SYRACUSE REPORT CARD

TRIP has assigned the following letter grades to the components comprising the Syracuse metro area highway system.

	GRADE	COMMENT
Roads	**C-**	*In 2003 (the latest year for which data is available), 20 percent of roads in the Syracuse metro area were rated in poor condition, and an additional 16 percent were in mediocre condition. TRIP has provided a list of heavily traveled roads in the Syracuse area that have significant deterioration and are in need of repair.*
Bridges	**D**	*Nearly half of bridges (20 feet or longer) in the Syracuse area are in substandard condition. Nine percent of bridges in the Syracuse area are rated as structurally deficient and 37 percent are functionally obsolete. TRIP has provided a list of the ten most structurally deficient, heavily traveled bridges in the Syracuse area.*
Congestion	**B-**	*Thirteen percent of urban arterials in the Syracuse area are considered congested because they carry more traffic than they were designed to handle, causing significant rush hour delays. TRIP has provided a list of ten sections of roadway in Syracuse that experience the highest level of traffic congestion.*
Safety	**D+**	*The Syracuse area has a traffic fatality rate of 8.69 fatalities per 100,000 people, which is higher than both the statewide and national urban fatality rates. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips can reduce traffic fatalities and serious accidents.*

Pavement conditions on Syracuse's major roads are well desirable standards. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

- Twenty percent of Syracuse's major roads are rated in poor condition, and an additional 16 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

- Fifty percent of Syracuse's major roads are in good condition. A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition.

The following is a list of 10 heavily traveled sections of road in the Syracuse area that have significant deterioration and are in need of repair:

Route Name	City, Town, Village	From	To	Length (Miles)	Work Needed	Daily Traffic	Lanes
I-81	Syracuse (C), Salina (T), Onondaga Co	I-690	US 11 near Mattydale	4.8	Multi Course Overlay	74,100	6, 8
I-81	Syracuse (C), Onondaga Co	NY 173	E Adams St	2.9	Multi Course Overlay	73,800	4, 6
NY 481	Fulton (C)/Oswego (C), Oswego Co	Fulton City Line	NY 3/176	1.0	Reconstruct	21,900	4
NY 5, Erie Blvd	Syracuse (C), Onondaga Co	Oswego Blvd	Teall Ave	1.3	Reconstruct	20,600	4
NY 281	Cortlandville (T) & Cortland (C), Cortland Co	NY 13	I-81 Exit 12 Conn near Homer	3.9	Reconstruct & Widen	19,300	2, 3
NY 79	Ithaca (C), Tompkins Co	Seneca/Greet St	NY 13/34/96	0.8	Reconstruct	15,080	4
NY 104	Oswego (T), Oswego Co	Rt 104A	Oswego West City Line	8.3	Reconstruct	12,400	2
NY 104	Osewgo (C), Scriba (T), New Haven (T), Oswego Co	George St	Route 104B	3.8	Reconstruct	8,600	2
NY 370	Lysander (T), Onondaga Co	Cayuga Co Line	NY 690	6.0	Reconstruct	8,500	2
NY 38, State St	Auburn (C), Cayuga Co	NY 5 & US 20	York Rd	1.2	Multi Course Overlay	8,200	2, 4

Nearly half – 46 percent - of bridges in the Syracuse metro area are deficient. This includes all bridges that are 20 feet in length or more and are maintained by state, local and federal agencies.

- Nine percent of bridges in the Syracuse area are rated as structurally deficient, showing significant deterioration to decks and other major components.

- Thirty-seven percent of bridges in the Syracuse area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane

widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

- Bridge deficiencies have an impact on mobility and safety within the state. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges. Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The following is a list of the 10 most heavily traveled bridges in the Syracuse metro area that are also structurally deficient:

City, Town, Village	Road Carried	Feature Crossed	Year Built	Work Needed	Daily Traffic	Lanes
Syracuse (C), Onondaga Co	I-690	Onondaga Ck	1968	Rehabilitate	35,000	2
Syracuse (C), Onondaga Co	West St, Route 930B	W Genesee St	1964	Rehabilitate	21,700	6
De Witt (T), Onondaga Co	NY 298	I-90 Thruway	1953	Replace	16,600	2
Syracuse (C), Onondaga Co	Ramp I-690 Westbound to West St	I-690	1968	Rehabilitate	16,100	2
Syracuse (C), Onondaga Co	Butternut St	I-81	1959	Rehabilitate	12,924	4
N Syracuse (V) & Cicero (T), Onondaga Co	CR 208 S Bay Rd	Darlene's Brook	1977	Replace	12,900	4
Syracuse (C), Onondaga Co	I-690 WB & West St Southbound	Onondaga Ck	1968	Rehabilitate	9,500	1
Manlius (T), Onondaga Co	N Burdick St	Old Erie Canal	1927	Replace	9,100	2
Salina (T), Onondaga Co	NY 370	I-90 Thruway	1953	Rehabilitate	8,500	2
Syracuse (C), Onondaga Co	Ramp West St to I-690 Eastbound	Onondaga Ck	1968	Rehabilitate	8,100	1

Increases in vehicle travel in the Syracuse area have led to rising levels of traffic congestion on the area's major roads and highways.

- Thirteen percent of major highways and streets in the Syracuse area are considered congested, carrying levels of traffic that often result in delays during peak hours.

- The region's major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each level of service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

The following is a list of the state-maintained roadways in the Syracuse area that have the highest level of traffic congestion, based on level of service rating:

Route	City, Town, Village	From	To	Length (Miles)	Levels of Service	Daily Traffic
NY 5	**De Witt (T), Onondaga Co**	**I-481**	**NY 92**	**0.8**	**F**	**48,600**
I-690 Westbound Frontage Rd, Route 936D	**East Syracuse (V), Onondaga Co**	**NY 290**	**NY 635**	**1.0**	**F**	**29,100**
I-81	**Syracuse (C), Onondaga Co**	**E Adams St Exit**	**Hiawatha Blvd**	**3.1**	**E + F**	**82,900**
NY 92	**De Witt (T), Manlius (T, V), Onondaga Co**	**NY 5**	**CR 10 Pompey Center Rd**	**5.8**	**D + E + F**	**23,500**
NY 290	**East Syracuse (V), De Witt (T), Manlius (T), Onondaga Co**	**Upton St**	**Fremont Rd**	**2.2**	**D + E + F**	**18,000**
I-690 Eastbound Frontage Rd, Route 936C	**East Syracuse (V), Onondaga Co**	**NY 635**	**NY 290**	**1.0**	**D**	**16,300**
I-81 West Frontage Rd @ Exit 17, Route 931L	**Syracuse (C), Onondaga Co**	**Brighton Ave**	**I-81 Access Rd to NY 11**	**0.3**	**D**	**13,500**
NY 31	**Cicero (T), Onondaga Co**	**US 11**	**Lake Shore Road**	**0.5**	**D + E**	**22,000**
I-690	**Syracuse (C), Onondaga Co**	**Hiawatha Blvd**	**Midler Ave**	**4.1**	**D + E**	**89,600**
I-690	**Geddes (T), Syracuse (C), Onondaga Co**	**NY 695**	**Hiawatha Blvd**	**2.6**	**C + D + E**	**72,630**

Improving safety features on Syracuse's roads and highways would result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- The Syracuse area has a traffic fatality rate of 8.69 fatalities per 100,000 population. This is higher than the statewide urban traffic fatality rate of 5.15 fatalities per 100,000 urban population, and also higher than the national rate of 8.0 fatalities per 100,000 urban population.

- Highway improvements such as removing obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals can reduce traffic fatalities and accidents while improving traffic flow to help relieve congestion.

- The Federal Highway Administration has found that every $100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.