

2026



# Two Rivers Greenway Trail Maintenance Report

PREPARED BY BMTS CENTRAL STAFF

# About the 2026 Trail Maintenance Report

In the Summer of 2019, BMTS released the Two Rivers Greenway (TRG) Trail Maintenance Plan. This plan makes recommendations for maintaining TRG trail sections, documenting each trail within the system including their respective infrastructure, needs, and maintenance plans. This plan received updates in 2021 and 2024, with this 2026 report being the latest update.

As part of the 2019 plan, on-site trail assessments were performed to document trail elements such as design and usage, access and visibility, community sentiment surrounding the trails, site amenities and condition, needed and planned improvements, as well as strengths, weaknesses, and opportunities for each trail site.

The original 2019 plan encouraged conducting biennial site assessments to ensure proper maintenance. This 2026 report includes the basic updated assessment for pavement scores, maintenance conditions, signage condition, and major issues to be addressed.

Site assessments occurred during the months of September, October, and November 2025.

## Two Rivers Greenway Condition Report Collection Summary

Like the 2024 update, the 2026 plan assessed trails in sections, split by pavement change or notable differences in characteristics or quality to collect more accurate and detailed information on system segments/sub-sections. The 2021 update assessed the trails by 1/10<sup>th</sup> mile sections.

BMTS collected trail data using ArcGIS Field Maps. The following information describes the categories of data that were collected and the rating system:

**Pavement:** Pavement rating refers specifically to the physical state of the trail pavement itself. Scored on a scale of 1 to 4, each number on the scale represents the following conditions:

1. **Poor condition** indicates significant cracking and wear, often with vegetation present on the path. Vertical displacement may be present. Surface may be uncomfortable or avoided by users.
2. **Fair condition** indicates moderate wear and increased cracking of the path. Some cracks may cause minor discomfort for riders. Vegetation may be present in cracks.
3. **Good condition** indicates only minor cracking in the pavement. Cracks do not cause discomfort. Seams on the pavement may be slightly noticeable. Trail is still comfortable for most users.
4. **Excellent condition** indicates nearly no cracking or vegetation on the trail surface. Seams between paving materials are minimal and do not affect smoothness. Ideal for all users, including cyclists.

**Maintenance:** Maintenance refers to the overall upkeep and cleanliness of the trail and its associated features. Scored on a scale of 1 to 3, each number represents the following conditions:

1. **Poorly maintained** indicates that the trail has significant maintenance issues that affect the usability, safety, or aesthetics of the trail. Potential conditions include missing or unreadable

pavement markings, obstructive vegetation, persistent standing water, broken, vandalized, or missing amenities, and significant debris and erosion.

2. **Maintained** indicates that the trail is in acceptable condition with minor issues that do not significantly impact usability or safety. Potential conditions include faded markings, minor vegetation encroachment, unobstructive sediment or debris, worn but usable amenities, and minor drainage issues.
3. **Well maintained** indicates that the trail and its amenities are in excellent condition with minimal or no issues. Potential conditions include clear and visible markings, trimmed vegetation, clear sightlines, clean and functional amenities, functional drainage systems and no standing water, no notable vandalism or debris on the trail.

**Events:** Major hazards, or “events,” were also considered and recorded. Events might consist of especially large pavement holes or tree roots that encroach upon the trail. Read the definitions below for information on recorded events.

**Cracking:** Fissures or visible splits in the surface of the pavement. The cracking label encompasses transverse, longitudinal cracking, block cracking, and alligator cracking, among other types.

**Depression:** A localized area where the surface of the pavement has sunk below the surrounding level, creating a dip or low spot.

**Pothole:** A bowl-like hole in pavement caused by weakening of pavement material.

**Raveling:** The disintegration of the pavement surface resulting in the loosening and dislodgement of the pavement particulate, leading to a rough texture.

**Sinking:** The vertical displacement of the pavement surface in which a localized area has dropped or settled below its original elevation.

**Unevenness:** Irregularities in pavement in the form of mild to moderate bumps, dips, waves, or other variations that affects the smoothness of the pavement surface.

**Upheaval:** localized, upward movement or bulging of the pavement surface.

**Signage:** Assessors also noted any Two Rivers Greenway-branded signage present along the trails. Please note that the signs listed on each trail report are not comprehensive and are limited to TRG branded, on-trail signage. Signage was assessed for condition and maintenance. Signage was categorized as one of the following:

**Informational:** Informational signs provide information about landmarks, area history, ecology, and more.

**Directional:** Provides directions and wayfinding to notable locations or trail segments.

**Informational/Directional:** Sign with elements of both wayfinding signs as well as information signs that provide background on landmarks, area history, ecology, and more.

**Logo:** Two Rivers Greenway logo excludes any additional information.

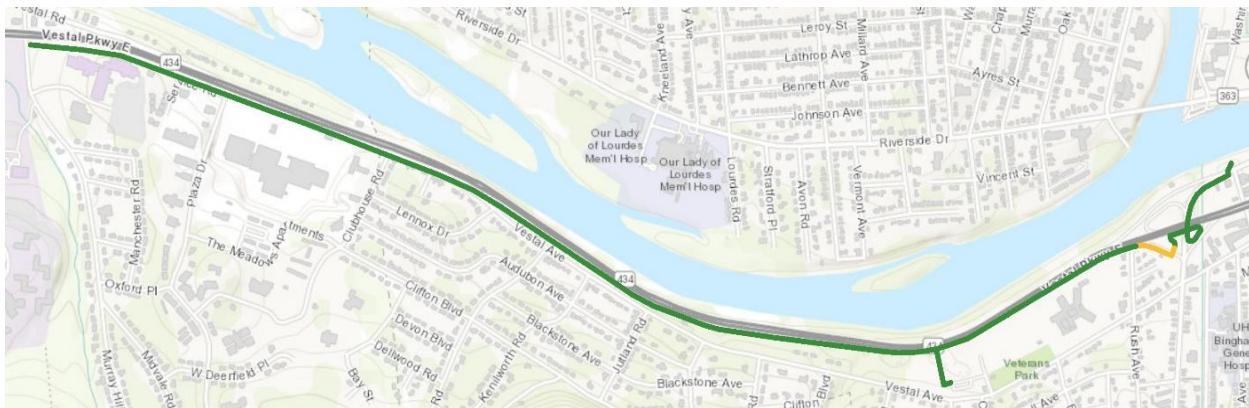
## Overall Condition of the Two Rivers Greenway



Though the percentage of trail pavement in good/excellent condition has decreased from 85% to 78% since the 2024 Trail Maintenance Report, most of the Two Rivers Greenway is still on average in good condition. Major issues across the trail system were largely due to pavement cracking and raveling. Except for the 434 Greenway and Route 11/Upper Front Street Trails, every trail would benefit from pavement maintenance like crack sealing, patching, and seal coating.

The majority of the Two River Greenway is maintained or well maintained, with an average maintenance score of 2.4 out of 3. Maintenance issues were not pressing. Observed issues related to graffiti along trailways, trash and excessive dirt or plant matter on pavement. Continued collection of trash on trailways will likely alleviate these issues and raise the maintenance score of the system further.

## 434 Greenway



### **Pavement:**

100% of the pavement of the 434 Greenway is in good or excellent condition. The only section of pavement not in excellent condition, was the Pennsylvania Avenue Underpass which was only in good condition due to minor pavement unevenness on the north side of the tunnel. The rest of the trail was in excellent condition. The Greenway was opened in 2023. As of 2025, the pavement has not deteriorated, and it remains in excellent condition.

### **Maintenance:**

97% of the trail was maintained or well-maintained. Out of eight surveyed sub-sections of the 434 Greenway, five were well-maintained, two were maintained, and one was poorly maintained, giving the trail a weighted average maintenance score of 2.4 out of 3. The only poorly maintained section of the trail was the Pennsylvania Avenue Underpass, which had glass present on the trailway, as well as graffiti on the walls of the underpass (see Appendix A, Photo 3). Other maintenance issues on the trail included plant matter and other debris present on pavement, both loose and growing through pavement seams.

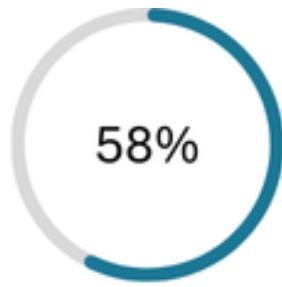
### **Major Issues:**

There was only one major issue on the 434 Greenway. On the Hallam Street to MacArthur Park sub-section, a manhole is sinking into the pavement, posing a hazard to pedestrians and bikers (see Appendix B, Photos 1-5).

**Signage:**

All signs on the Greenway were maintained or well-maintained. Minor issues included debris and dirt present on signs.

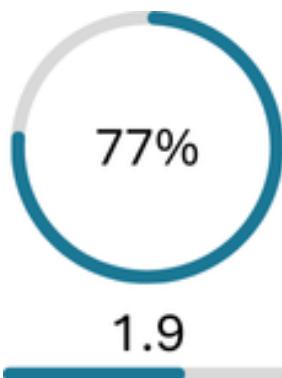
## Binghamton Riverwalk



of Pavement in  
Good/Excellent  
Condition



out of 4  
Average Pavement  
Score



of Trail that is  
Maintained/Well  
Maintained



out of 3  
Average  
Maintenance Score

### Pavement:

The condition of the pavement on the Binghamton Riverwalk section of the Two Rivers Greenway varies, though 58% of the trail's pavement is in good or excellent condition. However, compared to the 2023 rating, the amount of pavement in good/excellent condition decreased 22%, despite the recent improvements made from the end of Water St to Cheri Lindsey Park.

The percentage of good/excellent pavement was decreased by the poor condition of the pavement on the E Clinton Street to Eldredge subsection of the trail. Problems included large cracks and uncontrolled vegetation growth on the pavement (See Appendix A, Photos 8 and 11). The MLK Jr. Monument to E Clinton Street subsections have similar problems, with moderate pavement cracking.

### Maintenance:

The Binghamton Riverwalk had an average maintenance score of 1.9. The trail, on average, is in a maintained state. This is a decrease from a maintenance score of 2.2 in 2024. Three segments were poorly maintained: Water St. at Susquehanna St. to the Be Inspired Mosaic (Lower Trail), Court Street Access, and E Clinton

Street to Eldredge. Problems included dirty pavement and the presence of trash and other items on and around the trail. A notable maintenance problem was noted on the Water St. at Susquehanna St. to the Be Inspired Mosaic (Lower) sub-section of the trail, where broken glass covered some of the trailway. Poor landscaping and uncontrolled vegetation were also a problem.

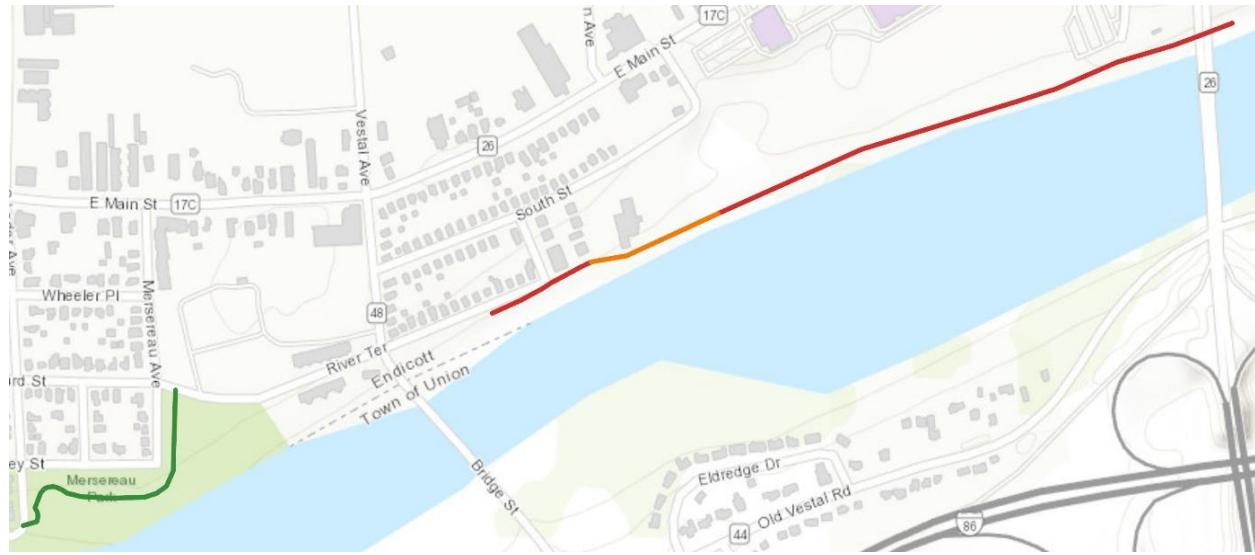
**Major Issues:**

Four major issues were observed along the Binghamton Riverwalk. Three issues concerned large cracks that posed tripping/biking risks for users. These large cracks were located at the Water Street at Susquehanna St. to Holiday Inn (Appendix B, Photo 8), Riverwalk Court Street South (Appendix B, Photo 9), and the E Clinton Street to Eldredge St. segments of the trail (Appendix B, Photo 10) respectively. Sediment buildup and sinking pavement was a problem at the south entrance of the Confluence Tunnel (Appendix B, Photos 6 and 7).

**Signage:**

Of the twelve signs recorded along the Binghamton Riverwalk, three were in poor condition. The biggest problem with these signs was the presence of cracks. Minor issues included a dirty appearance and the presence of stickers. The signs with holes present were located at Cheri Lindsey Park, Noyes Island, and at Henry Street.

## Chugnut Trail



### Pavement:

The eastern portion of the Chugnut Trail is in largely poor condition, with only 26% of the total trail meeting standards for good or excellent pavement condition. Major instances of pavement unevenness in the form of sinking pavement and depressions, as well as asphalt losses were major issues in the trail's eastern portion (see Appendix B, Photos 11-14). The Mersereau Park portion, however, is in excellent condition, and was recently paved and has no instances of unevenness (see Appendix A, Photo 12).

### Maintenance:

Although the condition of the pavement was poor, most of the trail was maintained. Of the six surveyed sections, only the River Terrace Entrance to Endicott Village Water Department segment was poorly maintained due to litter and graffiti present along the trail. Only the Mersereau Park segment was well-maintained, with no leaves or debris present on the pavement or any other obstructions present on the trail. The remaining four sections were maintained, with only minor issues caused by fallen leaves.

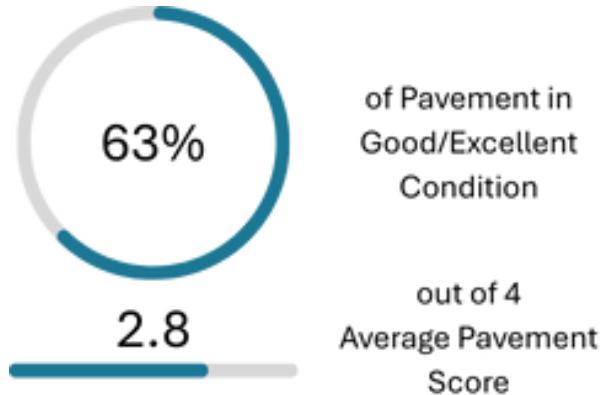
### Major Issues:

Four major issues were noted along the Chugnut Trail. Three issues involved depressions in the pavement, causing pooling water which obstructed the trailway and muddy conditions (Appendix B, Photos 11-13). The uneven pavement also poses a tripping hazard. One issue involved severe pavement cracking surrounding a manhole cover (Appendix B, Photo 14).

**Signage:**

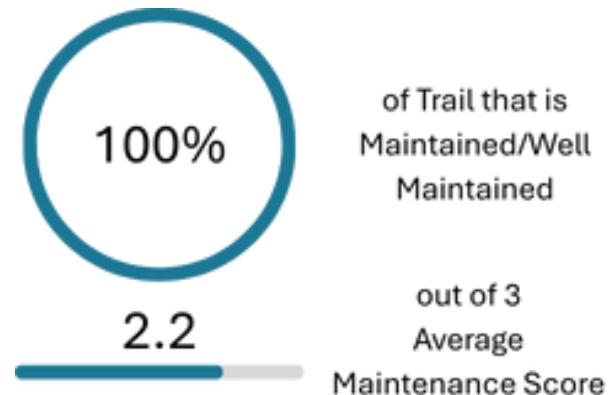
Of the two signs survey on the trail, one was poorly maintained, and one was well-maintained. The TRG sign in Riverview Park has deep scratches present on its face. The sign on the Riverview Park to the Southern Tier Community Center segment is well-maintained.

## Otsiningo Park



of Pavement in  
Good/Excellent  
Condition

out of 4  
Average Pavement  
Score



of Trail that is  
Maintained/Well  
Maintained

out of 3  
Average  
Maintenance Score

### Pavement:

63% of Otsiningo Park's trail pavement was in good or excellent condition. Of ten sub-sections, two were excellent, six were good, and two were fair. Issues included minor cracking throughout much of the trail; six subsections had cracking problems, ranging from minor to severe. Sloping and deterioration of pavement edges were problematic, especially in the northern Upper Front Street sub-section (see Appendix B, Photos 16, 19, and 21). The Upper Front Street Loop sub-section's pavement had unusual losses in the pavement that appeared to be etchings made into the asphalt by a machine. These etchings hindered users from riding or walking smoothly throughout the sub-section.

### Maintenance:

100% of Otsiningo Park's trails are maintained or well-maintained. Of the ten sub-sections, two were well maintained and eight were maintained, and has a weighted average maintenance score of 2.2 out of 3. Minor vegetation growth in pavement cracks were a recurring problem in the maintenance of the trail.

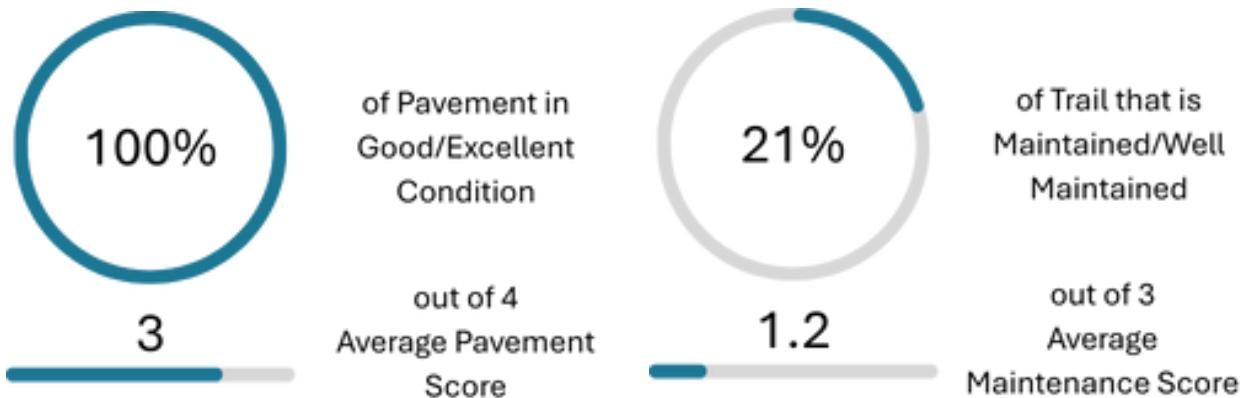
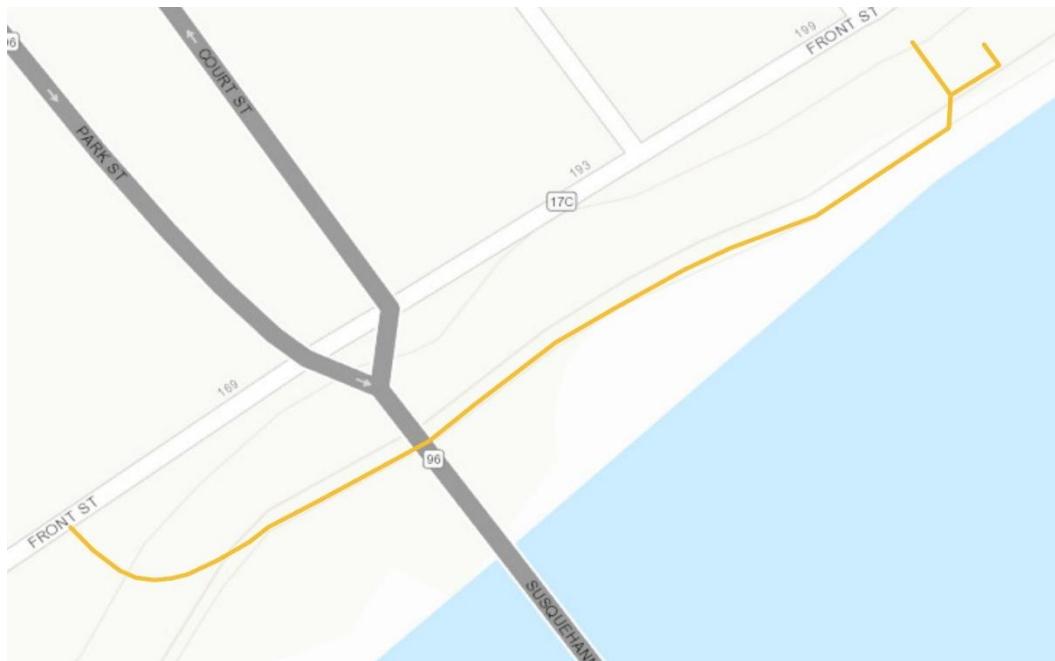
**Major Issues:**

Seven major issues were observed on the Otsiningo Park Trail. Problems included pavement settling and cracking. Cracking was especially a problem on trail edges. The subsections with noted trail erosion were the northern Upper Front Street, the Otsiningo Riverwalk, Lake Loop West, and the Otsiningo Park/Route 11 Connection sub-sections (See Appendix B, Photos 15-21).

**Signage:**

Otsiningo Park contains three Two Rivers Greenway Signs. All are well-maintained or maintained. However, the Lake Loop West Sign has a small hole. All signs are clean and free of debris and stickers.

## Owego Riverwalk



### Pavement:

The pavement of the Owego Riverwalk is in 100% good condition. Small instances of pavement sloping decreased the excellent rating from 2023.

### Maintenance:

The trail is currently poorly maintained. Contributing factors include ceasing of maintenance for the late fall and wintertime, as well as construction activity on abutting properties spilling over and obstructing the trailway.

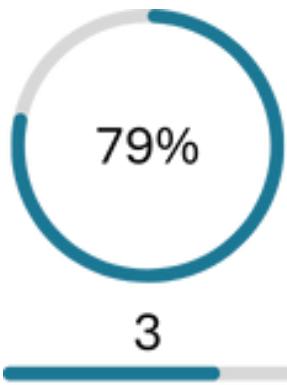
### Major Issues:

There was only one issue on the trail, an articulating boom lift was obstructing the trailway, caused by construction on adjacent properties (See Appendix B, Photo 22).

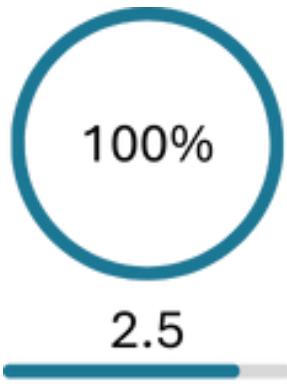
**Signage:**

The two signs on the trail were each maintained, with slight problems with present dirt and debris on the sign frames.

## Port Dickinson Community Park



of Pavement in  
Good/Excellent  
Condition



of Trail that is  
Maintained/Well  
Maintained

### Pavement:

79% of Port Dickinson Community was in good/excellent condition. Northern swaths of the park's trail were recently repaved and in brand new condition (See Appendix A, Photos 24, 27, and 31). Three out of thirteen segments were in excellent condition. However, southern portions of the trail are in good to poor condition (See Appendix B, Photos 26-29). The biggest problems are in the Southern Loop Segments, which have major patches of uneven pavement due to crumbling asphalt. Major losses in asphalt were also present in the Southern Inner Path (See Appendix B, Photos 28 and 29). The trail was on average in good condition, scoring a 3 out of 4 in average pavement score.

### Maintenance:

The trail has a score of 2.5 average maintenance score out of 3. 100% of the trail was maintained/well maintained. Major cracking in the pavement produced loose asphalt and dirt along the trail. Trash and other litter were not observed on the trail.

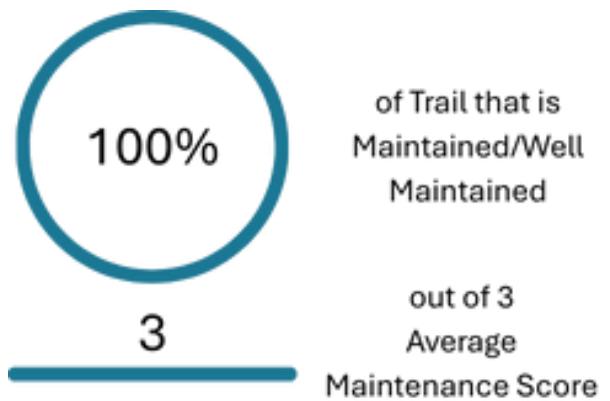
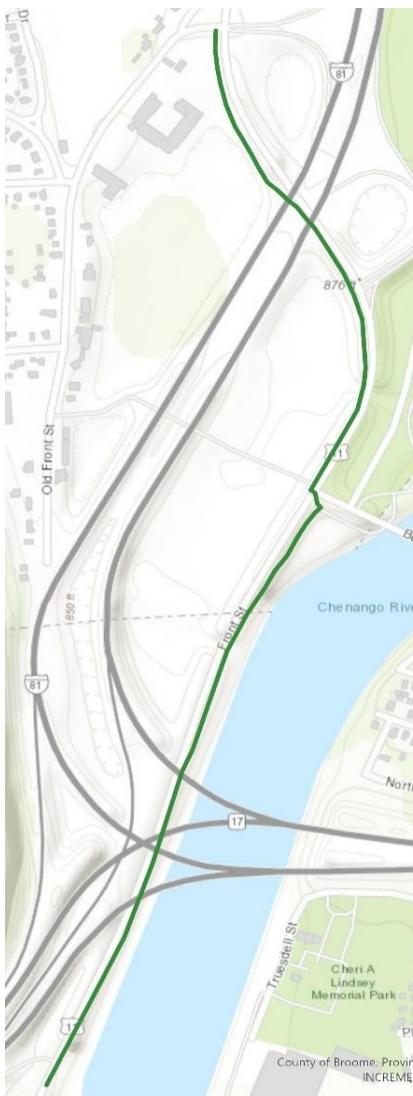
**Major Issues:**

Five major issues were identified in Port Dickinson Community Park, localized to the southern swaths of the trail. Three of the five major issues included losses in pavement, creating holes in the pavement (Appendix B, Photos 26-29). Sinking and unevenness were also a problem (See Appendix B, Photos 23 and 24).

**Signage:**

Two signs were present at the site. Of those two, one was maintained, and one was poorly maintained. Both signs were noticeably dirty. The poorly maintained sign at the entrance of the park also had cobwebs and other debris present on its face.

## Route 11/Upper Front Street Trail



### Pavement:

100% of the pavement on the trail is in excellent condition. The trail was recently paved.

### Maintenance

100% of the trail was well maintained.

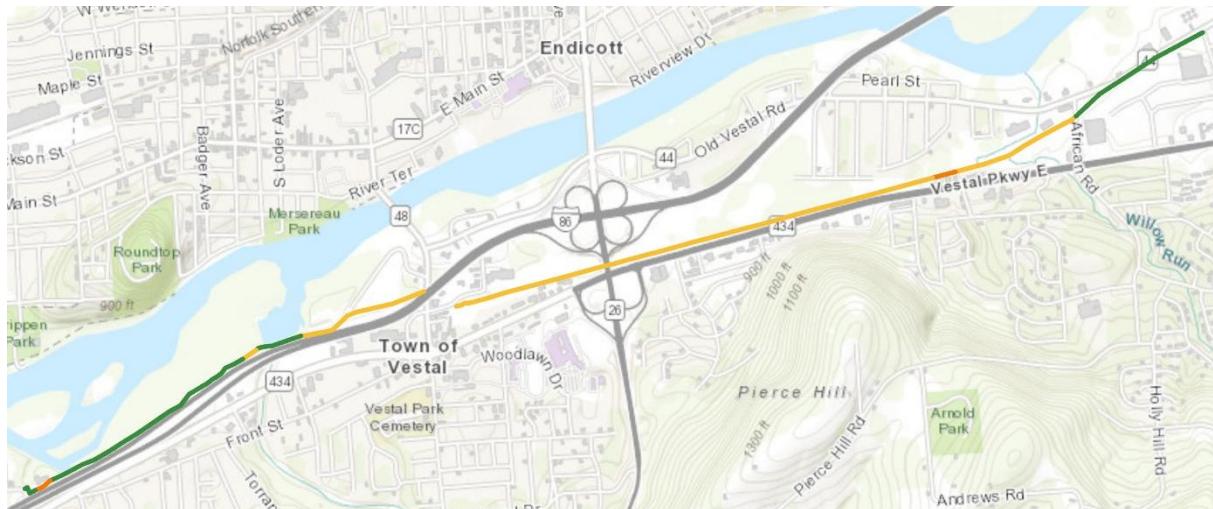
### Major Issues:

No major issues present on the trail.

### Signage:

All signage on the trail was maintained/well-maintained.

## Vestal Rail Trail



### Pavement:

Most of the pavement on the Vestal Rail Trail is in good or excellent condition. 35% was in excellent condition, and 61% is in good condition. Only 3% of the trail was in fair condition. Issues that contributed to lower scores included raveling at the edges of the pavement and asphalt cracking (See Appendix B, Photos 30-32).

### Maintenance:

100% of the trail is maintained or well-maintained. 24% of the trail is maintained, and 76% is well-maintained. Minor maintenance issues included vegetation growing in pavement cracks and cracking seams on the trail.

### Major Issues:

Two major issues were noted on the trail. Severe raveling and cracking have occurred on the Stroehmann Bakeries segment near the Castle Gardens Road access point (See Appendix B, Photo 32). Severe cracking and root growth was also noted as a problem on the Twin Orchards Park segment, creating uneven pavement (See Appendix B, Photos 30 and 31).

**Signage:**

Of the nine signs present on the trail, four were well maintained. Three signs were maintained, with minor problems like visible dirt and light scratches. Two were poorly maintained and had deep scratches and holes present on the sign faces.

# Appendix

Appendix A...Trail Images

Appendix B...Maintenance Issues Images

Appendix C...Trail Data

## Appendix A: Trail Images

### 434 Greenway



Photo 1. Eastern View at Hallam Street to MacArthur Park



Photo 2. Northern View at MacArthur Park Parking/Trail Connection



Photo 3. Graffiti at Pennsylvania Avenue Underpass



Photo 4. Tunnel at Pennsylvania Avenue Underpass



*Photo 5. Eastern View at UClub to Murray Hill Road*



*Photo 6. Cracking/Depression at Hallam Street to MacArthur Park*

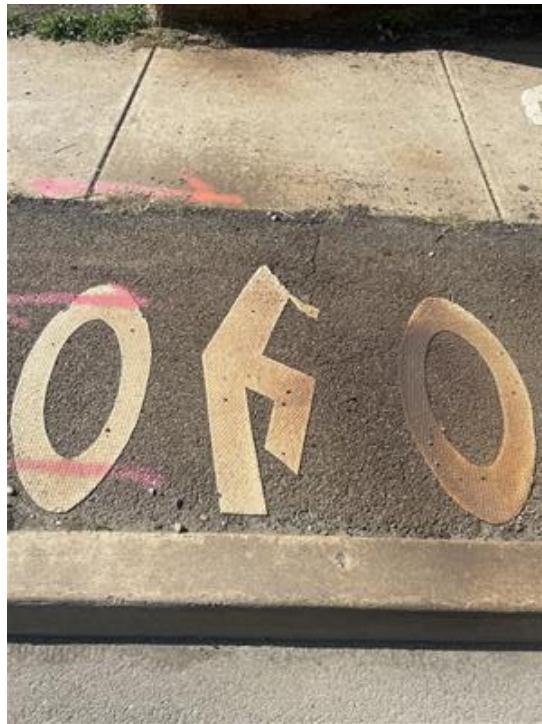
## Binghamton Riverwalk



*Photo 7. Northern View at Serafini to Cheri Lindsay Park*



*Photo 8. Sidewalk Cracking at E Clinton Street to Eldredge*



*Photo 9. Bicycle Signage at E Clinton Street to Eldredge*



*Photo 10. Pedestrian Signage at E Clinton Street to Eldredge*



*Photo 11. Vegetation Growth at E Clinton Street to Eldredge*

## Chugnut Trail



*Photo 12. Southern View at River Terrace Entrance, Mersereau Park*



*Photo 13. Eastern View at River Terrace Entrance to Endicott Village Water Department*



*Photo 14. Eastern View at River Terrace Main Trail Entrance*

## Otsiningo Park



Photo 15. Chalk Art at Lake Loop West



Photo 16. Southern View at Otsiningo Park Loop Northwest



Photo 17. Southern View at Lake Loop West



Photo 18. Northern View at Northern Upper Front Street



*Photo 19. Southern View at Northern Upper Front Street*

## Owego Riverwalk



*Photo 20. Pavement at Main Trailway*

## Port Dickinson Community Park



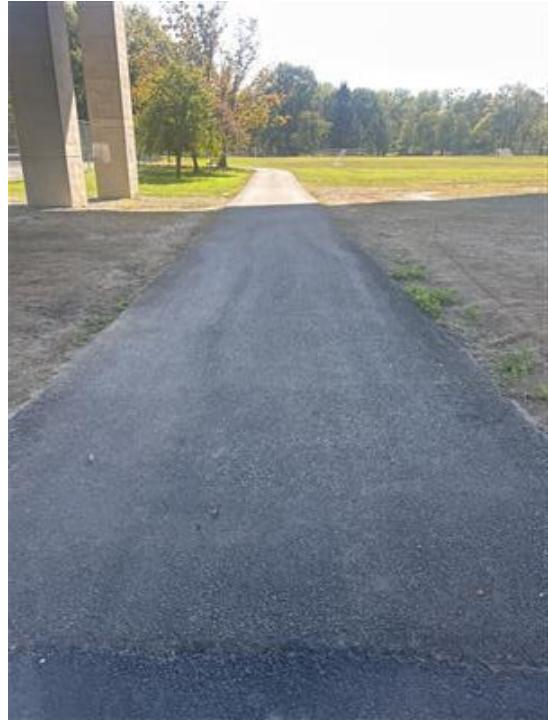
*Photo 21. Asphalt Patch at Center Path/Western Loop Segment*



*Photo 22. Asphalt Loss at Southern Loop Segment*



*Photo 23. Western View at Center Path/Western Loop segment*



*Photo 24. Southern View at Eastern Loop Segment*



*Photo 25. Pavement Loss at North Loop Segment*



*Photo 26. Northern View at Western Loop Segment*



*Photo 27. Northern View at Northwest Loop Segment*



*Photo 28. Pavement at Southern Inner Path*



*Photo 29. Southern View at Southern Loop Segment*



*Photo 30. Pavement at Southern Inner Path*



*Photo 31. Southern View at Northeastern Loop Segment*



*Photo 32. Pavement at North/South Bathroom Path*



*Photo 33. Pavement at Eastern Loop Segment*



*Photo 34. Pavement at Entrance*



*Photo 35. Pavement at Southern Inner Path*

## Vestal Rail Trail



*Photo 36. Western View at Twin Orchard Park to Stage Rd Access Point*



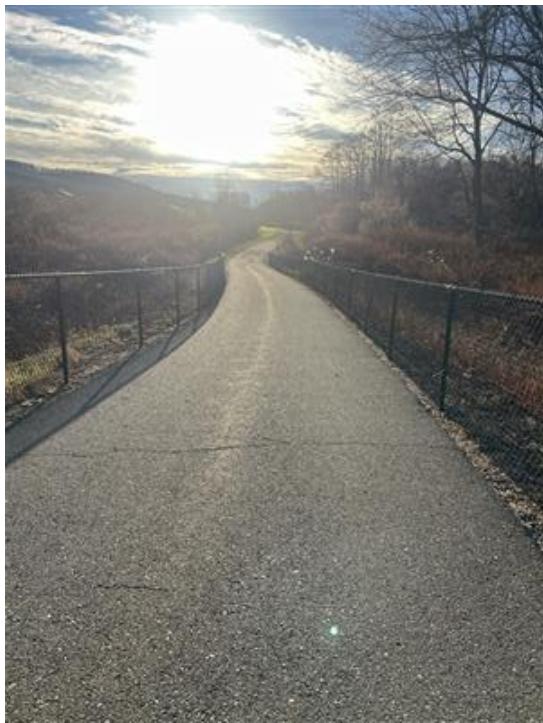
*Photo 37. Western View at African Rd Trailhead to Twin Orchard Park*



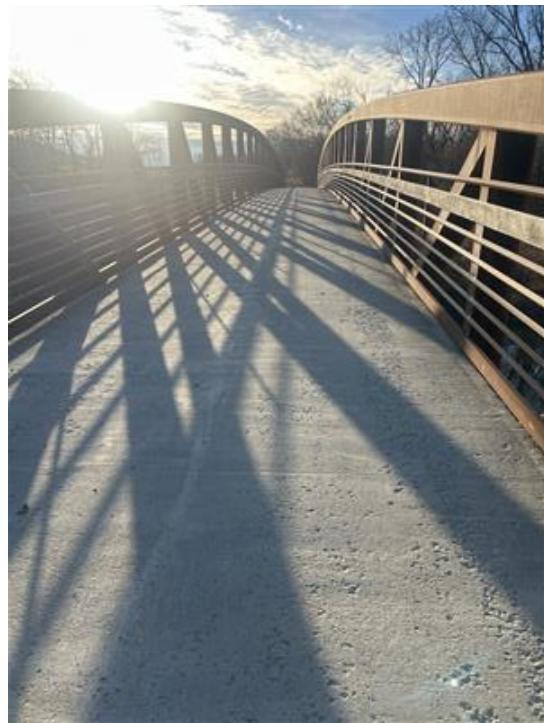
*Photo 38. Pavement at Stroehmann Bakeries*



*Photo 39. Western View at Vestal Fire Training Site to Choconut Creek Bridge*



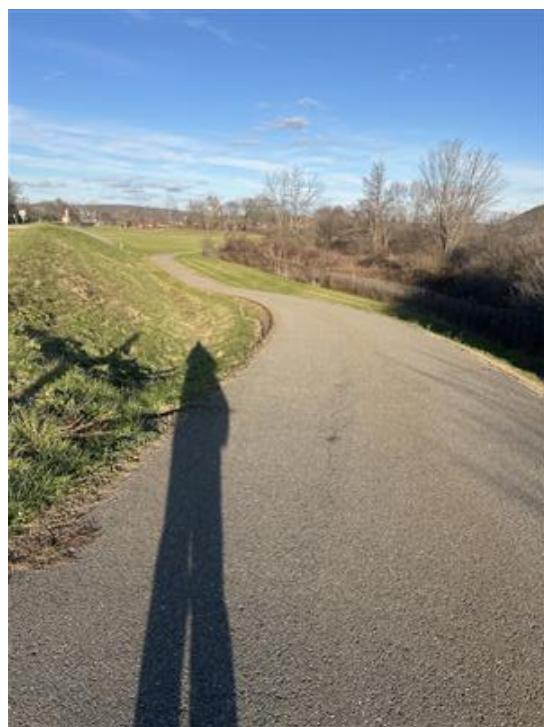
*Photo 40. Western View at Choconut Creek Bridge  
Western Access*



*Photo 41. Choconut Creek Bridge*



*Photo 42. Western View Twin Orchard Park to Stage  
Rd Access Point*



*Photo 43. Western View at Vestal Fire Training Site  
Adjacent*



*Photo 44. Western View at Fairbanks Karate to Stroehmann Bakeries*



*Photo 45. Western View at N Main Street Access*

## Appendix B: Major Issues

### 434 Greenway



*Photo 1: Cracking/Depression at Hallam Street to MacArthur Park (View 1)*



*Photo 2. Cracking/Depression at Hallam Street to MacArthur Park (View 2)*



*Photo 3. Cracking/Depression at Hallam Street to MacArthur Park (View 3)*



*Photo 4. Cracking/Depression at Hallam Street to MacArthur Park (View 4)*



*Photo 5. Cracking/Depression at Hallam Street to MacArthur Park (View 5)*

## Binghamton Riverwalk



*Photo 6: Cracking at Confluence Park*



*Photo 7: Depression at Confluence Park*



*Photo 8: Cracking at Water Street at Susquehanna St. to Holiday Inn*

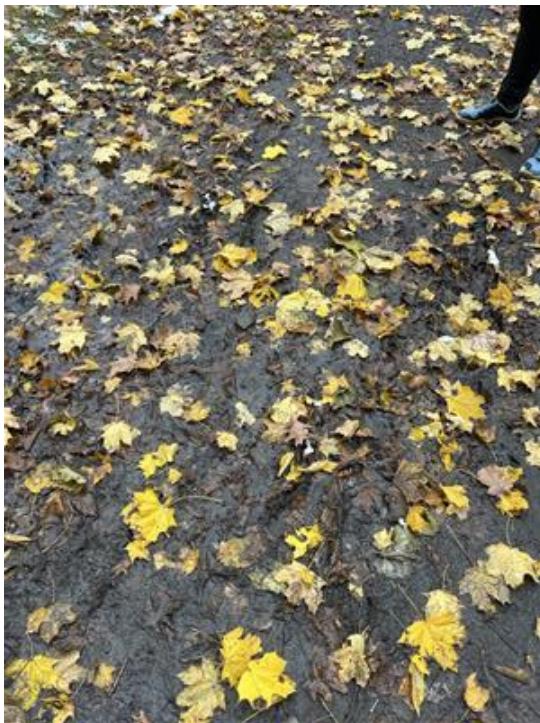


*Photo 9: Cracking at Riverwalk Court Street South*



*Photo 10: Cracking and Sinking at E Clinton Street to Eldredge*

## Chugnut Trail



*Photo 11: Depression at Riverview Park to Southern Tier Community Center*



*Photo 12: Depression at Riverview Park to Southern Tier Community Center*



*Photo 13: Depression at Community Center to UE Stadium*



*Photo 14: Cracking at UE Tennis Courts to Endicott Village Water Department*

## Otsiningo Park



Photo 15: Cracking and Depression at Otsiningo Park/Route 11 Connection



Photo 16: Cracking at Lake Loop West



Photo 17: Unevenness at Otsiningo Park Loop Southwest



Photo 18: Cracking and Depression at Otsiningo Park Loop East



*Photo 19: Cracking at Otsiningo Riverwalk*



*Photo 20: Cracking and Raveling at Northern Upper Front Street*



*Photo 21: Cracking and Raveling at Northern Upper Front Street*

## Owego Riverwalk

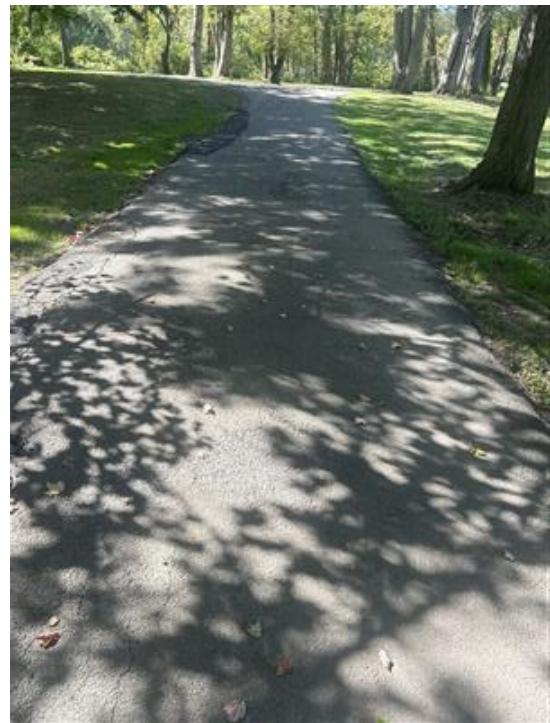


*Photo 22: Trail Obstruction on Main Trailway*

## Port Dickinson Community Park



*Photo 23: Unevenness at Entrance*



*Photo 24: Upheaval at Center Path/Western Loop Segment*



*Photo 25: Upheaval at Center Path/Western Loop Segment*



*Photo 26: Raveling at Southern Loop Segment*



*Photo 27: Pothole at Southern Loop Segment*



*Photo 28: Raveling at Southern Inner Path*



*Photo 29: Raveling at Southern Inner Path*

## Vestal Rail Trail



*Photo 30: Cracking at Twin Orchards Park Adjacent*



*Photo 31: Cracking at Twin Orchards Park Adjacent*



*Photo 32: Raveling at Stroehmann Bakeries*

## Appendix C: Trail Data

Object ID	Trail Name	Trail Subsection	Responsibility	Usage	Site Access	Pavement Rating	Maintenance Rating	Shape Length (Feet)	Notes
1	434 Greenway	Pennsylvania Avenue Underpass	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	1	200.2904968	Glass on pavement, graffiti present
2	434 Greenway	Pedestrian Bridge to Pennsylvania Avenue Bridge	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	2	398.2927346	Some larger plants growing in pavement cracks, Minor vegetation present on pavement, minor graffiti present on walls
3	434 Greenway	MacArthur Park to UClub	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	2	3015.328298	Leaves and excrement present on pavement
4	434 Greenway	Pennsylvania Ave Bridge Ramp	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	57.44805816	Minor vegetation present in pavement seams
5	434 Greenway	Pennsylvania Avenue Bridge Loop	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	256.9374288	
6	434 Greenway	Hallam Street to MacArthur Park	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	987.6476997	

7	434 Greenway	MacArthur Park Parking/Trail Connection	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	188.8729933	
8	434 Greenway	UClub to Murray Hill Road	Vestal	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	1248.656128	
9	Binghamton Riverwalk	E Clinton Street to Eldredge	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	1	1	541.085777	Rocks and debris on pavement, Landscaping medians poorly maintained, instances of severe cracking and sloping
10	Binghamton Riverwalk	Water @ Susquehanna to Be Inspired Mosaic (Lower)	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	2	1	510.1184188	Glass on Trail, graffitied/patched walls, dirty pavement
11	Binghamton Riverwalk	Court Street Access	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	1	44.37096953	Cracked and cratered pavement, dirty
12	Binghamton Riverwalk	Riverwalk Court Street South	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	172.2300986	
13	Binghamton Riverwalk	Riverwalk/Chenango River Promenade @ Holiday Inn	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	110.791145	

14	Binghamton Riverwalk	Martin Luther King Park/promenade to Henry Street	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	317.4488782	Uneven and cratered pavement, trash present
15	Binghamton Riverwalk	MLK Jr. Monument to E Clinton Street	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	411.8419675	
16	Binghamton Riverwalk	Confluence Tunnel to Water @ Susquehanna	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	288.0016458	Minor pavement cracks
17	Binghamton Riverwalk	Court Street Middle Path	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	102.4581832	
18	Binghamton Riverwalk	Water Street @ Susquehanna to Holiday Inn	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	231.5577613	
19	Binghamton Riverwalk	Eldredge St to Serafini Transportation Corporation	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	272.6399148	Moderate graffiti on river walls, Some vegetation present in pavement seams, minor cracking
20	Binghamton Riverwalk	Serafini to Cheri Lindsey Park	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	2	1369.919274	Hay and mulching present on Pavement
21	Binghamton Riverwalk	Confluence Park	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	3	3	207.5966864	Minor cracking

22	Binghamton Riverwalk	South Washington Street Bridge	Binghamton	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	285.6420645	
23	Chugnut Trail	River Terrace Entrance to Endicott Village Water Department	Endicott	Pedestrian	Public Road	1	1	193.50303	Some litter present along trail, Many severe cracks, vegetation growing through pavement cracks, graffiti along adjacent walls
24	Chugnut Trail	Riverview Park to Southern Tier Community Center	Endicott	Pedestrian	Public Road	1	2	329.909781	Frequent cracking, instances of pavement sinking, but overall traversable
25	Chugnut Trail	Community Center to UE Stadium	Endicott	Pedestrian	Public Road	1	2	351.7101566	Some cracks, and unevenness , and sloping/depressions. Branch present slightly obstructing trail way.
26	Chugnut Trail	UE Baseball Diamond to UE Tennis Courts	Endicott	Pedestrian	Public Road	1	2	273.2923643	Severely uneven pavement

27	Chugnut Trail	UE Tennis Courts to Endicott Village Water Department	Endicott	Pedestrian	Public Road	2	2	237.5866442	
28	Chugnut Trail	Mersereau Park	Endicott	Pedestrian	Public Road	4	3	474.9724052	
29	Otsiningo Park Trail	Upper Front Street Loop	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	256.9515495	Noticeable etchings in pavement that hinder smooth riding
30	Otsiningo Park Trail	Northern Upper Front Street	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	2	2	2507.879959	Moderate to major cracks and losses on pavement, and along sides of trail. Though trail can be smooth at times, some major holes are present and frequency of cracking is high.
31	Otsiningo Park Trail	Lake Loop East West Connection	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	20.7251131	
32	Otsiningo Park Trail	Otsiningo Park Loop Southwest	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	449.5746695	Minor to moderate cracking

33	Otsiningo Park Trail	Otsiningo Park Loop Northwest	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	563.8077919	Minor cracking and depressions in pavement
34	Otsiningo Park Trail	Otsiningo Park Loop East	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	858.1746015	Minor cracking and pavement sloping on edges
35	Otsiningo Park Trail	Otsiningo Riverwalk	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	2	1003.785678	Minor cracking
36	Otsiningo Park Trail	Otsiningo Park/Route 11 Connection	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	4	2	254.960364	
37	Otsiningo Park Trail	Lake Loop East	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	3	3	744.5834611	
38	Otsiningo Park Trail	Lake Loop West	Broome County	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	777.5661043	Little to no cracking in the pavement
39	Owego Riverwalk	Main Trailway	Owego	Pedestrian	Public Road	3	1	403.3895885	Lots of leaves and dirt in trailway, signs saying no maintenance in winter
40	Owego Riverwalk	Draper Park	Owego	Pedestrian	Public Road	3	2	71.41956335	
41	Owego Riverwalk	Ramp Extension	Owego	Pedestrian	Public Road	3	2	35.12814544	No Winter Maintenance

42	Port Dickinson Community Park	Southern Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	1	2	39.01092401	Patches of serious pavement loss
43	Port Dickinson Community Park	Southern Inner Path	Port Dickinson	Pedestrian	Public Road, Waterfront Access	2	2	235.4971922	Some notable asphalt loss, moderate to major pavement cracks
44	Port Dickinson Community Park	Middle Entrance Path	Port Dickinson	Pedestrian	Public Road, Waterfront Access	2	2	40.88091604	
45	Port Dickinson Community Park	North Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	2	149.0520932	Minor cracking, especially on edges of trail.
46	Port Dickinson Community Park	North/South Bathroom Path	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	2	92.44815749	Minor cracking, minor instances of uneven pavement
47	Port Dickinson Community Park	Western Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	2	221.2531555	Minor cracks on trail edge
48	Port Dickinson Community Park	Southern Through Path	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	2	37.71442026	

49	Port Dickinson Community Park	Playground Adjacent Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	3	76.2241258	
50	Port Dickinson Community Park	Southern Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	3	3	231.79268	Some asphalt losses, Minor to moderate cracking, especially along edges of trail
51	Port Dickinson Community Park	Northwest Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	4	3	309.4219447	Looks to be recently replaced
52	Port Dickinson Community Park	Northeastern Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	4	3	145.7915174	Newly paved
53	Port Dickinson Community Park	Eastern Loop Segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	4	3	265.6463979	Very minor cracking on sides of trail pavement
54	Port Dickinson Community Park	Entrance	Port Dickinson	Pedestrian	Public Road, Waterfront Access	2	2	83.81323831	Noticeable cracking and holes
55	Port Dickinson Community Park	Center Path/Western Loop segment	Port Dickinson	Pedestrian	Public Road, Waterfront Access	2	2	319.3270156	Minor to moderate cracking, new asphalt fill
56	Route 11/Upper	Total Trail	Dickinson	Pedestrian and Bike Path	Public Road, Trail Connection	4	3	2477.998608	Very minor cracking

	Front Street Trail								
57	Vestal Rail Trail	Twin Orchards Park Adjacent	Vestal	Pedestrian and Bike Path	Public Road	2	2	157.7925555	Some noticeable cracking and root growth
58	Vestal Rail Trail	Stroehmann Bakeries	Vestal	Pedestrian and Bike Path	Public Road	2	2	121.1950196	Raveling at edges, depressions at pavement seams
59	Vestal Rail Trail	Vestal Fire Training Site to Choconut Creek Bridge	Vestal	Pedestrian and Bike Path	Public Road	4	2	203.2239265	Minor cracking
60	Vestal Rail Trail	Fairbanks Karate to Stroehmann Bakeries	Vestal	Pedestrian and Bike Path	Public Road	4	2	1542.907654	
61	Vestal Rail Trail	African Rd Trailhead to Twin Orchard Park	Vestal	Pedestrian and Bike Path	Public Road	3	3	889.6664897	Some moderate cracking
62	Vestal Rail Trail	Twin Orchard Park to Stage Rd Access Point	Vestal	Pedestrian and Bike Path	Public Road	3	3	3318.325922	Minor cracking
63	Vestal Rail Trail	N Main Street Access	Vestal	Pedestrian and Bike Path	Public Road	3	3	61.76113911	Some cracking and depressions
64	Vestal Rail Trail	N Main Street Access to Pumphouse Rd	Vestal	Pedestrian and Bike Path	Public Road	3	3	423.8451208	Minor perpendicular cracks
65	Vestal Rail Trail	Vestal Fire Training Site Adjacent	Vestal	Pedestrian and Bike Path	Public Road	3	3	410.7912319	Minor cracking

66	Vestal Rail Trail	Choconut Creek Bridge Western Access	Vestal	Pedestrian and Bike Path	Public Road	3	3	106.9385914	Considerable dirt and debris present on trail
67	Vestal Rail Trail	Choconut Creek Bridge	Vestal	Pedestrian and Bike Path	Public Road	4	3	115.5228734	
68	Vestal Rail Trail	Castle Gardens Rd Access Point	Vestal	Pedestrian and Bike Path	Public Road	4	3	105.5662196	
69	Vestal Rail Trail	African to Sycamore Road	Vestal	Pedestrian and Bike Path	Public Road	4	3	1024.988898	Opened 11/19/25