholic Church, Syracuse, New York)*
3. *Roll Call – (All Present – 9)*
4. *Minutes – April 10, 2023 – (Adopted 9 – 0)*
5. *Petitions – (None)*
6. *Committee Reports – (Public Works)*
7. *Communications – (From Timothy Rudd, the Fiscal Year 2023 Mid-Year Budget Report; From John Hoover on behalf of TLSP CODA LLC, written acceptance of the permission and consents as outlined in Ordinance No. 170-2023; From Danielle Calocerinos, comments regarding Re-Zone Syracuse affecting Lafayette Road residents.*
8. -----
UNFINISHED BUSINESS

BY COUNCILOR HOGAN:

- a. **9-0** *Local Law – Of the City of Syracuse to amend Sections 5-1801 of the City Charter, entitled “Functions” to include the support of the Planning Commission, Board of Zoning Appeal (BZA), Landmark Preservation Board, and other related zoning and long-term planning services. Also revise Section entitled 5-1803 entitled “Deputies” to change the number of deputies in Neighborhood and Business Development to read four (4), adding Deputy Commissioners of Code Enforcement and of Planning and Sustainability, detailed in the legislation. (Relative to the new IMA regarding planning services between the City of Syracuse and Onondaga County)* **LL**

- 9-0** b. Authorize – To establish a new Inter-municipal Agreement (IMA) with Onondaga County Planning regarding planning services between the City of Syracuse and Onondaga County. The new plans involve the creation of new City Administrators/positions to be included in the FY23-24 Budget to support Zoning Administration and the Planning Commission. The IMA of June 19, 2013, known as Syracuse-Onondaga County Planning Agency (SOCPA) will termination July 1, 2023, on the same date the new IMA will be effective, attached is a draft of the new IMA. **200**

NEW BUSINESS

BY PRESIDENT HUDSON:

- 9-0** 9. Resolution - Approving the Appointment of Various Persons as Commissioners of Deeds for 2023/2024. **11-R**

BY COUNCILOR CALDWELL:

- 9-0** 10. Amend – Ord #374 (06/21/2022), “Appropriate Funds - From Cash Capital Account #70205.07.999999 in an amount not to exceed \$150,000, on behalf of the Department of Parks, Recreation and Youth Programs, for the 2022/2023 Green Infrastructure Improvements Project” Amend to transfer the remaining amount of \$120,400 to the Landscape Restoration & Repair Improvement Project #700381023. **201**
- 9-0** 11. Amend – Ord #505 (08/01/2022), “Authorize – The 2022/2023 Landscape Restoration & Repair Capital Improvement Project, on behalf of the Department of Parks, Recreation and Youth Programs as detailed in Appendix “A”. Total cost not to exceed \$50,000 from Cash Capital Account #70205.07.999999”. Amend to increase total costs by \$120,400, from the Green Infrastructure Improvement Project #700391023, for restoration efforts of Parks, detailed in the new Appendix A. **202**
- 9-0** 12. Amend – Ord #683 (10/11/2022), “Agreement - With Barton & Loguidice, D.P.C. for General Landscape Architectural Services, on behalf of the Department of Parks, Recreation, & Youth Programs, for the period of October 1, 2022-September 30, 2023, with two (2) one-year renewal options with the approval of the Mayor and the Common Council. Total cost not to exceed \$31,250, charged to Account #01.74100.541500”. Amend to increase the total cost not to exceed to \$37,500, from Account #541500.01.70205. **203**

BY COUNCILOR GREENE:

- 9-0** 13. Advertise Public Hearing – Relative to the Annual Estimate for the City of Syracuse and the Syracuse City School District for the Fiscal Year July 1, 2023-June 30, 2024. (Public Hearing to be held on Wednesday, May 3, 2023, at 5:30 P.M.) **204**
- H** 14. Annual Estimate – For the City of Syracuse and the Syracuse City School District for the Fiscal Year July 1, 2023 – June 30, 2024. (Public Hearing to be held on Wednesday, May 3, 2023, at 5:30 P.M.) **H**

- T** 15. *Local Law - Of the City of Syracuse authorizing a real property tax levy in excess of the limit established in General Municipal Law §3-c, commencing on July 1, 2023.* **T**
- 9-0** 16. *Amend - Ord. #5 (01/09/2023), "Agreement - With M.A. Polce, Naughton Associates, Advanced IT, ComSource, Hoefler Communication, and Presidio, for consulting services, on behalf of the Department of IT, for a one-year period. Total cost not to exceed \$1,627,000, from Account #541500.01.16800". Amend to increase total cost not to exceed to \$1,827,000. All other terms remain the same.* **205**
- 9-0** 17. *Authorize – The Department of Assessment to retain an appraiser (CNY Pomeroy Appraisers, Inc.) – for property located at 2430-2450 James Street (Tax Parcel 024.-19-02.0) for property tax litigation for 2017/2018, 2018/2019, 2019/2020, 2020/2021, 2021/2022, 2022/2023 and 2023/2024 for tax years. Total cost not to exceed \$7,500 plus \$350 per hour for trial preparations and testimony, charged to Account #13550.01.541500.* **206**
- 9-0** 18. *Amend – Ord #515 (08/01/2022), "Lease Agreement - With Baruch Park Place, LLC (c/o Zamir Equities, LLC) to lease portions of the properties located at 300 South State Street and 345-367 East Onondaga Street, to accommodate employees who work in City Hall Commons, for the period of ten (10) years, expected to commence early 2023. Annual rent starting at \$404,125 from Account #9000.01.590810, as detailed in Appendix "A". Amend to lease an additional 6,834± square feet of Class A office space at 300 South State Street on the seventh floor. The general lease term would remain unchanged, but the first-year annual base rent would increase from \$371,000, to \$464,830, details are outlined in the new Appendix "A".* **207**
- 9-0** 19. *License Agreement – With the Syracuse Urban Food Forest Project, to allow the right of entry to properties located at 601-603 Craddock Street to plant trees and shrubs during the late Spring to establish an Urban Food Forest.* **208**
- 9-0** 20. *Amend – Ord #52 (02/07/1983), "Authorizing Sale of all the Right, Title, and Interest of the City of Syracuse in and to the premises known as 193 Fiscoe Avenue, as detailed, to George Chuposka for the sum \$1,150." Amend to change the name of the grantee from George Chuposka to the Executrix to the Estate of George Chuposka.* **209**

BY COUNCILOR GETHERS:

- WD** 21. *Amend –Ord. #70 (02/28/2022), "Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the Scoping, Preliminary & Detailed Design Phases, and additional Construction and Construction Inspection Phases of the City of Syracuse Intersection Pedestrian Improvements Local PSAP Project, Pin 3756.49. Total amount not to exceed \$2,230,000." Amend to add reimbursement of Marchiselli funds to cover 75% of the local share of \$60,000 (\$45,000). New local share \$15,000, from Account #07.599807.701080000.80405.* **WD**

22. Amend – Ord. #71 (02/28/2022), “Agreement - With New York Department of Transportation for the Scoping, Preliminary & Detailed Design Phases, and additional Construction and Construction Inspection Phases of the City of Syracuse Intersection Pedestrian Improvements Local PSAP Project, Pin 3756.49, in an amount not to exceed \$2,230,000”. Amend to add reimbursement of Marchiselli funds to cover 75% of the local share of \$60,000 (\$45,000). New local share \$15,000, from Account #07.599807.701080000.80405. **210**
- 9-0
23. Amend – Ord. #72 (02/28/2022), “Authorize - The Scoping, Preliminary & Detailed Design Phases add additional funds for the Construction and Construction Inspection Phases of the City of Syracuse Intersection Pedestrian Improvements Local PSAP Project, Pin 3756.49, in an amount not to exceed \$326,000. Total project cost not to exceed \$2,230,000. The City will incur all initial costs with subsequent 100% reimbursement from Federal funds through TIP”. Amend to add reimbursement of Marchiselli funds to cover 75% of the local share of \$60,000 (\$45,000). New local share \$15,000, from Account #07.599807.701080000.80405. **211**
- 9-0
24. Amend – Ord. #415 (09/14/2020), “Authorize – Consultant Agreement with Barton & Loguidice, D.P.C. for the Preliminary & Detailed Design Phase, for the Creekwalk Improvement TAP 2018 Project, PIN 3950.74, in an amount not to exceed \$193,000. To be paid on a time and expense basis for all services required with subsequent 80% reimbursement from the Federal Government and 20% local funding previously authorized by Ord. #454-2019”. Amend to add the Construction Inspection Phase and increase the amount by \$169,000. Total amount not to exceed \$362,000, from Account #07.599807.701231002.80405. **212**
- 9-0
25. Accept – From City Thread, an invitation to the 2023 Accelerated Mobility Playbook (AMP) Leadership Gathering, on behalf of the Department of Public Works, as part of the grant all costs associated with the trip are fully prepaid or reimbursable to the participant. City staff from all nine participating cities will travel to Denver for a two-day workshop, from June 12-June 14, 2023. **213**
- 9-0
26. Advertise Public Hearing – Relative to the 2023/2024 Unimproved Street Program (Slurry Seal), on behalf of the D.P.W. as detailed in Appendix “A”, cost thereof to be charged to the premises fronting thereon. Charged to the proceeds from the sale of bonds. Total cost not to exceed \$1,875,000. (Public Hearing to be held on Monday, May 22, 2023, at 1:00 P.M.) **214**
- H
27. Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the D.P.W. 2023/2024 Unimproved Street Program (Slurry Seal) for the streets as listed in Appendix “A”. Total amount not to exceed \$1,875,000. **H**
- H
28. Authorize – The 2023/2024 Unimproved Street Program (Slurry Seal), on behalf of the D.P.W. as detailed in Appendix “A”, cost thereof to be charged to the premises fronting thereon. Charged to the proceeds from the sale of bonds. Total cost not to exceed \$1,875,000. (Public Hearing to be held on Monday, May 22, 2023, at 1:00 P.M.) **H**

9-0 29. Advertise Public Hearing – Relative to the D.P.W. 2023/2024 Municipal Sidewalk Program, pursuant to Local Law 2-2021, for sidewalks as detailed in Exhibit “A”. Total cost not to exceed \$4,500,000. (Public Hearing to be held on Monday, May 8, 2023, at 1:00 P.M.) **215**

H 29(a) Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to defray the cost of the 2023/2024 D.P.W. Municipal Sidewalk Program, pursuant to Local Law 2-2021, for sidewalks as detailed in Exhibit “A”. Total amount not to exceed \$4,500,000. **H**

H 30. Authorize – The 2023/2024 D.P.W. Municipal Sidewalk Program, for sidewalks as detailed in Exhibit “A”, pursuant to Local Law #2-2021. Special assessment details in the 2022/2023 proposed budget. The associated costs include labor, equipment, necessary legal fees, engineering costs, inspection fees, advertising fees, administrative costs, miscellaneous costs. Total cost not to exceed \$4,500,000. (Public Hearing to be held on Monday, May 8, 2023, at 1:00 P.M.) **H**

BY COUNCILOR HOGAN:

9-0 31. Agreement - With Syracuse University (SU) Maxwell School’s Center for Policy Design & Governance, to provide support and inputs for the City’s larger procurement transformation initiative as it relates to the Minority and Women Business Enterprise (MWBE), details outlined in the legislation, for the term of three (3) months from May 1, 2023-August 1, 2023. Total cost not to exceed \$29,094, reimbursed by a Bloomberg Philanthropies grant. The Mayor has waived the RFP Process. **216**

BY COUNCILOR HOGAN & COUNCIL PRESIDENT HUDSON:

9-0 32. Amend – “The Revised General Ordinances of the City of Syracuse, Chapter 42 entitled, “Minority and Women Business Enterprise Participation Program” amend to change any reference to “Department of Community Development” to say “Office of Management and Budget”, along with any reference to “Commissioner of Community Development” to be updated to say “Director of Management and Budget”, any reference of “Office of Minority Affairs”, “Division of Contract Compliance and Minority Affairs” to be updated to say “Division of Equity Compliance and Social Impact”. The intent: To become a division under the Office of Management and Budget, under the supervision of the Director of Management and Budget and to change the name to better represent the policy this Division implements. **Gen. #8**

BY COUNCILOR MAJOK:

9-0 33. Agreement – With WellNow Occupational Medicine, to retain a medical exam/testing provider, from the period of April 24, 2023-April 24, 2024. Total cost not to exceed \$150,000 from Account #590401.01.90400. All payments will be made through a third-party administrator (PMA). The Mayor has waived the RFP process. **217**

34. *Application & Agreement – To and with the New York State Governor’s Traffic Safety Committee for the 2024 Police Traffic Services Program, in an amount not to exceed \$46,000 to increase seat belt usage and reduce aggressive, speeding, distracted and other dangerous driving behaviors in an effort to reduce severe injury and death from traffic crashes. No local match is required.* **218**
- 9-0
35. *Authorize – Payment to Le Moyne College, for developing and delivering training on the history of racism in Syracuse and the United States, both in the police academy and during in-service training, 100% of the membership for SPD receives this training. Total cost not to exceed \$20,000, charged to Account #541500.01.31230.* **219**
- 9-0

BY COUNCILOR ALLEN:

36. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 511 Ash Street, a wood house, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 1)* **220**
- 9-0
37. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 900 Bellevue Avenue & Malcolm Street, a vacant lot, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2)* **221**
- 9-0
38. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 179 Bishop Avenue, a vacant lot, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 4)* **222**
- 9-0
39. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 560 Delaware Street, a wood house, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2)* **223**
- 9-0
40. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 102 Elmhurst Avenue, a wood house and garage, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 4)* **224**
- 9-0
41. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 108 Elmhurst Avenue, a vacant lot, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 4)* **225**
- 9-0
42. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 407 Emerson Avenue & Cayuga Street, a wood house and shed, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2)* **226**
- 9-0
43. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 901-917 Geddes Street South & Delaware Street, a wood block store, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2)* **WD**
- WD
44. *Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 321 Merriman Avenue, a wood house and garage, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2)* **WD**
- WD

- 45. **9-0** Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 116 Putnam Street, a vacant lot, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2) **227**
- 46. **WD** Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 212 Putnam Street, a wood house, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2) **WD**
- 47. **WD** Sell – All right, title, and interest of the City of Syracuse in and to the premises known as 216 Shonnard Street, a wood house, to the Greater Syracuse Property Development Corporation for the total sum of \$326. (District 2) **WD**

(SUPPLEMENTAL AGENDA – APRIL 24, 2023)
WAIVER OF THE RULES REQUIRED TO INTRODUCE:

BY COUNCILOR GETHERS:

- 48. **9-0** Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to be used to defray the cost of the 2023/2024 D.P.W. Road Reconstruction Program, as detailed in Schedule “A”. Total amount not to exceed \$8,335,000. **228**
- 49. **9-0** Authorize - The 2023/2024 D.P.W. Road Reconstruction Program to complete roads listed, as detailed in Schedule “A”. Total cost not to exceed \$8,335,000. **229**
- 50. **9-0** Bond Ordinance - Authorizing the issuance and sale of bonds of the City of Syracuse to be used to defray the cost of the purchase of equipment, as detailed in Schedule “B”. Total amount not to exceed \$1,665,000. **230**
- 51. **9-0** Authorize - The 2023/2024 D.P.W. Road Reconstruction Program to purchase equipment listed, as detailed in Schedule “B”. Total cost not to exceed \$1,665,000. **231**
- 52. **9-0** Purchase w/c/b - Agreement with Northern Asphalt LLC, on behalf of D.P.W., for the installation of the Americans with Disability Act (ADA) corners and street curbs, to comply with the federal guidelines under the ADA by replacing deteriorated corners with handicap accessible corners and curbing updates, from the date of execution through the end of the 2023/2024 construction season. The contractor will perform paving work under the existing County Contract. The work will cover all corners that do not meet current ADA requirements, as detailed in Attachment “A.” Total cost not to exceed \$3,250,000 from Account #07.599807.14905.701029023. **232**
- 53. **9-0** Authorize - The 2023/2024 D.P.W. Corners and Street Curbs, for the installation of the Americans with Disability Act (ADA) corners and street curbs and Program, to comply with the federal guidelines under the by replacing deteriorated corners with handicap accessible corners and curbing updates, from the date of execution through the end of the 2023/2024 construction season. The contractor will perform paving work under the existing County Contract. The work will cover all corners that do not meet current ADA requirements, as detailed in Attachment “A.” Total cost not to exceed \$3,250,000 from Account #07.599807.14905.701029023. **233**

BY COUNCILOR HOGAN:

- 9-0** 54. *Special Permit - To approve an Indoor Amusement and Recreation located at 200 West Jefferson Street. No one person spoke in favor, and no one spoke in opposition to the proposal. No waivers were granted. Rod O'Connor, Elite Gaming, LLC/applicant. Onondaga County Industrial MOST, owner.* **Gen. #9**
- 9-0** 55. *Special Permit - To approve a Restaurant on property located at 3902-3916 and 3922 South Salina Street. One person spoke in favor and one person spoke in opposition to the proposal. There were three (3) waivers granted in regard to on-site curbing, street line treatment area, and arterial setback regulations. Gail Craig-Thompson, applicant. ARG AR16PCK001, LLC, owner.* **Gen. #10**

Syracuse Common Council
Adjourned at 1:16 PM

Ordinance No.

2023

ORDINANCE AUTHORIZING THE DEPARTMENT OF PUBLIC WORKS TO PROCEED WITH THE 2023/2024 ROAD RECONSTRUCTION PROGRAM

BE IT ORDAINED, that this Common Council hereby authorizes the Department of Public Works to proceed with the 2023/2024 Road Reconstruction Program at various locations within the City of Syracuse including, but not limited to, the list of streets attached and incorporated into this Ordinance as Schedule "A" at an initial cost not to exceed \$8,335,000 and the Director of Management and Budget is hereby authorized to enter into a contract or contracts for the necessary services required for the Road Reconstruction Program in the manner provided by law; charging the cost thereof to proceeds of the sale of bonds in the amount of \$8,335,000 authorized contemporaneously herewith by ordinance of this Common Council; and

BE IT FURTHER ORDAINED, that the Commissioner of Public Works is hereby authorized to perform the necessary work therefor, in whole or in part, with his own forces, or in whole or in part by contract or contracts entered into in the manner provided by law.

DEPARTMENT OF PUBLIC WORKS



2023/2024 ROAD RECON PLANNED WORK

4/12/2023

STREET NAME	FROM	TO	BLOCK	WARD	Miles	Feet
Ash St.	N. State/Rte.81	Prospect	100	3	0.07	386
Ash St.	Prospect	Townsend	200	3	0.07	383
Ash St.	Townsend	McBride	300	3	0.07	357
Belden Avenue E.	Pearl	North State	200	9	0.04	224
Bishop Ave.	W. Colvin	Elmhurst	100	13	0.16	824
Carbon St.	Butternut	Oberst	100	3	0.04	208
Carbon St.	Oberst	John	200	3	0.13	710
Carbon St.	John	Division	200	3	0.05	281
Carbon St.	Division	Curtis	400	3	0.09	479
Carbon St.	Curtis	Pond	500	3	0.13	559
Carbon St.	Pond	Kirkpatrick	600	1	0.19	1013
Carbon St.	Kirkpatrick	Danforth	700	1	0.07	496
Carbon St.	Danforth	Court	800	1	0.09	500
Carbon St. S.	Butternut	Highland	100	4	0.09	486
Carbon St.	Highland	Hier	200	4	0.05	264
Carbon St. S.	Hier	Grumbach	300	4	0.07	259
Castle St., W.	Cortland	Midland	200	18	0.05	258
Colvin St., W.	Onon. Crk. Blvd.	Hunt	900	13	0.07	138
Coolidge Ave	Tallman	Bellevue	100	13	0.15	803
Coolidge Ave	Bellevue	Sterling	200	12	0.11	584
Coolidge Ave	Sterling	Cheney	200	12	0.12	623
Cortland Ave E	Oxford	Castle (MLK)	300	18	0.11	800
Croly St	Dakin	E. Fayette	100	17	0.16	846
Croly St.	E. Fayette	E. Genesee	200	17	0.23	1213
Crouse Ave., N.	Burnet	Hawley	200	6	0.07	388
Crouse Ave., N.	Hawley	Lodi	300	6	0.06	340
Dakin St	Westmoreland	Croly	100	17	0.16	560
Douglas St	Lodi	Rosewood	100	6	0.09	435
Douglas St	Rosewood	Highland	100	6	0.10	526
Douglas St	Highland	Graves	300	6	0.13	674
Douglas St	Graves	Oak	400	4	0.16	905
Elk St	S. Salina	S. State	100	19	0.10	540
Elk St	S. State	Dougall	200	19	0.12	656
Elmhurst Ave E	Hatch	creek	100	19	0.12	627
Elmhurst Ave W	creek	Randall	100	13	0.09	456
Elmhurst Ave W	Randall	Bishop	200	13	0.06	310
Elmhurst Ave W	Bishop	South Av	300	13	0.07	364
Elmhurst Ave W	Randall	Bishop	200	13	0.06	310
Elmhurst Ave W	Bishop	South Av	300	13	0.07	364
Eloise Ter	Onondaga Ave	dead end	100	13	0.09	470
Fabius St	West	Wyoming	700	8	0.03	166
Fabius St	Wyoming	Niagara	500	8	0.08	418
Fabius St	Niagara	Tioga	400	8	0.03	468
Fabius St	Tioga	Oswego	500	8	0.09	478
Fayette St., E.	Almond	Forman	700	15	0.11	596
Fayette St., E.	Forman	Irving	800	15	0.11	592

Fayette St., E.	Irving	Crouse	900	15	0.06	320
Fayette St., E.	Crouse	University	1000	15	0.11	597
Fayette St., E.	University	Walnut	1100	15	0.11	593
Fayette St., E.	Walnut	Pine	1200	16	0.12	614
Fayette St., E.	Pine	Beech	1300	16	0.11	561
Fayette St., E.	Allen	Westmoreland	1900	17	0.12	631
Fayette St., E.	Westmoreland	Ellis	2000	17	0.05	283
Fayette St., W.	Nelson	Wilbur	1300	8	0.12	794
Fayette St., W.	Ulster	Schuyler	1500	7	0.05	484
Fayette St., W.	Schuyler	Hamilton	1600	7	0.06	397
Fayette St., W.	Hamilton	W. Genesee	1700	7	0.05	150
Garfield Ave	Oakwood	Woodland	100	18	0.06	341
Garfield Ave	Woodland	Borden	200	19	0.11	558
Garfield Ave	Borden	Elizabeth	300	15	0.12	585
Garfield Ave	Elizabeth	Colvin	400	19	0.05	243
Garfield Ave	Colvin	Elk	200	19	0.07	397
Glahn Ave	W. Beard	Colvin	100	19	0.10	527
Hartley St	Butternut	Highland	100	4	0.07	374
Hawley Ave.	McBride	Catherine	200	8	0.09	466
Hawley Ave.	Catherine	Howard	300	6	0.15	806
Hawley Ave.	Howard	N. Crouse	400	8	0.14	729
Hawley Ave.	N. Crouse	Lodi	500	6	0.09	431
Hawley Ave.	N. Crouse	Lodi	300	8	0.09	431
Hawley Ave.	Lodi	Oak	600	6	0.12	696
Hawley Ave.	Oak	Delhi	200	6	0.06	335
Hawley Ave.	Delhi	Elm	800	6	0.09	453
Hickory St	Pearl	State	300	9	0.09	233
Highland Ave.	Highland St.	Graves	100	6	0.12	673
Highland Ave.	Graves	Oak	300	4	0.13	663
Highland Ave.	Oak	Dewitt	300	4	0.10	1005
Highland St	James	Willow	100	6	0.07	350
Highland St	Willow	Highland Av.	200	6	0.09	321
Highland St.	Highland Av.	Douglas	300	6	0.08	426
Highland St.	Park	Carbon	800	4	0.07	388
Highland St	Carbon	Knaul	900	4	0.17	886
Highland St	Knaul	Hartley	1000	4	0.13	768
Hillview Ave	South	May	100	13	0.06	333
Hillview Ave	May	Craddock	200	13	0.10	521
Hillview Ave	Craddock	Summitt	300	13	0.10	766
Jasper St.	Highland	Beecher	100	4	0.20	1045
Jasper St.	Beecher	Oak	300	4	0.09	465
Kirk Park Dr.	W. Colvin	Crehange	200	19	0.09	443
Kirk Park Dr.	Crehange	Elmhurst	300	19	0.08	447
Kirk Park Dr.	Elmhurst	Brighton	400	19	0.11	599
Kirkwood Pl	W. Colvin	Beard Ave W	100	19	0.10	521
Laurel St.	Lodi	Alvord	200	6	0.17	914
Lexington Ave	Westmoreland	Ellis	500	17	0.05	279
Lodi St	Butternut	Ash	1400	9	0.11	567
Lodi St	Ash	John	1500	3	0.05	244
Lodi St	John	Division	1600	3	0.06	314
Lodi St	Division	Mary	1700	3	0.05	252
Lodi St	Mary	Catawba	1800	9	0.06	321
Lodi St	Catawba	Pond	1900	3	0.05	445
Lodi St	Pond	Union Pl.	2000	2	0.13	667

Lodi St	Union Pl.	Kirkpatrick	2100	2	0.07	355
Lowell Ave , N.	Tompkins	Ulster	100	8	0.09	501
Lowell Ave , N.	Ulster	Schuyler	200	7	0.09	499
Lowell Ave , N.	Schuyler	Hamilton	300	7	0.08	399
Lowell Ave , N.	Hamilton	W. Genesee	400	7	0.07	395
Marcellus St	Wyoming	Niagara	200	8	0.08	428
Marcellus St	Niagara	Tioga	300	8	0.09	463
Marcellus St	Tioga	Oswego	400	8	0.09	466
Marcellus St	Oswego	Seneca	500	8	0.09	462
Marcellus St	Seneca	Ontario	600	8	0.09	461
Marcellus St	Ontario	Geddes	700	8	0.13	709
Mcallister Ave	S. Salina	S. State	100	19	0.10	550
Mcallister Ave	S. State	dead end	200	19	0.04	205
McBride St N	Willow	Hickory	500	9	0.06	329
McBride St N	Hickory	Union Av	600	9	0.08	397
McBride St N	Union Av	Laurel	700	9	0.19	989
McBride St N	Laurel	Butternut	800	9	0.10	516
McClure Ave	S. State	S. Salina	500	19	0.09	497
McKinley Ave	S. Salina	S. State	100	19	0.10	550
McKinley Ave	S. State	dead end	200	19	0.09	498
Midland Ave	Bellevue	Blaine	500	12	0.07	362
Midland Ave	Blaine	Castle	600	12	0.09	473
Milton Ave	Emerson	Willis	1100	7	0.17	892
Milton Ave	Willis	West End Dr.	1200	7	0.05	288
Milton Ave	West End Dr.	Avery / City Line	1300	7	0.08	427
Milton Ave ext	Emerson	Milton	900	7	0.08	234
Oak Pl.	Oak	Delhi	100	6	0.06	338
Oak St	Gertrude	Lincoln Pk. Dr.	500	6	0.11	556
Oak St	Hawley	Gertrude	200	6	0.07	381
Oak St	Lodi	Hawley	100	6	0.21	1120
Oak St	Hawley	Gertrude	100	6	0.07	381
Oak St	Highland Ave	Jasper	600	4	0.11	579
Oak St	James	Highland Ave	500	4	0.13	679
Oneida St	Temple	Taylor	400	18	0.10	512
Oneida St	Taylor	King	500	18	0.06	326
Oneida St	King	Tallman	600	18	0.10	547
Onondaga Ave.	Parkview	Eloise	600	12	0.06	240
Onondaga Ave.	Eloise	Parkside	700	12	0.07	364
Onondaga Ave.	Parkside	South	800	12	0.09	497
Onondaga Cr Bl	South Ave	Hunt	1100	12	0.24	1260
Oxford St	Cortland	dead end	100	18	0.10	552
Parkside Ave	W. Beard	Onondaga Pk Dr.	100	12	0.11	1118
Peat St	Erie Blvd	Kidd	100	6	0.05	280
Peat St	Kidd	Canal	200300	6	0.15	777
Peat St	Canal	Burnet	400500	6	0.11	647
Randall Ave	Elmhurst	Colvin	100	13	0.15	818
Robineau Rd	Crossett	Strathmore/Colvin	100200	12	0.05	1845
Schneider St.	Butternut	Seward	100	4	0.12	679
Seneca St	W. Fayette	Marcellus	100	8	0.07	368
Seneca St	Otisco	Tully	300	8	0.09	364
South Ave	Cortland	Kennedy	900	12	0.04	200
South Ave	Kennedy	Kirk	1000	12	0.07	184
South Ave	W. Brighton	Valley Dr.	1900	12	0.06	324
South Ave	Marguerite	W. Brighton	1800	13	0.07	365

South Ave	Elmhurst	Marguerite	1700	13	0.06	300
Spencer St.	Solar	Maltbie	300	2	0.23	1200
Spencer St.	Maltbie	Van Rennselaer	400	2	0.15	773
Spencer St.	Maltbie	Van Rennselaer	400	2	0.15	773
Spencer St.	Van Rennselaer	Hunter	500	2	0.17	900
Spencer St.	Hunter	Geddes	600	2	0.06	297
Springfield Rd	Salt Springs Rd	Fayette Blvd.	100	17	0.13	689
Springfield Rd	Fayette Blvd.	Mountainview	300	17	0.16	849
State St N.	Hickory	E. Belden	400	9	0.06	172
State St., N.	E. Belden	Laurel	300	9	0.17	903
State St., N.	Willow	Hickory	300	9	0.08	396
State St., S.	McLure	E. Brighton	2500	19	0.08	420
Tallman St.	Midland	Lincoln	500	10	0.06	330
Tex Simone Dr.	Hiawatha	P&C Pkwy	100	1	0.14	720
Tex Simone Dr.	P&C Pkwy	cul-de-sac	300	1	0.16	890
Townsend Pl	Ash	Butternut	100	3	0.10	518
Townsend St N	Laurel	Butternut	700	9	0.10	514
Townsend St N	Butternut	Ash	800	3	0.10	518
Walton St	Clinton	Franklin	100	9	0.10	524
Walton St.	Franklin	Fayette	700	9	0.16	827
Water St E	State	Townsend	400	15	0.09	482
Water St E	Townsend	McBride	300	15	0.09	458
Water St E	McBride	Almond	600	15	0.09	464
Water St E	Almond	Forman	700	15	0.11	595
Westcott St	Fayette	Lexington	100	17	0.08	420
Westcott St	Lexington	E. Genesee	700	17	0.11	582
Westmoreland Ave	E. Genesee	Harvard	500	17	0.16	1399
Whittier Ave	Wilbur	Lowell	700	8	0.11	597
Whittier Ave	Lowell	Burnet Park Dr.	200300	8	0.25	1329
Whittier Ave	Burnet Park Dr.	Avery	400	8	0.24	1263
Wilkinson St.	N. Geddes	dead end	500	2	0.09	452
Willow St. E.	Lodi	Highland	900	6	0.13	690
Wolf St.	Carbon	Spring	400	1	0.09	481
Wolf St.	Spring	First North	500	1	0.09	489
Wolf St.	First North	Second North	600	1	0.09	501
Wolf St.	Second North	Grant Blvd.	700	1	0.09	501
Wolf St.	Grant Blvd.	Fourth North	800	1	0.09	499
Wolf St.	Fourth North	Willumae	900	1	0.09	501
Wolf St.	Willumae	Sixth North	1000	1	0.10	504
Wolf St.	Sixth North	Seventh North	1100	1	0.10	533



OFFICE OF THE MAYOR

MAYOR BEN WALSH

Memorandum

TO: Alexander Marion, MPA, City Auditor
FROM: Corey Driscoll Dunham, Chief Operating Officer 
CC: Ben Walsh, Mayor
Sharon Owens, Deputy Mayor
DATE: May 20, 2024
RE: Analysis of Syracuse Road Reconstruction Plan

Thank you for providing an opportunity to respond to the recommendations contained within the referenced report.

The Administration has worked diligently over the last six and half years to continuously enhance and improve the City's road reconstruction program. The Department of Public Works (DPW) has invested in the vehicles and equipment within the Bureau of Street Repair to ensure it has the necessary resources to perform the work. As the report references, DPW has also radically shifted its approach to reconstruction, ensuring curb replacement is performed only where needed, and therefore dedicating more funding resources to paving; this approach has increased the mileage planned for each year from about 4 miles in 2017(as approved by the Common Council) to over 20 miles in 2024.

The Administration agrees with many of the recommendations put forth in the report and has efforts underway to address several of the findings.

Again, we are thankful for the time and effort your office has put into evaluating this critical service on behalf of city residents, businesses, and visitors that travel through the City every day.

CC: Jeremy Robinson, Commissioner, Department of Public Works

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Administrative and Organizational Recommendations

1. Rely More Heavily of SMTC's Expert Opinions on Street Repair

The Administration appreciates the recognition the report gives to the City's close working relationship with SMTC. DPW not only initiated the partnership with SMTC on road ratings, but at the City's request, the agency was also critical to the creation of the Supplemental Sidewalk Snow Removal Program, which later transitioned into a component of the Municipal Sidewalk Program. SMTC is an invaluable partner and the City will continue to leverage their expertise and resources whenever the opportunity arises.

While acknowledging SMTC as a key collaborator, the Administration views the ratings performed by the agency as critical, but not the sole factor in determining road selection for the pavement program. DPW makes the selections based on several factors including other planned infrastructure work to which SMTC isn't privy, unplanned disturbances (e.g. utility emergency event, water main break) occurring after SMTC's work is complete, in combination with other staff knowledge and expertise.

That being said, SMTC's rating process and its intersection with the City's planned projects is an evolving process; for example, in reviewing the prior year's road reconstruction projects, 72% of those proposed contained at least one segment on SMTC's list. The Administration will continue to work closely with SMTC with the goal of more closely aligning their model with the work occurring in the field.

2. Retool the Prioritization Model; Create Different Models for Different Road Types

As the report illustrates, the prioritization model utilized for road selection incorporates an equity score, one which the City, specifically the Office of Analytics, Performance & Innovation (API), worked very closely with SMTC to create; it was inspired by best practices in place within other municipalities. While the inclusion of an equity score was a first for city infrastructure projects, the Administration is confident it will serve as a model that can be incorporated into process evaluations and service delivery policies citywide.

The road ratings provided by SMTC are a valuable tool for the purposes of road reconstruction; however, even aside from its role in paving decisions, the ratings also provide the Administration, and the public it serves, with enhanced transparency of road conditions citywide and aids DPW in assessing whether the annual road treatments (paving, slurry seal, etc.) are improving the quality of the overall street network year over year.

Given the variable nature of road reconstruction in an urban environment, there will likely always be factors prohibiting the City from adopting SMTC's prioritized list of streets in its entirety; however, DPW and API will continue to work closely with the agency to further improve the prioritization model and will explore the suggestion of alternate models for different road types.

3. Develop and Update a Multi-Year Road Reconstruction Plan

The recommendation of a multi-year road reconstruction plan is one the Administration will certainly view as a goal to work towards; given the volatility of the process, it will take time and considerable coordination with external parties to achieve. The speed and completion of a proposed road reconstruction plan is dependent on a number of factors outside of DPW's control – weather, availability of materials, the performance of contractors for curb and ADA ramp installation, the pace of utility providers and their ability/willingness to provide and commit to a long-term schedule, infrastructure projects initiated by New York State and/or Onondaga County, the unpredictable nature of water main breaks or sewer failures, etc.

One area in planning where DPW has made significant progress is the completion of the annual road reconstruction list. In previous years, the list would not be made available to city departments and external stakeholders until April; this year, the Bureau of Street Repair had completed its final draft list in January and began circulating it to relevant parties to begin discussions and ensure coordination for the upcoming construction season.

While full completion of each year's list remains a challenge, DPW will continue to work to minimize the number of carryovers (i.e. streets planned for but not constructed in a year).

4. Hold Contractors Responsible; Ensure they are Lawfully Licensed and Permitted

The Administration agrees there is a need to strengthen the City's ability to hold contractors accountable for their work. The Administration has been working closely with DPW, Engineering, Water, Central Permit Office and Corporation Counsel for several months to revise the ordinance governing work performed in the right of way, including street cuts and construction impacting sidewalks, trees, etc. The ordinance proposes new accountability measures, including refundable fees paid by contractors in advance of work and to be returned only when restoration (roads, sidewalks, trees) has been completed to the satisfaction of the City's specifications. The legislation also includes penalties for work performed without the proper permits, licenses and approvals.

The Administration anticipates the legislation will go before the Council this summer.

5. Ensure Contractors Identify Their Work and Maintain Their Road Cuts for an Extended Period

As stated above, the Administration is confident that a revised ordinance can provide the accountability measures to hold contractors responsible for their work and increase the quality of restoration work performed throughout the City.

6. Invest in Mapping Technology for All Infrastructure Work Citywide

The Administration is in complete agreement with this recommendation and is eager to continue using and pursuing best practices in construction management across departments through enhanced digital coordination. The Administration has been working in partnership with API to invest in mapping technologies to improve the City's approach to in-field data collection and data-driven decision making.

In February, API gave a presentation to the Common Council on the value of Esri, the City's Geographic Information System (GIS) software provider. Currently, there are nearly 50 GIS users across the City and it has been an invaluable tool for analysis and communication, but the potential still lies in a vast expansion of GIS in city operations. The Council recently approved the City's request to enroll in Esri's Advantage Program, whereby Esri will provide technical assistance to ensure that as the City continues to grow its GIS capabilities, it is done in a sustainable way. Esri is a foundational tool for the City, and the Administration is now actively exploring software programs to provide improved analytics and data tracking, which will lead to more informed and coordinated decision making overall in our departments overseeing infrastructure.

Operational and Financial Recommendations

1. Consider Alternative to Current Leaf Collection Process

The Administration agrees with this recommendation; the question remains as to the openness of city residents to embrace even more change at their curbsides, given the recent introduction of trash carts, and the recycling containers coming later this year. DPW is eager to more clearly define the way in which yard waste should be set out; it has explored best practices implemented in other municipalities (requiring leaves, clippings and other yard waste to be bagged, limiting the size of tree limbs and/or requiring they be bundled, etc.). These changes would not only minimize the scraping of the streets during pickup but would also reduce the infiltration of yard waste and other items into the stormwater and sewer systems.

The Administration will continue to pursue this initiative and engage with the Council to explore methods to optimize the City's yard waste removal operation, as these changes would require amendments to the current ordinance.

2. Coordinate Street Sweeping with Other City Pickups and Parking Regulations

The Administration acknowledges there is potential for better coordination in these operations. DPW is currently underway with an effort to optimize sanitation routes to enhance efficiencies, and it seems logical that the next step could include optimizing routes and schedules for street sweeping to maximize the goal of the service. The Administration will explore this potential opportunity with the working group.

3. Investigate Alternative Paints, Asphalt, and Application Methods for Pavement Markings

The Administration agrees with the report's findings related to the importance of re-striping traffic markings, but that it is also time-consuming and expensive. Providing the service in-house requires extensive staff resources, costly equipment and continuous training to ensure the job is completed properly. Efforts to contract the service out to vendors has been met with a very limited number of companies willing to bid on City projects; nevertheless, the Administration will continue the conversations with DPW to keep exploring options with partners such as Onondaga County and the New York State Department of Transportation in the hopes of identifying a more durable solution for striping.

4. Clearly Mark and Standardize Pay to Park Zones or Spaces

The Administration agrees with the recommendation that clear paving markings would provide a clearer, visual messages to parkers. While painting and striping remains a challenge as described above, the Administration will begin a dialogue with DPW to identify the feasibility and schedule for such an effort. The conversation with DPW regarding updated signage is underway.

5. Create a Four-Year Plan for Slurry Seal Contracting and Sweeping to Provide Clarity in Charges

The Administration agrees that providing a less variable charge for slurry seal would be preferable to ensure more predictability for residents paying for the service. Success in this effort will require a contractor willing to lock in a price for the entirety of a four-year contract, a challenge given there is limited competition for this project (i.e. only one proposal received each time the contract is bid). Regardless, it is certainly a provision the City can put forth when the contract is next up for renewal.

6. Right-size the Paving Plan and Consider Borrowing Costs When Developing Paving Priorities

The Administration agrees this is a goal which DPW should continue to work toward. As previously stated, there are external factors that create challenges in completing a paving plan as proposed within one construction season, but DPW will be working to getting closer and closer to that goal each year.

7. Ensure Street Restorations from City Work are Done by DPW's Division of Street Repair

The Administration agrees with the recommendation, and to that end, DPW included in its FY25 budget an additional eight positions to the Bureau of Street Repair. The primary purpose of this additional crew is to assume the responsibility of permanent road restoration for work performed by the Water Department.

8. Require Contractors to Use the City Asphalt Mix and Properly Seal Road Restorations

The Administration will explore this recommendation, specifically the requirement of city asphalt, with Corporation Counsel and DPW. The closure of the asphalt plant in 2023, however, was not a result of the retirement of an individual; instead, it was a result of the long-standing conversation about whether the City should sell or lease the existing facility. The Commissioner of DPW decided to not operate the plant for one season to assess its impact on the City's paving operation. Equipped with the knowledge and information gained last year, the plant has reopened this season.

As previously mentioned, the Administration is currently working to revise the ordinance governing construction in the right of way, in an effort to hold contractors more accountable to the quality and duration of their restoration work.