

**Binghamton Metropolitan Transportation Study
Pedestrian & Bicycle Advisory Committee
Zoom Meeting Minutes
February 8, 2021**

In attendance:

Scott Reigle, Susan Pitely, Drew Newby, Nick Cecconi, Stephanie Brewer, Beth Lucas, Elizabeth Woidt, Joe Moody, Carlos Basualdo, Alex Urda, JoAnne Klenovic, Greg Patinka, Steven Bard

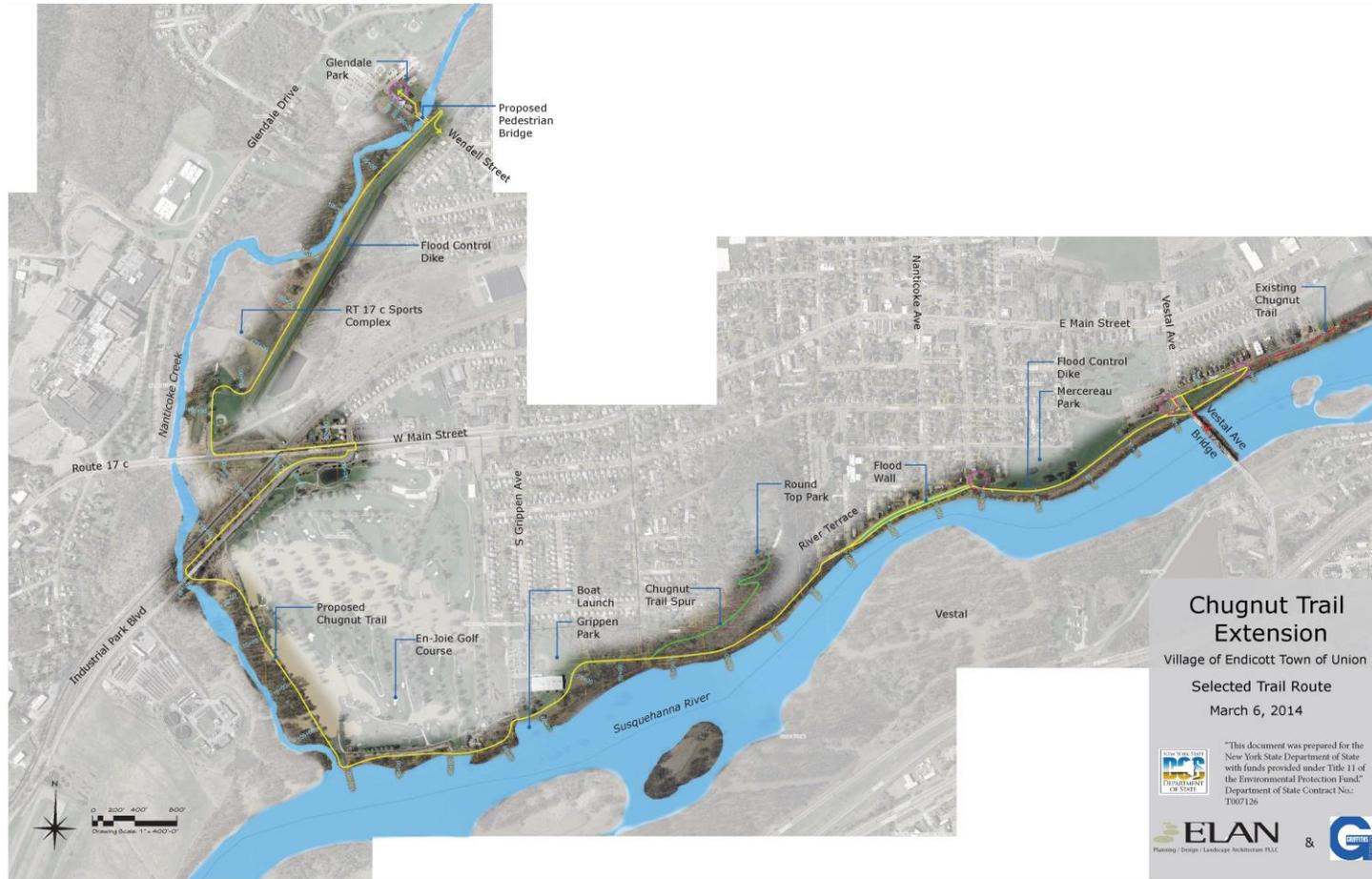
Convened at 1:32 p.m.

January 11th minutes accepted as is.

Topic	Discussion/Follow Up	Action
<p>Roadway Needs Report:</p> <p>Follow Up to Previous Meeting Items:</p>	<p><u>Follow Up:</u> Scott walked Morgan Rd. in Binghamton to begin investigating if the edge line treatment would be beneficial on Morgan Rd. in Binghamton. Since snow was not completely plowed to the curb line, it was difficult to assess the roadway width, and comfort level of walking. Scott & others from BMTS and the City will walk the roadway during the Spring or Summer to allow for better assessment of roadway & traffic conditions. Additionally, traffic may increase if the Ross Park Zoo and the Discovery Center are open to the public at that time.</p> <p>Steven Bard asked about the implementation status of the Grand Blvd. Roundabout Study. Scott mentioned that there is support from City officials for the project, but funds are needed. The project consists of creating two mini-roundabouts at intersections, improving crosswalks, and striping bike lanes. The federal Transportation Alternatives Program (TAP) would be a good funding source, but NYSDOT has not indicated when the next round of project solicitations will occur.</p>	<p>BMTS will work with Binghamton to determine if edge stripes can be installed on Morgan Road.</p>
<p>Newspaper Articles/ Notices</p>	<p>Nothing in addition to the Article Digest.</p>	
<p>Educational & Outreach</p>	<p><u>Binghamton Bridge Pedal</u> Scott, Stephanie, and Susan Sherwood of TechWorks met February 5th to discuss plans for the 2021 Binghamton Bridge Pedal. It was decided to plan the event for Saturday, August 7th from 9am – 12pm. There is the ability to cancel up to 2-weeks prior to the event. Registration will be \$15 with 18 & under FREE. The bike ride route will be the one planned for use during the 2020 Bridge Pedal that was cancelled. Susan thought the Rt. 434 Greenway or US 11/Front St. over I-81 Bridge projects will not conflict with the ride route or stop locations, but she will confirm that.</p>	<p>Scott, Stephanie, and Susan Sherwood of TechWorks will continue planning for the Bridge Pedal. Susan will</p>

		<p>check on potential ride route conflicts with 2021 greenway & bridge projects.</p>
<p>Project/ Events</p>	<p>Route 363 Gateway Project Project Manager, Drew Newby from NYSDOT Region 9, addressed questions submitted to him prior to the Committee meeting. The questions are shown after the meeting minutes in this document. To most accurately and efficiently document the information shared by Drew, access to the Zoom meeting recording is provided by the link and pass code below. The discussion about the 363 Gateway Project takes place from the 0:11:47 – 1:01:17 time marks on the recording.</p> <p style="text-align: center;">Share recording with viewers: https://broome.zoom.us/rec/share/XaD-bQOVbFj-68qQIWlfNbMXgA5Ox42CTlrmfktdbuAAjY9IOrrnX47IIQ5AnM11.XdQFJVAS6MTj6vw5 Passcode: 1^uF%bMd</p> <p>The questions and answers will also be added to the Questions & Answers document on the project website at https://www.dot.ny.gov/363gateway/projectdocuments.</p> <p>Endicott’s Chugnut Trail west extension. Beth Lucas, Broome County Planning Commissioner and Joe Moody, Town of Union Director of Economic Development shared about the plans for the west extension of the Chugnut Trail in Endicott. The presentation used the following map from the Feasibility Study to show the route of the west extension while noting changes that have been made to the route since the Study. The Feasibility Study was funded with Local Waterfront Revitalization Plan (LWRP) money.</p> <p>Changes from the Feasibility Study:</p> <ul style="list-style-type: none"> ● River Terrace roadway needed to be used because of limitations placed on building a trail near the levees and riverbanks by the Army Corps of Engineers and DEC. ● A boardwalk is necessitated to connect to Roundtop Park because of a private property issue. ● An archeological issue near Grippen Park caused a slight change in the trail route. ● In lieu of a trail around the En-Joie Golf Course, on-road improvements will be made on S. Grippen Ave. to Rt. 17C, and on 17C to Glendale Park. <p>A question about bathroom availability at Grippen Park was asked. Beth stated that they will look into opening the bathrooms in the future when the trail is extended there.</p>	

Joe mentioned that a future grant is needed for a bridge over the creek to connect to 17C Park. A possible location for bathrooms at the former Hess Station at Vestal Ave. & Main St. is being investigated. The extension to Mercereau Park is still in progress.



State funding from Donna Lupardo funded a boat launch at Grippen Park and riverfront improvements, including a fire pit. The funds also were used for the overlook at Roundtop Park. Broome County received Federal ARC funding for the extension from Grippen Park to Roundtop, but they are waiting for permitting to come through. There is no money for the needed boardwalk at this time, but that will be a priority task.

Scott presented the **2020 Annual Report and January update on the Pedestrian & Bike Counters:**

- Ashley Seyfried created a **2020 an Annual Pedestrian & Bicycle Counter Report** that is located on the BMTS website at <http://bmtsonline.com/node/46>.
 - Since installation in the Summer & Fall of 2019 the total number of counts on all 12 counters summed up to

	<p>2,467,628! Comparing Fall 2019 counts with Fall 2020 showed a 24% increase in counts system wide. This could be COVID related with people wanting to be outdoors. Distribution of counts among the 12 counters showed the S. Washington St. Bridge with the highest counts followed closely by the Vestal Rail-Trail East – Shoppes counter and the Vestal Rail-Trail West – Coal House. The modal split of the 10 mode distinguishing counters was 80.7% pedestrians & 19.3% bicyclists. Pedestrian counts by month showed a typical seasonal variation, with the peak counts from May- September. The peak counts for pedestrians were similar to 2019. The same seasonal variations were seen for bicycles, but the peak monthly bike counts for 2020 were 50% higher than the peak seen in the summer of 2019. This could be a COVID effect, as there was a nationwide trend of tremendous growth in bike sales and use.</p> <ul style="list-style-type: none"> ○ Reports for each counter were also done and are also shown on a map. For example, since installation the counter at the south end of the S. Washington St. Bridge has seen over 412,426 pedestrians and cyclists. Because this location is used for both commuting and exercise, the disparity between winter and summer months is not nearly as vast as at other locations. Winter months still have over 10,000 visitors each month while summer months see nearly 30,000 visitors. Cycling is popular in all seasons at this location. Over 1,000 cyclists pass by the South Washington Street Bridge counter each month during the winter and nearly 7,000 are seen each summer. Nearly 15,000 people use the pedestrian bridge during the winter, and this explodes to almost 25,000 people walking by this counter in the summer. ● The January 2021 Counter Report is also available at http://bmtsonline.com/node/46. Typical of winter months, counts continue a downward trend. BMTS is working with Binghamton to secure the counter post that is near the Court St. Bridge. The post anchors have come loose. 	
Agency/ Dept. Updates	<p><u>NYS DOT Region 9</u> – Susan didn't have anything else to share.</p>	
Other	<p>US 11/Front St. Bridge over I-81 – Greg asked about the possibility of the planned sidewalk from the roundabout at Exit 5 to the Farmers Market being re-designed as a multi-use trail. See graphic below for reference. Susan said that this project has already been let, but the comment was shared with Construction to consider for this or a future project.</p>	<p>Scott will consult with Stephanie to see if a presentation on the Vestal Rd. Study can be made at the March or April meeting.</p>



Above is an artistic rendering of the US Route 11 (Front Street) intersections with I-81 | Exit 5 Ramps converted to roundabouts.

The Committee inquired about the status of the **Vestal Road Pedestrian & Bicycle Facility Study**. It is nearing completion. A report on the Study will be put on the March or April Committee meeting agenda.

Adjourn: 3:05 PM

Next Meeting: Monday, March 8, 2021 at 1:30 p.m.

NY 363 Gateway Project – Draft Design Report
BMTS Pedestrian & Bicycle Advisory Committee Questions – February 3, 2021

Design Alternative 1.11b Comments

1. Is the roundabout in 1.11b similar to Floral Ave. (below) in Johnson City?
Isn't something like that capable of handling traffic efficiently without the slip ramps? Is the partial SE cloverleaf even needed?



I also made visual edits:

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Street Grid Terminate at Exchange (Alternative 1.11b)

- Roundabout gateway to downtown with new SW quad slip ramp
- Adds Susquehanna St plaza space at Arena
- Cuts off NY Rte 434 ramp to North Shore Dr for merge point safety

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2. I don't see how this could work putting all of the traffic behind the Arena.
3. I think you still should install a parking lot behind the Arena even with the extra space you have provided. This will give the Arena (when needed) extra storage when it needs it. Making closing the street unnecessary.
4. If you pick Alternative 1.11b, I would suggest moving Washington St, so that the east side of the street lines up with Washington St by the Arena. Doing this will allow the trail to be extended from N Shore to Susquehanna St. Having the trail on the west side of Washington would line up better the crossing at the Pedestrian Bridge. By putting all (most)of the Pedestrians and Bikes on west side makes crossing Susquehanna easier because of all the traffic turning to go to Rte. 434.
5. More for option 1.11B, a bicyclist not that familiar with the area as a bicyclist may head eastward on the path, expecting to be able to join the roadway and ride on the shoulder of 363 and take the exit to Tompkins Street (basically someone biking along a path that they may drive every day). Bikes and pedestrians are currently forbidden on 363 – will that still be the case after these improvements, or will the shoulder for east bound traffic be widened and bicyclists allowed to continue to Tompkins Street/Route 11?
6. Is the multipurpose trail at a high enough grade to afford a view over the flood wall to the river?
7. The Carroll Street tunnel leads to crossing 363. In option 1.11B it looks like that it might be crossing one lane of westbound and one lane of eastbound traffic. Does that one have a center refuge island? Or an RRFB?

Design Alternative 1.12 Comments

1. Was there a reason the parking lot behind the Arena (new green space area) is not include in this project? I remember it was in other plans.
2. Will NYSDOT work with the City of Binghamton so that Washington St. (N. Shore Dr. to Susquehanna St.) can be aligned with the portion from Susquehanna St. to Hawley St. in the preferred design Alternative 1.12? There are frequent wrong-way northbound drivers on Washington St. from Susquehanna St. to Hawley St., so this opportunity for a major investment in the roadway should be taken to correct the situation.
3. On Washington St. (East Side) existing sidewalk should be removed and replaced with a 12" Trail. This will bring the Trail traffic from the Pedestrian Bridge to Susquehanna St. This a much-needed connection. One other way is to provide bike lanes on Washington St.
4. It looks like you're moving the intersection of N Shore Dr. and Washington St. so the Ped and Bike Traffic from Ped Bridge is not lining up anymore. I know from my travels you need to provide a wide sidewalk or trail on the other side of the intersection. I would like to suggest a straight crossing to the NW corner, continue trail on this corner. Then have trail cross Washington St and continue north on the east side of Washington St, (see note 3). The plan is showing only 5 ft wide sidewalk; it really needs to be wider.

5. I would go farther and suggest that the sidewalk you are proposing for the "new" west bound lane (from State St to N Shore Dr.) also be a Trail. To also continue the trail north on State St to Susquehanna St. (on Both Sides) Doing this will get the Bike traffic from State St. to the Pedestrian Bridge. If there is a way to make a loop trail around the green space that would really enhance bike and ped traffic.
6. The Carroll Street tunnel leads to crossing 363. Right now it is only crossing traffic from one direction, but in option 1.12 it looks like there are 2 lanes of westbound traffic and 3 lanes of eastbound traffic to cross. Will there be an RRFB, and is the center a raised median to give the pedestrian a refuge to look for traffic?
7. What design measures are being taken to address security/safety concerns for the tunnel connecting Carroll St. to Rock Bottom Dam and the proposed multi-use trail?
Even with added lighting, the tunnel will not be used if people don't feel safe.
Does it stay the same length? Will security cameras be installed? Can the tunnel be opened-up except where the roadway passes over?
8. Will a rail or fence be installed for the multi-use trail in Alternative 1.12? The fence could be like the black fence on the portion of the Rt. 434 Greenway Phase 1 parallel to Rt. 434/under the Pennsylvania Ave. Bridge. That along with traffic calming measures will help trail users to feel safely separated from motorists. A barrier is needed to prevent a crash between an errant motorist or trail user.

General Comments Applicable to both Design Alternatives

1. The proposed Shared Use Path provides bicycle access to the river, but the design report states, "Bicyclists will be accommodated in other roadways within the travel lane for vehicles." Basically, this means no design changes/improvements on the roadway for bicyclists' north/south movement between the Susquehanna River and Downtown.
Since most cyclists prefer to use the S. Washington St. Bridge vs. the State St. Bridge to access Downtown, would NYSDOT consider creating a multi-use path on the east side of Washington St., from North Shore Dr. to at least Susquehanna St., but better yet, to Hawley St.?
This request assumes that the proposed sidewalk design for the west side of Washington St. would remain.
 - Note that the [BMTS 2020 Bicyclist & Pedestrian Counter Report](#) shows that for the South Washington St. Bridge, many choose to use this trail for commuting purposes as well as for exercise, and therefore sees the most activity across all locations. Since the counter was installed during June 2019, the total counts registered through December 31, 2020 were 412,426 (68,150 were cyclists).
2. Why isn't the Confluence Park bike path connected to the new N Shore Dr. Bike Path? Your Drawing shows sidewalk on the South side of N. Shore Dr. (Between Waters St and Washington St.).
3. Could you look at installation of a Trail to connect Carroll St underpass to Tudor St and Varick St (South St)? When building a trail that is in the City you have to make it easy to get onto the trail system.