



Pedestrian & Bicycle Information Center (PBIC) Messenger e-Newsletter

Go to <http://www.pedbikeinfo.org/newsroom/newsletters.cfm>.

[Subscribe](#) to the new monthly PBIC Messenger. Send news for future issues to editorial team member [Linda Tracy](#).

FREE Webinars

Go to <https://www.pedbikeinfo.org/webinars/>.

Come out and play in Broome County

Go All Out Broome County is your simple guide to hundreds of places and thousands of acres in your own backyard or just down the road. Easily locate hidden gems and local favorites then map your next outdoor adventure in Broome County. Go to www.GoAllOutBroome.com.



See the **Two Rivers Greenway Pedestrian & Bicycle Monthly Counting Reports** at <http://bmtsonline.com/data/bikeped-counts>.



Construction on Neighborhood Depot in Owego nears completion



By [Daniel Curren](#)

Published: Oct. 22, 2024 at 4:19 PM EDT | Updated: 17 hours ago

OWEGO (WBNG) -- Construction is nearing completion on the Neighborhood Depot in Owego (at 146 Central Avenue).

The \$8.1 million project will serve as a hub for various non-profits as well as double as an emergency response center.

The space will also be home to the Tioga United Way, Tioga Rural Ministry and Racker.

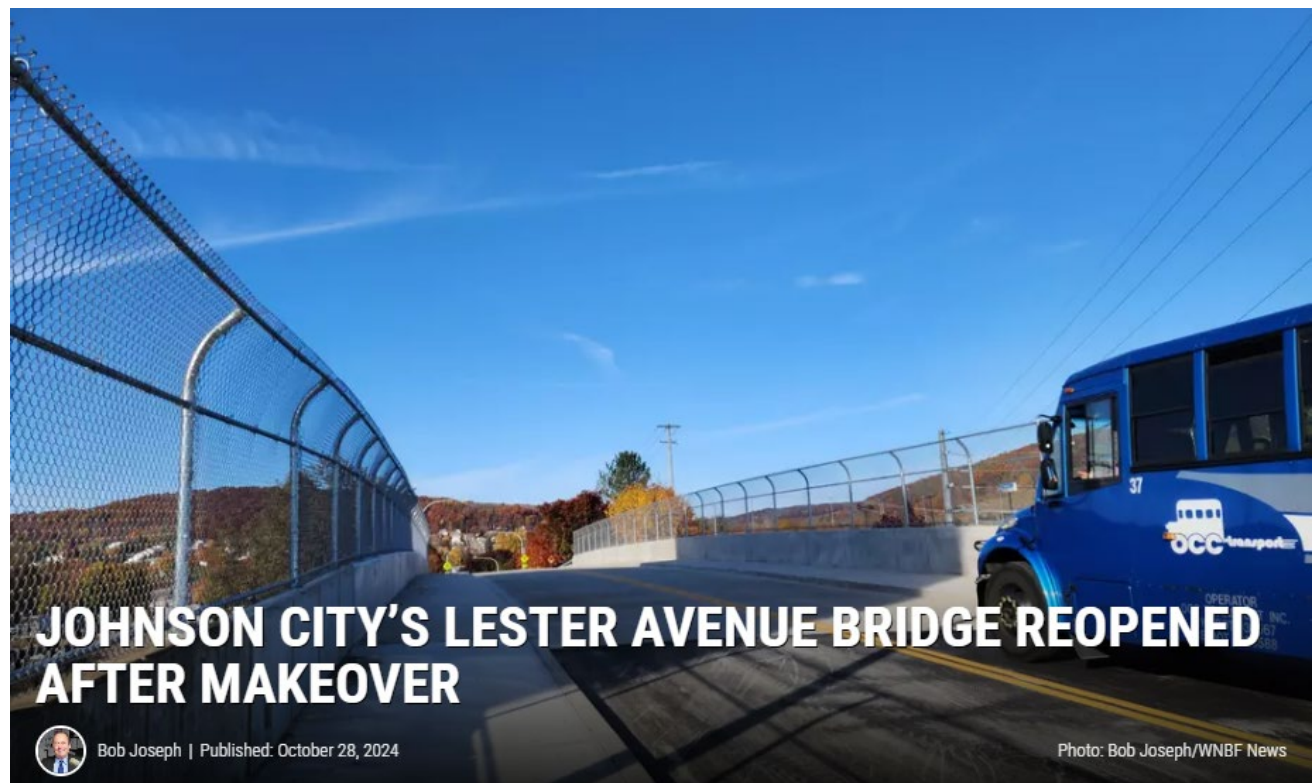
The effort is to support a wide range of services, such as assisting people with disabilities, supporting poverty-stricken families and various other community needs.

Director of Community Relations at Racker Bob Brazill said the new space will be very important.

“This is a big deal in Tioga County because of the lack of transportation. There is no public transportation in the county,” Brazill described. “So, say if someone has to be in Waverly and then move to another resource in Owego, it’s not as easy as having a one-stop shop which the neighborhood depot supplies.”

The project was funded through public and private sources. It was supported by Senate Majority Leader Chuck Schumer.

Also see <https://www.racker.org/neighborhood-depot/>.



Vehicles and pedestrians are again using a bridge linking Johnson City's downtown business district with the North Side of the village.

The Lester Avenue bridge which goes over the Norfolk Southern Railway tracks reopened late Monday morning.



The span had been closed to traffic since April 1 for the \$2.7 million rehabilitation job.

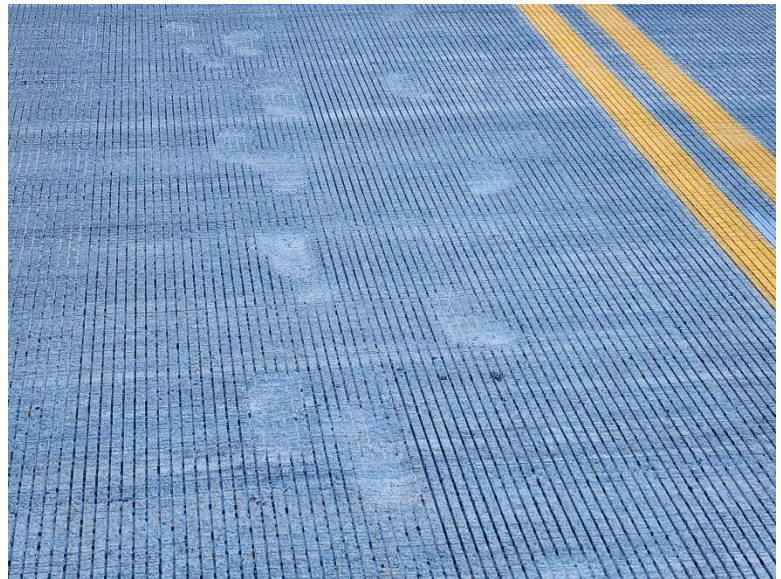
A car travels across the just-opened Lester Avenue bridge on October 28, 2024. (Photo: Bob Joseph/WNBF News)

Thomas Anderson of Vector Construction, the project contractor, said the work on the bridge deck required more concrete than originally planned. That added about four weeks to the length of the project.

Crosswalks with pedestrian-activated warning lights have been placed at both ends of the bridge.

Two poles that will be used for lighting at the center of the bridge have yet to be delivered because of a "fabrication delay." They likely will be installed in a few months.

Two people who entered the construction zone left their mark on part of the roadway of the Lester Avenue bridge. (Photo: Bob Joseph/WNBF News)



Drivers will notice the surface of the bridge has been grooved. Closer observation of part of the grooved area reveals some footprints.

Anderson said a couple of people apparently jumped on the concrete shortly after it was poured.



Am I missing something here? When a school bus is stopped, the lights are flashing, the stop sign arm is out and blinking, but motorists still pass by, why is that?

Did these motorists not get the memo? Maybe they failed that part of the driver's license test or just don't care if they caused an accident and hurt a student crossing the road. I don't know.

According to the Broome County [website](#), there were 130 violations countywide in September 2024. In June 2024, there was a yearly high (so far) of 379 violations. Anything over 0 is too many.

Not only is it illegal to pass a stopped school bus during pickup or discharging students, there is also a fine attached to the violator. The first-time fine for illegally passing a school bus is from \$250 to \$400 and/or possibly 30 days in jail. Repeat offenders can face up to \$1,000 in fines and up to 180 days in jail.

But wait! As of November 1, 2024, that maximum fine is increasing by \$500 to \$1500. According to the New York State Governor's [website](#), Kathy Hochul signed Legislation S.9504A/A.3120A which increases penalties for overtaking and passing a school bus.

The Governor's [website](#) notes that the fine for a third or subsequent violation within three years will rise from \$1,000 to \$1,500. This targets repeat offenders specifically.

The bottom line is, do not pass school buses that are stopped and picking up or dropping off students. Remember, our school buses are armed with cameras.

Improving safety on the roads is a constant battle. The bills signed today are our most recent efforts in that regard. This package includes two important bills regarding bus safety. A.3120-A increases the maximum penalty for those that illegally pass a stopped school bus and builds on our successful camera enforcement law. A.8557 requires the use of seatbelts on charter buses introduced in response to last year's fatal crash in Orange County. It is critical that everyone use seatbelts and safety equipment on every form of transportation. These bills will help save lives. I thank the Governor for signing them into law. - **Assemblymember William Magnarelli**



A driver faces several charges following a downtown Binghamton incident in which two people on a sidewalk were hit by a vehicle.

The pedestrians were struck outside the Holiday Inn at 8 Hawley Street around 4:50 p.m. Saturday.

One of the pedestrians - a man whose name was not released - sustained leg injuries and was taken to a hospital for treatment.

Authorities said 36-year-old Joshua Allen of Binghamton was charged with second-degree vehicular assault, reckless driving and driving while his ability was impaired by drugs. He also was charged with two counts of criminal possession of a controlled substance and aggravated unlicensed operation.

According to a news release, Allen was processed at police headquarters and will be arraigned in Binghamton City Court at a later date.

New York State Police assisted Binghamton police in the investigation.

Police said people with information about the incident may contact the city police detective bureau at (607) 772-7080.

Ithaca Moves to Support BikeShare, Eyes Multi-Entity Funding Model

Matt Dougherty

Nov 6, 2024



Ithaca's Common Council allocated \$50,000 to BikeShare and discussed the need for a more sustainable funding model for the popular micro-mobility program.

Photo: file

To support the growing demand for alternative transportation options in the city, the Ithaca Common Council approved a \$50,000 funding allocation for Ithaca BikeShare, marking the fourth time the city has approved funding for the micro-mobility program.

BikeShare has been widely successful throughout the city and has seen ridership increase year over year, but the program has had to seek alternative funding sources to continue operating as NYSEG pulled its

support for the program after its one-year contract expired in April 2024.

In response to the loss of support from NYSEG, the Common Council approved allocating a one-time payment of \$75,000 to help cover the program's roughly \$150,000 annual operating costs. This funding followed a one-time \$50,000 allocation approved by the council in 2022 to help cover the costs associated with the initial purchasing of the bikes. Another one-time allocation of \$15,000 is included in the city's 2025 budget.

As a result of these repeated one-time payments, some council members advocated for setting up a more sustainable funding model for the program and the need to acquire financial support from Cornell University.

The program is operated by the Center for Community Transportation (CCT), which is also responsible for operating Ithaca CarShare. According to CCT Director of Micromobility Jeff Goodmark, its total operating budget is around \$600,000.

BikeShare offers year-round, 24/7 access to shared e-bikes and is managed by a small team, including three full-time and two part-time employees. The program has become vital to the city's transportation landscape, facilitating short-distance trips across Ithaca's hilly terrain. Goodmark has described the service as "ubiquitous" across Ithaca, with bikes available in "every ward represented by the council."

The program has been largely self-sustaining through user fees and grants but has struggled to cover ongoing operating expenses for 2024. The costs include maintenance, customer support, and operations, for which there has been no regular public funding stream.

Goodmark highlighted the challenge of securing operational funding despite Ithaca BikeShare's high ridership and impact on the community. "We can get money from organizations for expansion, for capital improvements," he explained. "But what we can't get money for is funding for operations."

Ithaca BikeShare's usage statistics underscore its demand: the service has recently reached over 150,000 rides since its inception, with September 2024 marking its highest monthly ridership. Goodmark reported that ridership has grown 30% year-over-year while revenue has increased 15%.

"The most common feedback we still get from the community is that people would ride more often if more bikes were available," Goodmark said.

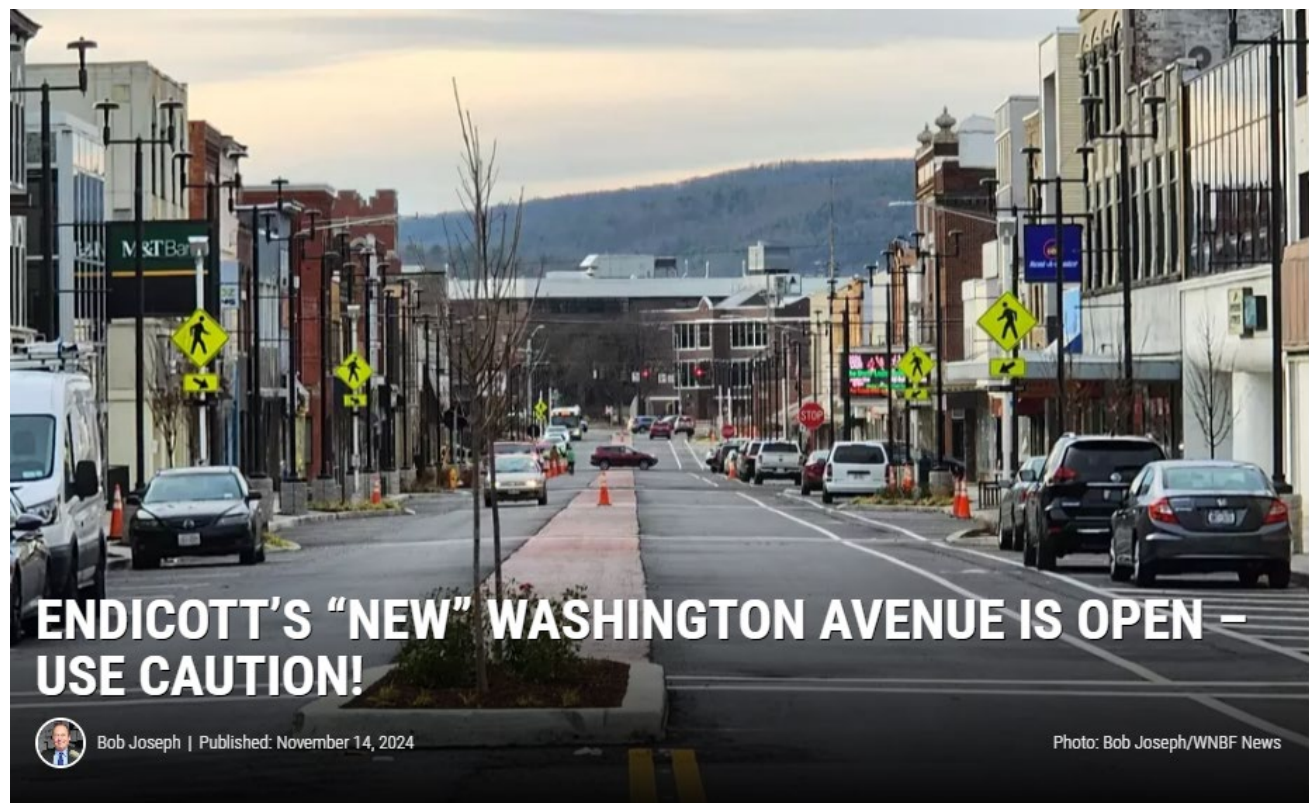
Community members currently pay an average of \$4-\$5 per ride, with a base unlocking fee of \$1.50, followed by a 25-cent-per-minute charge. Despite these rates, the program operates at a loss, subsidizing every ride to make it affordable for users. "We don't want to price people out," Goodmark said, adding that Ithaca BikeShare is already "a little bit more on the expensive side" compared to similar services in other cities, where municipalities cover operating costs.

While users affiliated with Cornell University represent a significant portion of Ithaca BikeShare's ridership — an estimated 50% — the university has yet to make

any financial contributions to the program. In contrast, Ithaca College has provided a modest \$6,000, with plans for continued support in 2025.

Councilmember Margaret Fabrizio expressed frustration with Cornell's lack of involvement. "I think it's appalling that Cornell hasn't been an active player in this extraordinary effort," she said. "I challenge them to step up with matching funds."

In light of the challenges, several council members suggested exploring a more sustainable funding model similar to the one used for TCAT, the county's public bus system. TCAT's operating expenses are divided between three primary entities: the City of Ithaca, Tompkins County, and Cornell University. Some council members expressed interest in a similar multi-entity funding approach for Ithaca BikeShare, ideally incorporating regular financial commitments from the three entities and Ithaca College.



Most of the major construction work has been completed on Endicott's \$11 million Washington Avenue improvement project.

The street in the village's main business district has been redesigned since the start of the massive makeover job last April.



Work continued on Washington Avenue on November 14, 2024. (Photo: Bob Joseph/WNBF News)

Motorists, pedestrians and bicyclists who may have been avoiding the Washington Avenue construction zone should know about some big changes.

After several decades, the traffic signals at Broad and Monroe streets have been replaced with four-way stop signs.

New mid-block crosswalks are now in place along The Avenue in Endicott's main business district. (Photo: Bob Joseph/WNBF News)

Pedestrian crossings with high-profile signs and button-activated flashing warning lights have been installed along the Avenue.

A bike lane also has been added on the west side of the street.





A dedicated lane now exists on Washington Avenue for southbound bicyclists. (Photo: Bob Joseph/WNBF News)

Endicott Mayor Nick Burlingame said he and the village manager walked along the Avenue on Thursday with the engineers and the construction team.

The mayor said they point out some small details that should be "addressed, fixed, or modified."

FLASHBACK: Construction workers on Washington Avenue on July 1, 2024. (Photo: Bob Joseph/WNBF News)

Burlingame said "large gateway signs" are to be erected on Washington Avenue later this month. He said they will resemble the Square Deal Arch on Main Street. Signage detailing parking rules also will be installed soon.

Village workers also will be making preparations for the holiday season. The mayor said people can expect to see "new snowflakes, red bows, green lit garland, as well as holiday banners."



Click [HERE](#) for A CLOSER LOOK: Check out some of the key elements of the Endicott business district from our visit on November 14, 2024.
