



MOVING OUR FUTURE FORWARD 2050

BINGHAMTON METROPOLITAN
TRANSPORTATION PLAN

Appendices



Appendix A

Federal Planning Factors

Table A-1 shows how the planning factors (23 CFR 450.306(b)) are addressed in Moving Our Future Forward 2050.

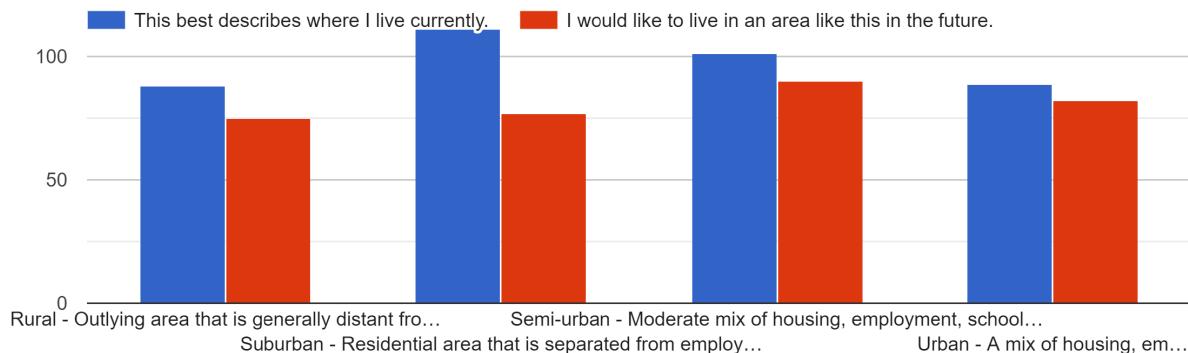
TABLE A-1 FEDERAL PLANNING FACTORS

Planning Factor	LRTP Reference
1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs Chapter 7: Safety Chapter 8: Freight Mobility
2 Increase the safety of the transportation system for motorized and non-motorized users	Chapter 7: Safety
3 Increase the security of the transportation system for motorized and non-motorized users	Chapter 9: Environment & Resiliency Chapter 10: Future Mobility & Technology
4 Increase accessibility and mobility of people and freight	Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs Chapter 8: Freight Mobility
5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Chapter 9: Environment and Resiliency
6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs Chapter 8: Freight Mobility
7 Promote efficient system management and operation	Chapter 3: Performance-Based Planning Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs Chapter 8: Freight Mobility
8 Emphasize the preservation of the existing transportation system	Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs
9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Chapter 9: Environment and Resiliency
10 Enhance travel and tourism	Chapter 5: The Transportation System Chapter 6: Future Transportation System Needs

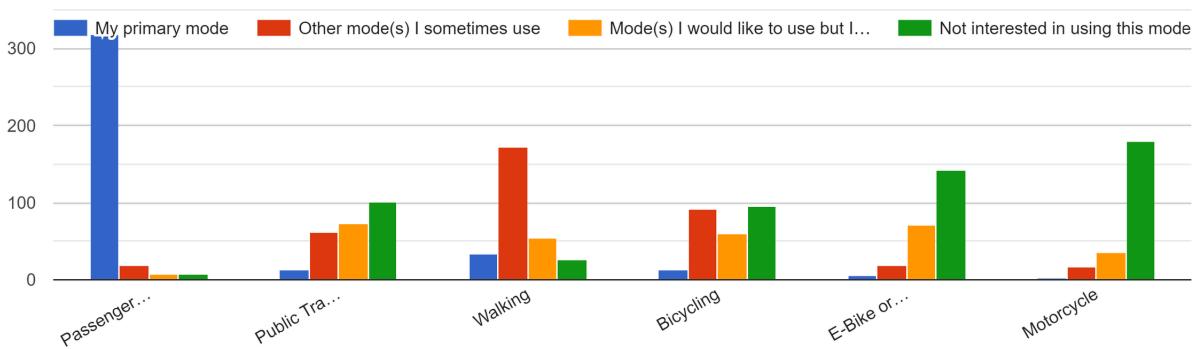
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Where you live has an impact on the availability of different transportation options for you. Below are four general home location settings. Please consider where you would like to live in the future.



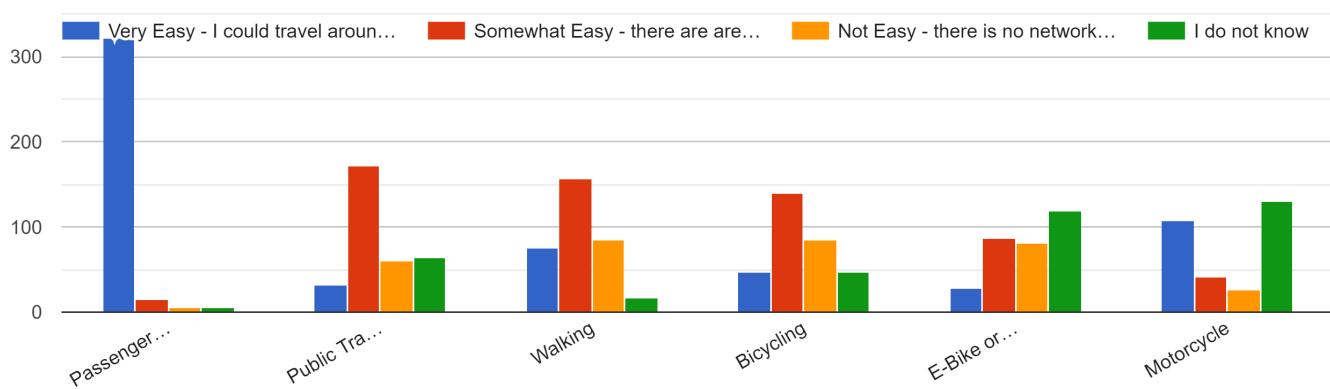
What is your primary mode of transportation? What other modes of transportation do you use?



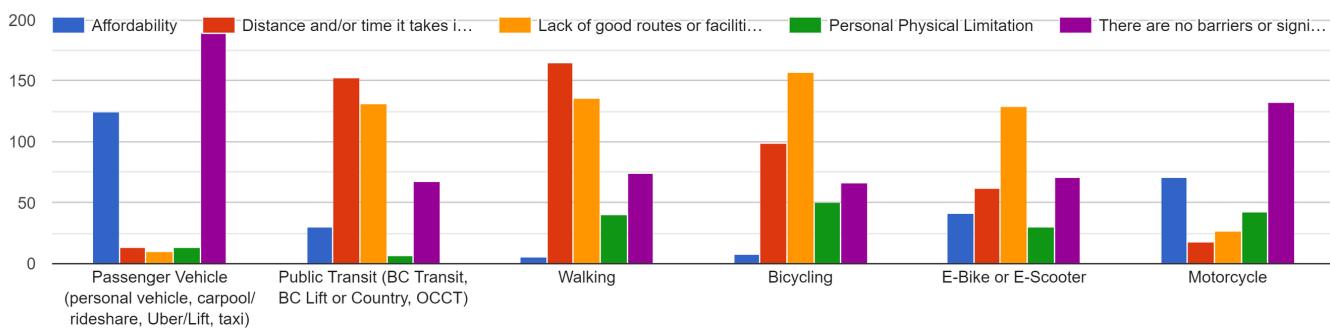
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How easy do you believe it is to use the following transportation modes? That is, could you get around to the places you need to go because there is a complete, connect...ese specific modes; you may also select 'I do not know'.



What are barriers (if any) in your personal travel?

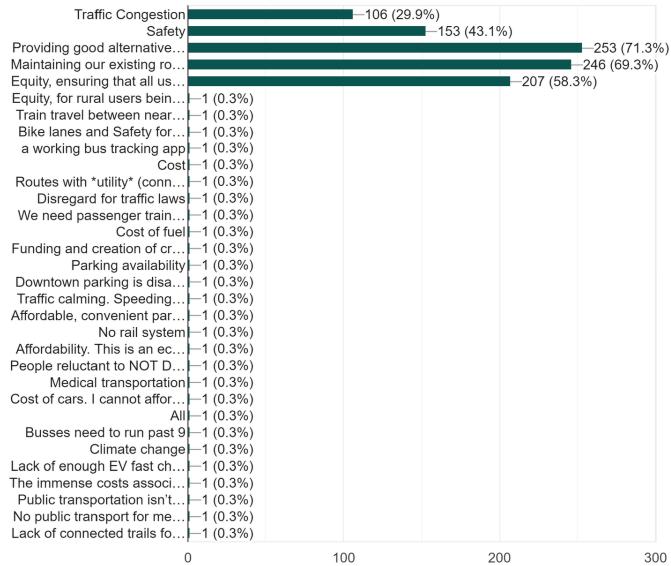


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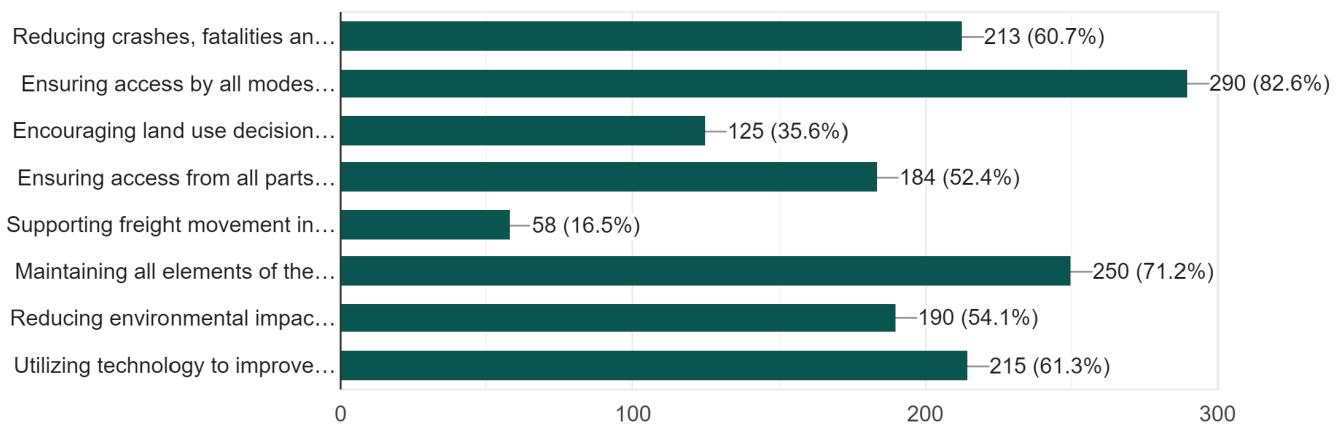
What do you believe will be the THREE main transportation challenges that our region will face in the future. Please select up to 3 options.

355 responses



In your opinion, what should be the FIVE most important transportation objectives for our region. Please select up to 5 options.

351 responses

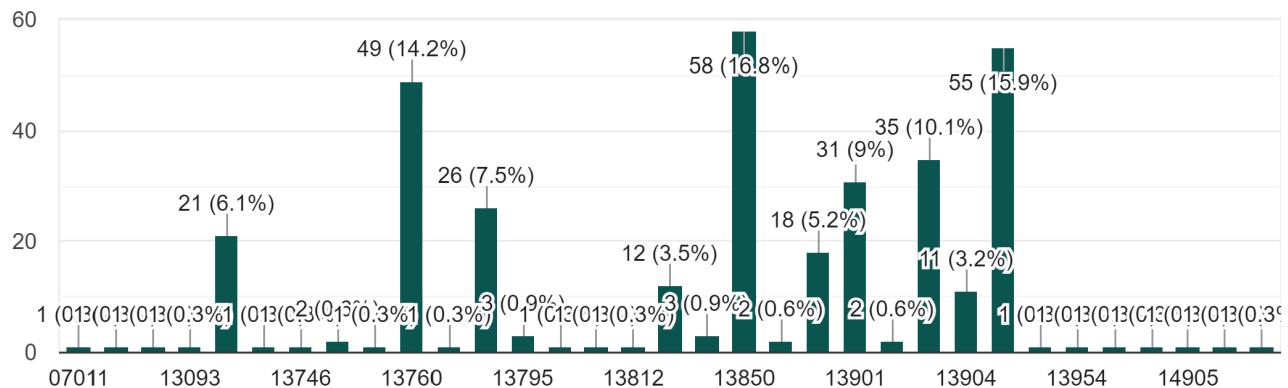


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What is your zip code?

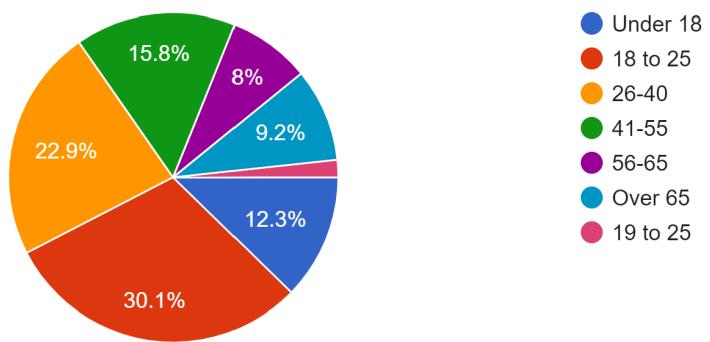
346 responses



What is your age?

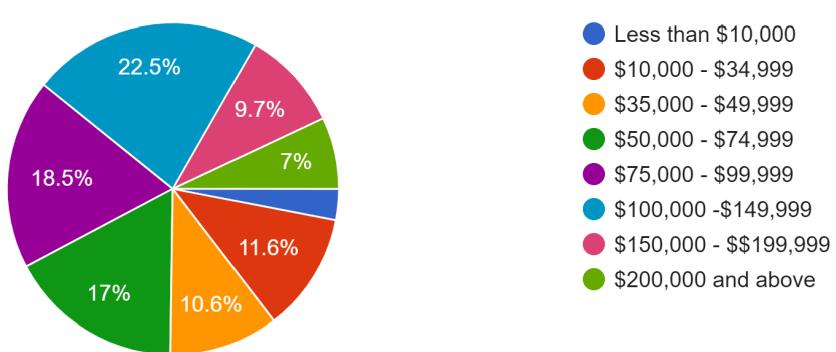
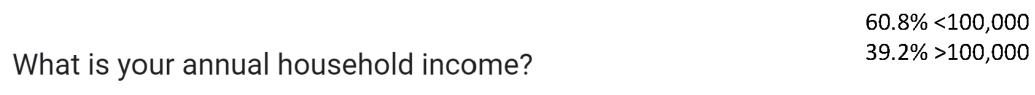
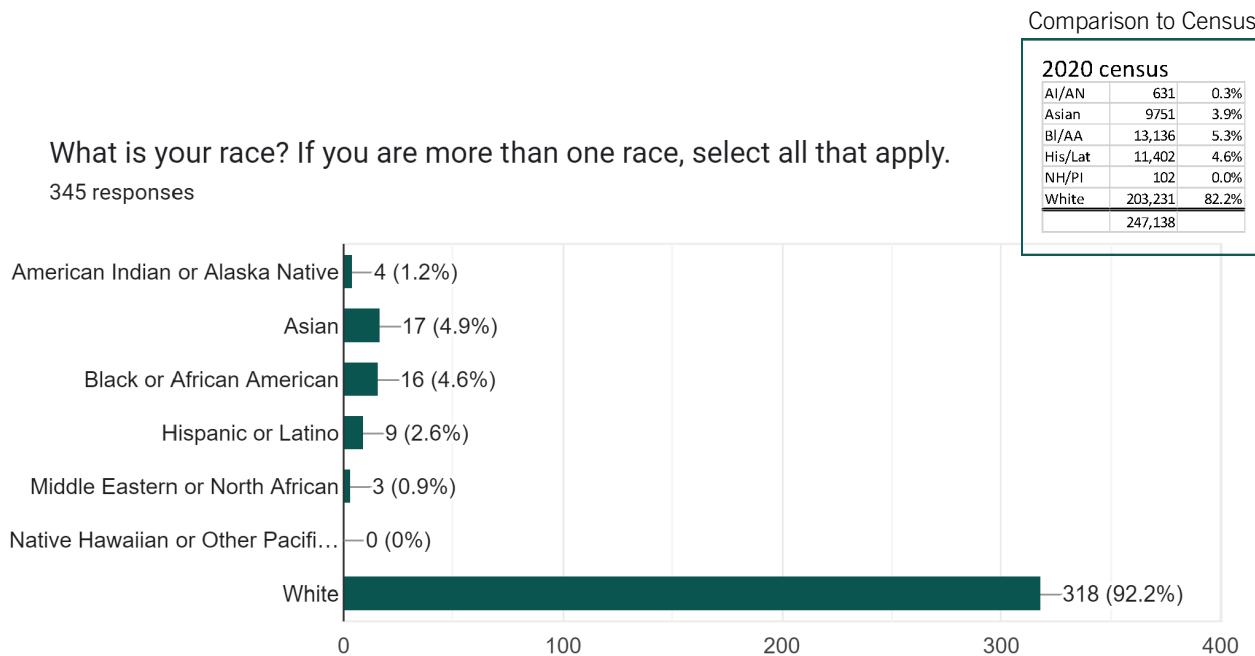
349 responses

Median age of respondents 26-40



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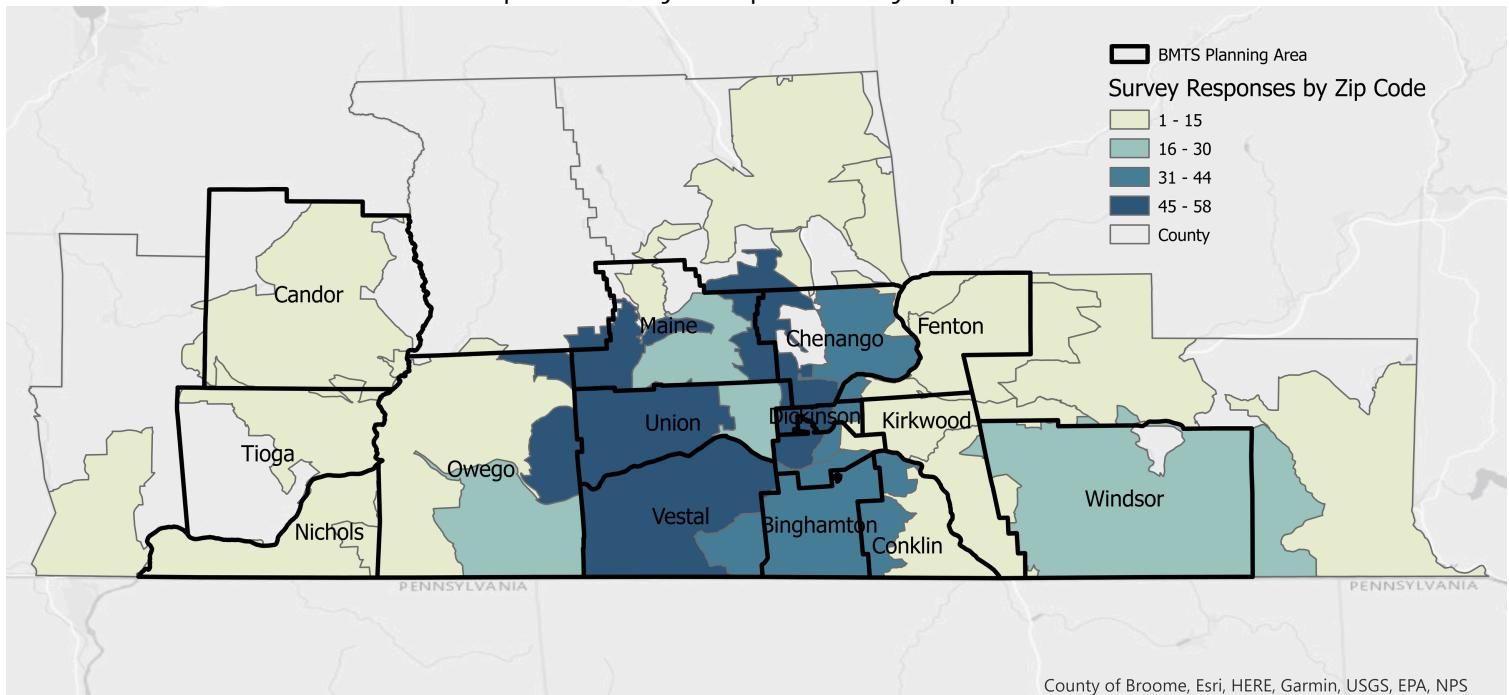
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Map of Survey Responses by Zip Code



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Please tell us anything else you would like for us to know about your transportation experiences or any ideas you may have about how we can improve transportation in our region.
I have lived all over the country during my time in the military and our area has the absolute worst roads I have experienced. I'm not sure if it's because of the materials used to build our roads or what, but I have lived or visited places with similar climates to ours and they do not have the same issues with potholes and cracks. And it seems a complete waste of money to patch the same pot holes every single year instead of investing in quality materials to rebuild roads that are going to last.
The round-about in downtown BGM is a waste of useable road space; while it forces traffic to slow down, all it accomplished was to reduce the width of the road
crack down on unsafe drivers, remove town roads from from gps to commercial traffic
allow for more lanes on the highways
More bike paths would be amazing. It would keep bikers safe
Parking in downtown Binghamton is deplorable and so are the local roads.
Having the option to bike or otherwise travel without the use of automobiles is important
To make it a cleaner more energy efficient
Free busing
My main complain is the lack of accomodation for bycicles, the bike lanes that we do have are poorly laid out and ony sparcely available. I would like to see more thought put into biking as mode of transportation when planning roads amd routing traffic.
There are way too many cars, we need Joe Biden to limit 1 car to every household unless you literally live in the middle of no where. Then Joe Biden should pass another infrastructure bill and it should be \$8 trillion instead of that \$1.5 trillion from 2021. Then finally, we can make the bullet train.
Less car centric infrastructure. We need more alternative transportation options for a more sustainable future. Not just for the environment but also financially. Car centric infrastructure is one of the largest costs for the government. Promote biking and alternative ways to get to work. Also promote transitions to roundabouts. Roundabouts have been proven to reduce traffic fatalities.
I'm a business traveler. Interregional travel is ok, but we lack good connections to air transport. Rail might be nice, but we need air travel to do business
BMTS should work with DOT-Rail, PNRRA, and other NY counties along the former Phoebe Snow line to have a plan to bring to Amtrak and the Feds to bring passenger rail back. It would also include working with current downtown property owners to help bring it to fruition with a station again.
Please fix our intersections so that the lanes actually line up on both sides. It's confusing drivers and causing accidents. Common sense says that if you drive straight through an intersection you should end up in the same lane on the other side, but that's definitely not true of Binghamton or Johnson City. Also, more busses. There is no downside to more busses.
The city areas bordering on the town of Binghamton suffer the most from lack of transport. The southside no. 3 bus is greatly lacking to areas that may need it, and it only goes so far up. There should be more stops available at passenger request, similar to the stops along Airport Road.
BC Transit blows, its faster for me to walk to work.
Public transportation should be accessible to everyone regardless of where they live.
more sidewalks!
Train to NYC and/or Philly sounds very appealing
We need passenger rail. There is no reason I should have to drive to Poughkeepsie, Syracuse or Albany to get on a train. In terms of local transit, there should be more extensive routes, more buses and later hours. I work at SUNY Broome and we have students who need to leave class in order to make the last

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bus (and we're not talking a class that ends at midnight or something). We have potential students telling us that it takes an hour to get from where they live in Binghamton to the campus on front street, which is just silly. And the state of the bridges and overpasses I drive over and under daily is scary just from a visual perspective - broken concrete, visible rebar, etc. Makes me nervous about infrastructure safety.
I would love to see passenger rail to NYC or Philly. Downtown Bing's railway station is so beautiful but isn't being utilized fully.
I am a student. I started at Binghamton University in the Fall, and took the BCT bus every day. It worked great until it started getting so full it passed by my stop. This even started happening with the University Shuttle. If it weren't for this experience, I wouldn't be driving every day. By the time the busses get to Vestal, they're already full. I just need transportation that is consistent enough to use as part of a daily routine. Maybe more busses for certain routes that get a lot of traffic?
Bus routes are good, as someone without a car, but expanding their operating schedule to include earlier/later times would be great. It would also be great to connect NYC to Binghamton via train, as this would make travel much easier
There needs to be protected bike lanes in this area, for example from Endicott to Binghamton. The only actual bike lane in this area is the Greenway trail. Painting a bike on the road does not make it a bike lane. PROTECTED bike lanes, separate, with a barrier to car traffic.
There needs to be more sidewalks for safe walking. Vestal parkway should have sidewalks/walking paths the full length. There should be sidewalks around the major shopping areas in vestal. Rail connection to Amtrak and or metro north would be nice.
Trains to metro area
We need a train to other cities
I'd like to see Vestal Parkway improved. There are far too many lights and entrances, leading to a dangerous situation where everyone wants to go fast like it's a highway but constantly has to slow down and pay attention. Either make it more like a highway by blocking off some entrances and removing some traffic lights, or make it more like a city street by narrowing the lanes, adding street parking, and/or planting trees by the road to make people feel the need to drive slower. I think Vestal Parkway could fill either role quite well but I think the latter solution could spark a renaissance for the town by turning an ugly dangerous road into a pedestrian-friendly area, which would be a huge boon for local businesses and overall quality of life.
I have rode a bus to NYC and back. It was okay. I have also rode a few different trains in my life into NYC. The trains were so much better. More train travel to nearby cities would be a huge improvement. I do like that walking and biking trails are increasing, that should continue.
I love walking and biking as a way to get around. I live right off the Vestal parkway, and I hate how difficult it is to get around the Parkway on foot or on bike. I see students walking along the side of the road all the time to get to Target or Walmart. I personally would like to be able to walk or bike to the destinations on the Parkway, but it's really nerve wracking doing so on the side of the road. Even a more dedicated bike lane on the side of the Parkway would be a major improvement.
It's also difficult to cross the road on the Parkway since a lot of cars don't actually stop for the red lights... they speed up and fly through the "yellow" (not necessarily just an us problem obviously, but it's definitely a barrier that keeps me from walking over to the plaza there.)
The new path that connects Bing to the University is so so so nice to have as a safe way to get downtown.
I've tried taking the bus several times, however I will admit that my experience is a little dated at this point. It was difficult to get from Endicott over to the University, there wasn't a direct route back when I tried it when my car broke down. I remember it taking me almost an hour to get there between needing to hit the bus terminal first, and then transferring over to a bus that goes over to the college.

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It would be EXTRA dope to get a train that connects us to NYC in some way!!!
The bike lane network is getting better, but bike paths often end at large intersections, which can make the path not really usable.
Roads are in terrible condition, guardrails are broken and would not prevent a serious crash if they were hit. Shoulders on roadways are washed away. These are some things I see on my daily commute. Invest in infrastructure for roads and bridges
Reinstate Phoebe Snow service from Hoboken to Buffalo, with a Binghamton stop, high speed preferred!
Reinstate a Rt17C Stretcar line, Bing to Owego! Functional + great for tourism!
I currently travel back and forth across the state to work in Binghamton during the week. I'm usually traveling in the dark early in the mornings. The biggest issues I have are road construction delays, poor lighting, and major potholes. I plan on relocating to Binghamton area soon, hopefully in a rural area. Although I'm concerned about winter driving in the hills.
Public transportation needs to be improved
I think any public transportation other than buses would be great, or an improvement on the buses. Also bike infrastructure is little to none in my area and would appreciate simple things such as painted bike lanes
Better access, more buses, buses be more on time, larger area covered, trains between the towns, more bicycle lanes, trains connecting to other cities in the state
Most bus stops need the addition of covered seating. The weather isn't great in Broome County so having to stand in the rain makes the experience unpleasant.
Bus stops need better pedestrian infrastructure to get to. This is especially true in the suburbs. Having only a sign next to a busy road with no sidewalks or crosswalks makes it undesirable for anyone that has access to a different form of transportation (car).
Frequency of buses needs to be increased. Roughly half an hour between buses means you have to schedule your time around transport and can't just show up at the stop. I'd like to use them but they are very inconvenient.
True bike lanes are necessary to enable cycling in the area. Studies have shown that simply painted lanes are more dangerous to cyclists than having nothing at all, which is still very dangerous. Separated bike lanes are necessary because cars and bikes are not compatible with each other. Look at Dutch road design to see how they provide a safe environment for all transportation types.
More jobs are necessary in the urban areas of the county to make alternative forms of transportation viable for the majority of people. If the higher paying jobs aren't within Binghamton it limits my ability and desire to use other forms of transportation.
Major employers just outside the county such as The Raymond Corporation and Lockheed Martin are only accessible by car. Walking or cycling to these places is unreasonable but having reliable and consistent buses isn't.
More traffic circles and education on the proper use of them. More downtown streets that are pedestrian only (Washington St downtown!)
Some of the traffic lights should be on sensors especially the on the side streets as not to sit for 5 minutes with no other traffic.
Anything that would make walking easier and safer would be great. Better sidewalks, more pedestrian paths, more streetlights and cameras along routes, more law enforcement on foot patrols, etc.
the city buses are an absolute nightmare sometimes they are 20 minutes late, sometimes it says they are coming but it never shows up. i have actually heard people say "yeah this bus is supposed to come

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but this bus driver frequently likes to skip the walmart stop"
there is not a single app that works to track the blue buses. SPOT is completely inaccurate. there needs to be an app that shows the actual DAILY running times of the buses, especially since the schedules seem to change so frequently with no notice. anything we are provided is so unreliable. sometimes it says the bus i'm trying to get on ended its services at 11:30pm, and you have to look at a totally different page to find if more buses are coming; it just looks like they are no longer running even though often they do run until 3am. so confusing
Fixing the roads and sidewalks for easier transportation.
I think there should be more safety on the road
Bicycling is unsafe in this area even in good weather. It makes Binghamton feel outdated and unwelcoming. (Even my hometown in Arkansas is way more up-to-date here.) The pedestrian/cycling path along Vestal Pkwy is great, though!
Commuter cyclist. More comfortable than most riding roads, but I know many people who would ride much more if there were better protections for cyclists.
Continue to add walking/bicycling trails throughout our area!
Enhance access to our waterways! We have such natural beauty that surrounds us, let's make it more inviting and accessible!
We need more sidewalk connections and better bike lanes that connect to transit locations
It's not safe for kids to ride bicycles on the street. There is also no good transportation for people in the rural areas. The bc country is nice, but its hard for seniors and people with disabilities to stay down town all day.
Have to repeat myself on 2 topics: I think it's ridiculous to consider removing a lane on Memorial Bridge for more pedestrians and bicyclists. This is already a traffic problem and one of the major route to/from downtown. And the bus service to Sunrise Terrace was discontinued despite the fact that there is a large population that might use and more importantly, the Dickenson Town Hall is at the end of Old Front St. I can't be the only person unable to walk to Front St. to use the bus.
Lighted signs that indicate how fast a driver going
Consolidate local governments
Please increase public transit.
Please run a bus up and down main st Binghamton to endicott all day/evening! Many people would use this!!! People that use the bus work holidays -run the buses on holidays !! Expand routes and times, a great bus service is good for the environment!!
I love the new walkway between BU and downtown and it might be nice to add other sidewalks along the Parkway for the safety of students and others.
There are many more intersections that could use three- and four-way stops throughout the region
We need passenger train service to NYC, Albany, Philadelphia, etc. This survey asks nothing about that. The bigger issue is connecting cities and decreasing dependence on cars.
The 434 greenway is awesome -- it would be great if it could go all the way down to 4/5 corners in Vestal. And could you see about doing something similar along Route 11 in Broome County also?
I wish more public transport lines could be set up
Buses are not necessarily run by the government, especially in the suburbs.
A bus rapid transit system would (until rail) help me get to Endicott quicker than current bus system. Many more physically separated bike lanes (even swapping car parking so parked cars are between vehicle traffic and bike lanes, a cheap yet significant safety improvement) so families can safely travel anywhere by bike. Having more mixed use development in every part of the city so we don't have to

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travel across town to access what we need. We need to look at the best being done around the US and globe to see what clever designs we can use here. The only walkable community most people have ever lived in was on a college campus, we need to develop more like those.
Remove cycling bottlenecks (ex: between Chenango Bridge and Port Crane) and connect all major business areas in the valley with legitimate bike lanes.
Although there are some bike lanes in our city, they are imperfect and in some places even missing. That makes cycling a risky way to get around.
On busy roads, pedestrians often have to fight for space with vehicles, which makes me feel unsafe. In addition, sidewalk facilities, such as seats and trash cans, are inadequate.
How are there ZERO sidewalks in the Vestal neighborhoods around Binghamton University and the Jewish Community center?? So many people walk over there and have to do it in the road because there are ZERO sidewalks. It's baffling. I would love to bike to work but it is also baffling that the Vestal Rail Trail doesn't go to the University and connect to downtown Binghamton. It's a travesty because both bike paths are great and would benefit so many people if they connected.
The bus system is horrible. Buses run maybe once an hour, if the bus comes early and you miss it you wait another hour. The hours the buses run are stupid limited, especially on weekends. Parking is horrible downtown, it makes me not go to businesses I would otherwise go to. Its ridiculous all parking in johnson city main street is no long free. Also makes me not want to visit business there. The amount of potholes in the hole tricity area is ridiculous.
We need passenger rail service.
I'm a local bike mechanic at a community bike shop. Although I'm a mechanic first and a rider second, this is mostly due to the infrastructure needing to be more conducive to bicycle riding. Although we have seen some improvements in recent years (The Riverwalk, The Greenway), we need more bike lanes that are removed from traffic if we are to encourage the general public to bike more and drive less. Our public transport system is also severely lacking. The buses infrequently run and dont go late enough, and need to be more accomodating to mothers with children, or families utilizing the bus system to go grocery shopping.
Rapid rail to larger urban centers
-bicycle infrastructure is greatly needed. Most areas of the city have no dedicated bike area. Meaning I have to pick between running into people on the sidewalk or riding in road with cars. Even the area is that have a "bike path" I just painted bicycle gutters that don't keep me safe from cars. And what few of these we have most likely just abruptly end.
-some limited service bus options to neighboring communities such as Whitney point or even Owego I feel would be beneficial to the community
-the establishment of statewide rail system and or Amtrak services to Binghamton would go a long way in improving mobility for many people.
The left turn lane at 4 Corners in Vestal (turning left onto 434-WB) from Main Street NEEDS to be an arrow. No questions asked.
Increasing the number of traffic circles, helps decrease congestion and travel time that normal traffic signals and stop signs do, what has been done on front st near Speedway is a great example of this (some areas that could use it are the Chenango Valley Schools/Chenango Bridge Exit and the Oakdale Commons exit intersection coming off 17).
Maintaining/Repaving roads should be on a schedule like other states to ensure the longevity of roads.
Public access to information and feedback on potential future projects (what the taxpayers view as a priority) should be taken into account as a county.

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A working traffic camera system that allows citizens to see what their commute to work looks like county wide (especially in the winter months) as available in other metropolitan areas would be a nice addition as well.
Rail connection to NYC and other major cities.
Public transport needs greater improvement. Basically I'd love to see a more dense and longer service hour bus routes.
1) More affordable, convenient (and accessible) parking must be made available in downtown Binghamton—and it needs to be well-lit and safe. I rarely go to events at the Forum or the Arena anymore in the evening, simply because it's too difficult to park, and parking to go to Boscov's at any time is a nightmare. This impacts not only those who want to go and can't, but also the agencies/nonprofits trying to put on shows, exhibits, sports, etc. 2) On special event nights downtown—absolutely during LUMA—the buses should run until 1 am so that people can go downtown and get home again without having to take their car.
Some circulators to semi rural area a rte 26 between Endicott and Whitney pt is an example
No easy/ regular bus routes from Waverly to Binghamton during the day
Need a access to a rail system
You need to focus outside of the City of Binghamton into the rural outskirts. More and more working families are being priced out of living IN Binghamton. If you want people to work in Binghamton you need to get them into town efficiently and affordably and Uber& Lyft aren't doing that.
Protected bike lanes are essential infrastructure that we are severely lacking in this region. Road diets are necessary in many areas of Binghamton, as people drive too fast in residential areas, leading to accidents. Cyclists and pedestrians are under constant threat from large SUVs and trucks, and they are not supported by infrastructure. Additional public transportation options would help as well.
People don't follow the accepted rules of the road. More education.
keep commercial traffic off town roads
There needs to be an emergency response plan for transportation of the community. When a severe weather warning is issued, or a heat wave, people who may not be able to afford public transportation are at risk. Allowing people to travel to cooling centers, or to emergency service locations like the American Red Cross or Fire Stations would be necessary.
Need more parking downtown in convenient locations
I live in Owego, and I'm stuck here. I can't drive or afford a car to learn to drive. I rely on others for transportation to and from work. There is no public transportation here. I feel trapped. I have no access to travel, and I can't even look for jobs elsewhere since I don't have the means to move.
Bicycle infrastructure is generally poorly designed, and preferences the needs of drivers over the safety of cyclists. A good example of this failure is the new greenway from the Southside to SUNY Binghamton. the part of the greenway that crosses through the Vestal Plaza has several extremely dangerous intersections that come in quick succession with car traffic at a point in the greenway trail where cyclists will have picked up some extra speed.
Improved public transit is extremely necessary in this region, statistics show that the youngest generations are less likely to own cars due to both affordability issues and concerns about energy use, providing alternatives to personal travel that are efficient and easy to use will be critical for binghamton's long term goals
Rural transportation is needed
I prefer to walk to get around.
Improving the bus system locally is great, a regional passenger rail network would be incredible and drastically improve this region

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Please move forward on old plans for pedestrian bridge to connect Chenango Bridge neighborhood to Port Crane/Beer Tree Brew/Chenango Bridge State Park area.
include alternative modes of transportation as a consideration in ALL future planning/updates
Seek program funding that offers free medical transport
It's good!
fix potholes
Fix the pot holes
Gas prices go down
Fix The Roads!!!
Ubering out of Windsor is super expensive and I ended up spending my paycheck to get to work and couldn't afford ubering everyday and got fired due to missing my job
There is no public transport in Windsor New York
make them more affordable
This may be beyond what you're asking but coming from Whitney Point, it would be amazing if there was a commuter train that connected the Syracuse-Binghamton-NYC corridor. Would open up the tourism economy and support a regional workforce, improve the downtown parking issues and reduce traffic congestion. It would be Awesome.
Traffic signals and their timing
I cannot drive as of present.
I wish there was more bus stops and walkable areas so I wouldn't need to rely on my car all of the time
None that I can think of.
Most areas around here are extremely dangerous because of how car dependent it is. It is practically impossible to find somewhere easily walkable. People have to drop thousands and thousands of dollars just to get somewhere
The best improvement for this area would be a connection to NYC possibly via Scranton once that connection is complete.
Bring Amtrak to Binghamton
Make the bus schedule work for people who work 2nd shift, also Amtrak please
It would be nice to have high speed rail eventually. While the possibility of that going through binghamton is slim, it would be nice if there was a train that could connect to it. Trains are nice. Also, let's make sure we're maintaining our already available tracks and not have a major disaster like in Ohio
Improved bus line accessibility/connectivity and safer bike lanes would be the best in my opinion
Rail service would be an incredible addition to our area. I'd love to see an Amtrak connection to NYC, Buffalo, Boston, and Philadelphia. We go to Syracuse to get the train, but it would be great to have the option closer to home. It opens up a whole new level of accessibility to major cities in the eastern US, Ontario, and Quebec.
Busing is consistently an issue for people in the region despite a fairly well connected map of routes. Efforts should be focused to increasing availability of busing, its affordability, and demystifying the use of public buses.
A personal pet peeve of mine is the continued prevalence of long traffic lights on east-west roads within binghamton specifically. With a falling local population and greater availability of non-automotive travel, roads like Clinton, Court, Riverside, and Main could swap their lower traffic intersections from 4 way stop

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lights to 2 way stop signs. I'm not suggesting we remove all the lights in downtown or anything drastic but intersections like Clinton and Murray experience light traffic with comically long waits that make short trips across town a complete chore on city buses and in personal vehicles.
More bike lanes, more public transport, for example, busses
I would like to see more sidewalks for walking/biking. At the moment it's difficult to ride a bike/ walk in some areas without being directly on the road.
Public transportation is good and should be encouraged. The current system is very mediocre at best. Use less salt in the winters. There is so much that it becomes more slippery than ice on the road. Also, it rusts out the cars way faster, making them less safe.
I would love to take a bus to work, but when I would have to take two transfers and it would take over 1.5 hours, I would rather just drive the 25 minutes to work. I would also love to see the usage of trains prioritized. I would love to see a train that went from Binghamton to NYC. With the college here, I believe that would get a lot of use.
A bus to the airport! The bus website is difficult to use, outdated and generally unhelpful
Binghamton would benefit from more public transportation options including a local light rail (or similar) option and a larger statewide train system to major hubs. More walking paths and bridges across the rivers would create more efficient and safer paths between many areas, especially either side of the Chenango River long Front St. and between the Susquehanna along 434-a foot bridge connecting the new riverwalk with Riverside Dr. somewhere between 201 and Confluence park, for example, would make it much easier to have a walk/bike commute for many who work along the Parkway. Sidewalks in Vestal, which has very few, would also make that area much safer for walking.
Connect Binghamton to Amtrak's network by using already existing infrastructure. Binghamton is centrally located between Buffalo and New York on the Southern Tier Line, or via Scranton on the old Lackawanna Main Line. Different connections could easily be made to Syracuse (NYS&W Railway) and Albany (Norfolk Southern) using existing trackage as well.
More frequent bus service
Reduce car dependency!!!
Bring Passenger Rail back to Binghamton. There have been many times in my life where I have had to go to NYC or somewhere else and have had to use a bus if we still had Rail it would have been much easier and faster to use rail. Also make sure that everyone is connected by Bus routes and make sure areas aren't left out making it hard for people to get to the place they are trying to get. Maybe you could create some example Bus lines for people in the area to vote on and then make that the new bus lines.
More ITS (VMS at entrypoints to the highway system), Amtrak service
We need protected bike lanes.
Rail, rail, rail. Regional rail. Greater Binghamton does not need local rail in my opinion. It needs connections to its nearby cities. Syracuse, Scranton, Poughkeepsie. https://www.waer.org/2023-02-18/plans-released-for-faster-rail-travel-to-syracuse-upstate-new-york . We want connections to these cities on this planned highspeed rail network.
A more helpful way to inform people of route changes. In the fall, I waited for a bus for over an hour. I was new to the area, so I didn't know what was going on or where to go for info. I waited at the bus stop until some good Samaritans told me there was construction further down the route. It would have been helpful to have that information posted on at the bus stop itself or have a QR code at the bus stop to link to the latest alerts.
We need to focus and coordinate land use decisions and future development to create a denser urban core so that residents have better access to what they need in closer proximity to where they live. Target development for already disturbed and vacant urban parcels to recreate/enhance existing neighborhoods. Let's not plow over any more green space.

Appendix B

Public Survey Results

As a young person, the regions expansion of bike trails and greenways is a significant reason I choose to stay in the area!!
Add passenger rail into NYC!
Times public transit run is quite limited, a long wait between one bus and the next. Having shorter wait times would be a big reason I could use the bus more.
Bus systems also end at 9:00 PM which is extremely limited and doesn't prioritize safety (people driving under the influence etc.,). Would be nice to use public transit to go out for dinners, visit friends, etc., that usually fall after 9:00, especially Friday/Saturday.
Bus schedules are confusing- some routes only run hourly
More bike paths an routes.
I would love to have a commuter rail created again in Binghamton, traveling to NYC and PA.
At 73, I use the office for the aging service (call, schedule, and ride) but there are cases where reservations or pickups are missed. Perhaps additional staff, software or service flexibility would help.
I am surprised at the lack of any mention of air quality or greenhouse gas emissions.
I drive 15 minutes to work every day, and every day I am forced to share the road with people going 30+ over the limit, swerving in and out of traffic etc. It is unsafe and I feel that it is just a matter of time before I am seriously injured or killed because my only other options would take more than an hour and necessitate biking on those same dangerous roads, with nothing but a strip of paint to protect me.
Having more energy efficient vehicles. Less environmental impacts.
none
I'd love to see rail service to NYC and surrounding towns, given the existing infrastructure. I'd also like to see zoning, parking minimums, and land use legislation change to allow for a denser downtown with more community oriented business. My walks through the area are primarily through empty parking lots, bars, and abandoned buildings not parks, dense streets, and grocery stores.
Please explore passenger rail to larger metro areas like Scranton, NYC, or Philadelphia
Implement mandatory regulation when repaving existing roads to incorporate bicycle & pedestrian accommodations with preference for physical barrier separations from road traffic. A painted bike lane is not safe enough for most individuals to feel comfortable using who are not already experienced bicyclists, thereby reducing intended usage of such infrastructure.
Safer bike/e bike lanes
a more accesable schedule to bus routes, along with busses being on time. At my work place a lot of people are late to their shifts because the bus was late.
Trying to get Amtrak in Binghamton might bring in tourists and also offer people the chance to travel outside of the vehicles something other than a crowded bus
Provide Shelters with benches for each bus stop with schedules information. Provide bicycle racks. Dream come true Trains for NY cities @, or connecting bus schedules.
My husband & I have returned to Owego to age in place so lack of access to public is a concern. I have a friend with mobility limits who is buying in the village for the same reason. Benches in walkable areas would enhance the walk ability, as well as repair of uneven sidewalks and crosswalks. I am very concerned about the potential increase of elderly pedestrian injuries and appreciate the addition of crosswalk pedestrian lights and signage to help change the safety culture for pedestrians and drivers
Drivers Education Classes should be a HS requirement and defensive driving every 5 years for over 18.
It is important to keep bike lanes distant from car/truck traffic.

Appendix B

Public Survey Results

Require municipalities to pass Complete Streets Policy to "score" better in annual process of allocating federal funds, and require complete streets checklist of all road projects
The bus routes and schedules are inconvenient for use, especially in the more rural areas. It would also be nice if the cities in the area were more walkable than they currently are.
Would like to see passenger rail service restored, especially to NYC. Binghamton is centrally located in the Northeast United States and could become a hub for many things, including Spiritual!
In the Valleys of Spiritual Growth, Maturity, and Freedom; at the Confluence of the Chenango and Susquehanna Rivers,; the Great Triple Cities of Endicott, Johnson City, and Binghamton in the County of Broome, the State of New York, in America the Beautiful! ❤️❤️❤️
More dedicated bike lanes (paint is not infrastructure). Thanks for all y'all do!
Rte 369 - 2 major crashes within a weeks' time.
We live in Forest Manor on Rte 369. For an ambulance or police service, we are a long way and time constraints from Chenango Farms.
Road repairs in a timely fashion are the largest concern. Specifically north shore/riverside drive junction needs major repairs.
We need an Amtrak connection in this area, this would be great for our economy to connect Binghamton to Syracuse or other close hubs
Making public transport more kid/family friendly
Funding for public transportation ie: BC Transit to continue the great work and clean bus system in the city and rural routes
Use less road salt in winter as it ruins vehicles and ground water
Roads in the area need to be redone, public transportation should be available in tioga county to broome county.
I would really love bicycle/pedestrian centered roads! Separated bike lanes, raised crosswalks, shaded and narrow roads, etc. Less reliance on signage and more reliance on design
The region will benefit from a passenger system, this would allow for a professional like myself to seek employment outside of the area, with a masters degree and limited job opportunities. It also would provide economic opportunity to attract new residents
Would love to see train travel come back as a mode of efficient transportation. Binghamton to NYC. NYC to Washington etc. Travel down the east cost is terribly congested.
Better roads so that our car repairs will be lessened. Less workers standing around watching others do the work. Or give me the job of standing around and getting the pay that they get.
More bike lanes
This area prioritizes cars above all else, which means that most people drive. If we drastically improved walking and biking facilities and transit service (service hours and frequency) then I believe more people would use those modes. This would create a culture around these modes where it becomes normal to see people of all walks of life walking, biking and taking public transit to get to where they need to go. As of now it either feels unsafe or it is just not convenient to travel any other way but by car
I would love an app that lets me type in an address and find the best routes. I'm so overwhelmed.
Stop wasting tax payer money on projects that only make things worse and more dangerous. Proper signage. Pay DOT workers by the job not by the hour- it is a total scam. 60-75% of dot workers aren't working purposely making projects take way longer than necessary and wasting taxpayer money. Dot workers do a terrible job so that they can get paid to destroy it with their plow trucks in the winter so that they get paid to redo it again in the summer. Road construction in New York is the biggest waste of taxpayer money as it is currently planned and done. My 16 year old could plan better and safer traffic patterns.

Appendix C

System Performance Report

MPOs must include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous system performance reports.

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the United States Code [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the United States Code [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and public transportation systems.
- **Condition** – To maintain the highway infrastructure and transit capital assets (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote **continuing, cooperative, and comprehensive planning** that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety.

The BMTS Long Range Transportation Plan, Moving Our Future Forward 2050 was adopted on September XX, 2025. LRTPs must include performance targets associated with the following FHWA and FTA performance measures rulemakings:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- Transit Safety

MPOs must also include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. BMTS will support statewide and/or regional targets for the relevant performance measures in each of the five categories outlined in this system performance review.

Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Nonmotorized Fatalities and Serious Injuries

Baseline Safety Conditions and Performance Targets

Table C.1 presents NYSDOT's statewide targets for calendar year 2025, as well as the last five years for which final data is available. To be consistent with the performance measures, all data shown below is a five-year rolling average. BMTS agreed to support the New York State Department of Transportation (NYSDOT) statewide 2025 targets on December 12, 2024 via resolution #2024-23.

TABLE C-1 STATEWIDE SAFETY PERFORMANCE AND 2025 TARGETS

Performance Measure	2018	2019	2020	2021	2022	2022 Target	2025 Target
Number of Fatalities	1,038	1,016	998.0	1,021	1,054.8	1,005.4	1,011.0
Rate of Fatalities per 100 Million VMT	0.844	0.827	0.842	0.888	0.930	0.818	0.881
Number of Serious Injuries	11,119	11,287	11,198.2	11,145.6	11,056.6	11,173.9	11,034.1
Rate of Serious Injuries per 100 Million VMT	9.041	9.176	9.432	9.656	9.706	9.084	9.557
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,638	2,672	2,666.4	2,645.8	2,664.8	2,644.1	2,615.2

Description of Progress

As shown in Table C.1, the five-year rolling average for number of fatalities, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries increased from 2018 to 2022, while the number of serious injuries decreased. FHWA annually completes an assessment of progress toward achieving each state's safety targets. FHWA determines that a state makes significant progress when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. For 2022, the most recent year for assessment of progress, New York met one target, and one actual outcome was better than baseline, and therefore did not make significant progress. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Safety is an important factor identified in the Moving Our Future Forward 2050 and is supported by an overarching goal of providing safety and security to all users by whatever mode they choose for travel, with an objective to reduce the rate of crashes, fatalities, and serious injuries for all modes and users. provides funding for select safety improvements.

All projects are selected by the BMTS Planning and Policy Committees through a competitive review process intended to ensure projects are prioritized consistent with the goals of the LRTP and facility conditions. Candidate projects are screened for compliance with program requirements and then scored. The ranked list of candidate projects is provided to the TIP Subcommittee (comprised of Planning Committee members), along with the estimate of available funds developed by NYSDOT for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs, to determine which projects should be included in the TIP. The TIP Subcommittee is not constrained to follow the project rankings, but rather to use them as guidance in choosing projects for inclusion in the TIP. The Subcommittee considers issues of geographic distribution, available funding and project scheduling in making their final recommendation to the Planning and Policy Committees.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table C-2:

TABLE C-2 FTA TAM PERFORMANCE MEASURES

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while smaller Tier II providers may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2024 Group TAM Plan is available [here](#). BMTS is served solely by the Broome County Department of Public Transportation (BC Transit). BC Transit is considered a Tier II provider and thus is included in a group TAM developed by NYSDOT.

Baseline Conditions and Performance Targets

Table C-3 presents the baseline performance/conditions and the 2025 targets for transit assets owned by Transit, the transit provider in the BMTS planning area. BMTS agreed to support these transit asset targets on March 4th via Resolution 2025-04.

TABLE C-3. BASELINE TRANSIT ASSET PERFORMANCE/CONDITION AND TARGETS

Asset Category - Performance Measure	Asset Class	Number	Useful Life Benchmark (ULB)	Average Age	2026 Target
Rolling Stock					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Cutaway Bus	23	8	5.1	0%
	Bus	45	14	7.6	15.5%
	Trolley Bus	1	13	15	0%
Equipment					
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Automobile	7	8	4.9	0%
	Trucks and other Rubber Tire Vehicles	3	14	8.0	0%
	Fareboxes	52	X	4.3	0%
	Surveillance System	1	X	4.0	0%

Facilities					
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration	11	X	25.2	3
	Maintenance	15	X	14.8	3
	Parking Structures	1	X	9.0	5
	Passenger Facilities	2	X	14.0	5

Description of Progress

The LRTP reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including BC Transit's TAM report, BC Transit's PTASP, the BMTS 2026-2030 TIP, and the current BMTS 2050 LRTP. Since the BMTS 2045 LRTP, considerable progress was made in lowering the average age of various assets. Notable improvements include BC Transit's bus fleet, the average age of which decreased from 12.2 in 2020 to 7.6 in 2025 and the increase in the number of cutaway buses from 11 in 2020 to 23 in 2025.

BMTS is committed to working with partner agencies and departments to monitor the condition and performance of the regional transportation system across all modes, including replacement of aging fleet vehicles and capital improvements for maintenance and operations facilities associated public transportation provision. Monitoring and securing the health of the public transportation system through its assets ensures that BMTS can meet its goal of providing excellent infrastructure that meet mobility needs of people and goods, as well as work towards of maintaining all elements of the regional transportation system in a state of good repair. BMTS anticipates that the LRTP will aid in the progression of established transit asset management targets.

Pavement and Bridge Condition Measures (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

NYSDOT Pavement and Bridge Condition Baseline Performance and Established Targets

NYSDOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. In September 2024, NYSDOT updated its 2025 pavement targets. The BMTS agreed to support NYSDOT's PM2 performance targets on March 10th, 2025 via Resolution 2025-02. By adopting NYSDOT's targets, BMTS agrees to plan and program projects that help NYSDOT achieve these targets. Table C-4 presents recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYSDOT.

TABLE C-4. PAVEMENT AND BRIDGE CONDITION (PM2) STATEWIDE PERFORMANCE AND TARGETS

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of Interstate pavements in good condition	53.0%	51.1%	45.5%	45.3%	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.2%	1.1%	0.7%	1.1%	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	N/A	13.4%	18.3%	18.9%	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	N/A	7.5%	7.3%	7.6%	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.4%	26.0%	25.3%	25.3%	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.2%	9.6%	10.9%	11.3%	11.2%	13.0%	12.5%	12.8%

On the NY Interstate system, the percentage of pavement in good condition decreased from 2018 to 2022 and then increased in 2023. The percentage in poor condition fluctuated slightly between 2018 and 2023 and remains low. On the non-Interstate NHS system, pavement in good condition increased from 2019 to 2023, while pavement in poor condition decreased.

For bridges on the NHS, the percentage of deck area in good condition decreased by a small amount from 2018 to 2023, while the percentage in poor condition increased slightly.

The BMTS 2050 LRTP addresses preservation of the transportation system and identifies infrastructure needs within the Greater Binghamton region and provides funding for targeted pavement and bridge condition improvements. System preservation and targeted improvements to pavement and bridge conditions lends itself to a primary objective of the LRTP, to maintain all elements of the regional transportation system in a state of good repair. The LRTP outlines BMTS financial plan to invest in system preservation. See Chapter 11: Financial Plan for more information.

System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program Measures (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

For the National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

For the CMAQ Program

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained National Ambient Air Quality Standards by the Environmental Protection Agency. BMTS meets all current air quality standards and is not subject to establishing targets for this program.

NYSDOT PM3 Baseline Performance and Established Targets

NYSDOT established PM3 targets for 2023 and 2025 on December 16, 2022. BMTS agreed to support NYSDOT's PM3 performance targets on June 8, 2023, via 2023-03. By adopting NYSDOT's targets, BMTS agrees to plan and program projects that help NYSDOT achieve the State's targets.

Table C-5 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

TABLE C-5. SYSTEM PERFORMANCE AND FREIGHT (PM3) STATEWIDE PERFORMANCE AND TARGETS

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.7%	78.8%	86.9%	81.6%	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	86.8%	85.7%	85.4%	84.0%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.43	1.47	1.33	1.39	1.41	1.40%	2.00	2.00

As shown in Table C-5, the percent of person-miles on the Interstate system that are reliable decreased slightly from 2018 to 2023. For the non-Interstate NHS, performance increased notably from 2019 to 2023. TTTR performance improved slightly from 2018 to 2023.

The BMTS 2050 LRTP addresses system performance and freight reliability, identifies infrastructure needs within the BMTS region, and provides funding for targeted improvements.

A primary objective of the LRTP is to strategically invest available resources in improving the state of repair of the regional transportation system. Careful resource investment is crucial given the challenge of gaps between needed improvements and available funding. Projects on the LRTP and on the TIP are consistent with the need to address the condition of infrastructure, with a focus on maintenance of existing assets and are programmed with NHPP funds and other fund sources.

Transit Safety

The FTA Public Transportation Agency Safety Plan (PTSAP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When a public transportation provider establishes targets, it must make the targets available to BMTS. BMTS was required to establish PTASP targets within 180 days after the providers established their first targets and must update its targets when it adopts a new long-range transportation plan. When establishing PTASP targets, BMTS can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Transit Safety Targets

The Broome County Transit is the sole transit provider subject to the PTASP rule operating in the BMTS region.

Table C-6 presents the transit safety targets established by the provider in the BMTS planning area.

TABLE C-5. TRANSIT SAFETY PERFORMANCE TARGETS FOR BROOME COUNTY TRANSIT, 2025

Transit Mode	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	System Reliability
Fixed Route	0	0	2	0	2	0	0
ADA/Paratransit	0	0	1	0	1	0	0

BMTS agreed to support Broome County Transit's transit safety targets on March 4, 2025, via Resolution 2025-03, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Description of Progress

The LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Broome County Transit PTASP. The 2050 LRTP addresses safety needs and strategies within BMTS. Providing a safe environment for all road users is a primary goal of the 2050 LRTP.

Ensuring safety in transportation no matter the mode is important to every facet of this LRTP. To address crash rates, including those that cause fatalities and serious injuries, BMTS has both long- and short-term strategies. Through partnership with NYSDOT and Local government agencies, BMTS will conduct safety studies, like RSAs, to identify hazardous situations and high crash sites. The NYSDOT Pedestrian Safety Action Plan provides possible solutions to the aging population of the BMTS area, like the installation of countdown timers on pedestrian signals. To learn more about the state and future of safety and transportation in the BMTS planning area, refer to Chapter 7: Safety. Additionally, the BC Transit PTASP addresses safety investment into employees, work conditions, and other assets of the transit system.

The transit safety performance measures are new. Performance for each measure has only recently been assessed and initial targets developed. Accordingly, this system performance report highlights initial targets. Future system performance reports will discuss transit safety performance and continued progress towards meeting outlined targets.

Appendix D

Illustrative Project List

BMTS has compiled a list of projects from its member agencies that reflect the needs of the region. Historically, approximately 80-85% of federal allocations have been spent on system preservation maintenance projects. The projects listed below represent anticipated needs beyond what can be programmed within a fiscally constrained plan. These are called “illustrative” in federal law.

These projects will be considered for programming, as funds become available, with the goal of moving the transportation system towards a state of good repair, while also taking all modes of transportation into consideration. Those projects on the list that are considered for future TIP updates must compete for federal funding through BMTS’ TIP project selection process. Projects that are selected will be evaluated based on this plan’s goals, objectives and performance measures and will be weighed against the other projects proposed for that particular TIP update. BMTS’ current TIP includes projects programmed for years 2026 - 2030. The current TIP also includes a list of Illustrative projects that were not able to be funded with the current federal allocation to the BMTS region. If additional funds beyond the anticipated revenues projected in this plan become available, both lists will be reviewed for candidate projects.

Appendix D

Illustrative Project List

Project Description	Project Type	Project Owner	Cost
US Route 11 over Castle Creek Reconstruction of BIN 1008220; AADT 26,000	Bridge	NYSDOT	\$8,500,000
NY Route 17 Corridor near Oakdale Mall Major Rehabilitation of BINs 1063229, 1063219, 1063209, 1063190, 1063179, 1063161, 1063162; AADTs 22,000 to 66,000	Bridge		\$49,000,000
NY Route 17 River Bridges. Reconstruction of Route 17 over Susquehanna River bridges; BINs 1054831 & 1054832; AADT 24,000	Bridge	NYSDOT	\$124,000,000
I-81 and NY Route 17 over Stanley Hollow Creek. Reconstruction of BINs 1063140, 1031171, & 1031172; AADTs 5,000, 14,450, 13,900	Bridge	NYSDOT	\$19,000,000
I-81 Hinmans Corners. Reconstruction of BINs 1008201, 1008202, 1031201, 1031202, 1031211, 1031212, 1031221, 1031222, 1008231, 1008232 (I-81 over Fuller Road, Castle Creek, Route 11 and Ramp; AADTs 12,000 to 19,500	Bridge	NYSDOT	\$77,000,000
NY Route 363 Corridor to Binghamton. Reconstruction of BINs 1003670, 1013059, 1008169; AADTs 18,000 to 26,000 (Route 363 over Route 7 ramp, Robinson Street, Route 11 & Exchange Street	Bridge	NYSDOT	\$150,000,000
Route 434 over NY Route 363 Riverside Drive, Susquehanna River & Conklin Ave; Reconstruction of BINs 1013021, 1013022; AADT 27,000	Bridge	NYSDOT	\$100,000,000
NY 201 over Susquehanna River and Boland Drive. Reconstruction of BIN 1014359; AADT ~50,000	Bridge	NYSDOT	\$190,000,000
I-81 NB/SB Prospect Mountain Project to Frances Street RM 1-81 9101-1077 to I-81 9101 2025, I-81 Crack & Seat - 93' Broad Street to Windy Hill Bridge	Highway	NYSDOT	\$100,000,000
i-86 RM 17 9107 3025 to RM 17 9107 3032 Kirkwood Area Crack & Seat	Highway	NYSDOT	\$25,000,000
NY Route 201 Johnson City RM 201 9101 1012 to 201 9101 1020 and NYS Route 991C - concrete pavement replacement	Highway	NYSDOT	\$20,000,000

PROJECT DESCRIPTION	Project Type	Project Owner	Cost
NY Route 96/38 Village of Owego including Front St., North Ave., Court St., and Park Ave, and 17C/Main Street & intersecting roadways (Temple St., Chestnut St., Fox St.) reconstruction between curb lines	Highway	NYSDOT	\$15,000,000
ADA Projects, various locations	Bike/Ped	NYSDOT	\$5,000,000
Sidewalk Construction Projects, various locations	Bike/Ped	NYSDOT	\$7,500,000
Pedestrian Improvements for local roads, various locations	Bike/Ped	Local	\$5,000,000
NY Route 7 and NY Route 363 Pedestrian Safety Improvements	Bike/Ped	NYSDOT	\$5,000,000
US Route 11 Kirkwood Access Management and Multimodal Improvements	Bike/Ped	NYSDOT	\$20,000,000
Large Culvert Repair, various locations	Other	Local	TBD
NY 17 Rest Area Improvements, Owego	Other	NYSDOT	TBD
I-88 Connector I-81 to Exit 2 Pavement rehabilitation, Binghamton	Highway	NYSDOT	\$75,000,000
I-86, Old Route 17 to Windsor, Pavement rehabilitation	Highway	NYSDOT	\$17,500,000
NY 434 at Glenn Bartle Drive (Binghamton University Entrance) Intersection improvements	Capacity	NYSDOT	\$4,500,000
NY Route 17 (I-86) Owego, Culvert	Bridge	NYSDOT	\$14,000,000
NY Route 17C (Main Street), Binghamton to Endicott, Corridor reconstruction	Highway	NYSDOT	\$121,000,000
NY Route 201 Pedestrian Improvements	Bike/Ped	NYSDOT	\$8,000,000
I-81 over US Route 11 and Pease Hill Road, Bridge replacement	Bridge	NYSDOT	\$40,400,000
I-81 over Loughlin Road and Colesville Road, Bridge replacement	Bridge	NYSDOT	\$26,300,000
I-81 over NY Route 990G Bridge replacement	Bridge	NYSDOT	\$40,400,000
NY Route 17 EB Nichols Rest Area reconstruction	Other	NYSDOT	\$20,200,000

PROJECT DESCRIPTION	Project Type	Project Owner	Cost
NY Route 434 Vestal Road, Bunn Hill Road Sidewalk Project (complete missing segments)	Safety	NYSDOT	TBD
NY Route 434 at Bunn Hill Road, Intersection improvements	Capacity	NYSDOT	\$4,500,000
NY Route 17, Exit 69 to Exit 67, extending three lanes westward, EB/WB	Highway	NYSDOT	TBD
Glenwood Road Sidewalk Construction	Bike/Ped	Local	\$1,500,000
Hooper Road Multi-modal Improvements	Bike/Ped	Local	\$2,800,000
Watson Boulevard Complete Streets Implementation	Bike/Ped	Local	\$3,200,000
Grand Boulevard Mini-Roundabout Construction	Safety	Local	\$1,000,000
I-81 Upper Front Street Exit to Castle Creek Exit, Milling and resurfacing	Highway	NYSDOT	\$20,000,000
I-88 Exit 2 to Exit 3, Milling and resurfacing	Highway	NYSDOT	\$8,000,000
Route 434, Binghamton City line to Target Plaza, Milling and resurfacing	Highway	NYSDOT	\$17,000,000
Route 434, Target Plaza to Tioga County line, Milling and resurfacing	Highway	NYSDOT	TBD