

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY PLANNING COMMITTEE MEETING MINUTES FEBRUARY 24, 2026

Members Present: Gary Hammond, Chenoa Hailey, Josh Holland, Derin Kraak, Alex Urda, Joel Kie, Lou Caforio, Katy Mangan, Cameron Williams, Josh Paludi, Mark Clark, Tom Sullivan, Sara Zublasky-Peer

Others Present: Jillian Newby, Brian Taylor

BMTS Staff Present: Jennifer Yonkoski, Leigh McCullen, Louisa Tornari, Scott Reigle

The meeting was called to order by G. Hammond, at 2:01pm.

Approval of December 2, 2025 minutes.

Motion made by J. Holland, seconded by K. Magan.

L. Caforio asked to confirm if the original construction cost is accurate regarding Resolution 2025-11. J. Yonkoski stated that the original project cost should be 12.50 Million, not 1.250 Million

Approved with correction by consensus.

OPPORTUNITY FOR PUBLIC COMMENT

G. Hammond opened the floor for comment. None was offered.

ACTION ITEMS

2026-2027 Unified Planning Work Program

Resolution 2026-01, Recommending Policy Committee approval of the Draft 2026-2027 Unified Planning Work Program and associated grant budgets

J. Yonkoski presented an overview of the Unified Planning Work Program (UPWP) by reviewing the list of BMTS' UPWP primary tasks, the list of projects/tasks, the BMTS staffing plan, and Financial Certification of adequate Federal Highway Administration (FHWA) PL funds and Federal Transit Administration (FTA) §5303 funds to support salaries, fringe benefits, and overhead expenses.

J. Yonkoski shared that very small changes were made based on the draft that was circulated around, based on comments from FHWA. There was wording that referenced environmental justice requirements, which was revoked with this current administration, so the language was removed per FHWA's instruction.

An asterisk was also added under the Two Rivers Greenway project, saying that approximately \$46,000 of those funds would be a set-aside of Federal Highway funds, not BMTS' regular funds, because there's specific uses for those.

A motion was made by L. Caforio and seconded by T. Sullivan; the motion passed unanimously.

BMTS Complete Streets Policy

Resolution 2026-02, Recommending Policy Committee approval of an update to the BMTS Complete Streets Policy

J. Yonkoski explained that we currently have a Complete Streets Policy, which was adopted in 2016. It was decided to look at what's evolved, what's changed, look at some best practices since 2016. The update condensed this policy by multiple pages, because some of it was a repeat of the process for doing a federal aid project, for which you have to complete the New York State Department of Transportation complete streets checklist, so we kind of took some of the language out, making it more concise and easier to read.

The updated Complete Streets Policy is very similar to what has been said before, that BMTS considers all users and complete streets design elements when doing planning studies and construction projects. The context of the project setting will be used to determine recommended design elements in planning studies and for construction projects.

BMTS will promote Complete Streets concepts throughout the planning area and will support the adoption of Complete Streets Policies by its member agencies. BMTS is glad to assist member agencies wanting to adopt new or update current Complete Streets Policies.

BMTS commits that future transportation projects will consider the needs of all users as early as practicable and throughout the transportation planning process, and will also promote multi-use trail development as an integral element in creating multimodal transportation network.

L. McCullen added that one of the main things we did in this update is to bring it back to our planning documents that we do. We usually consider complete streets when we do a road safety assessment, or we do a corridor study, and the original Complete Streets Policy didn't really address that. We wanted to include those to really reflect the work that we do. So, I think that was one of the more significant changes.

A motion was made by C. Hailey to approve the amendment, seconded by J. Holland; the motion passed unanimously.

2026-2030 TIP Amendment

Resolution 2026-03, Recommending Policy Committee approval of an amendment to the 2026-2030 Transportation Improvement Program, PIN 906797, I86 Crack & Seat, Owego to Apalachin]

K. Mangan explained that information had been sent out by email in early January, trying to get approval via e-ballot. It wasn't denied, but it didn't get sufficient participation. The project is going to be let at the end of March. At PS&E, a final design estimate was established, and it went up another \$2.5 million. Much of that is due to additional adjustments in the pavement profile. Additional guide rail will

also be installed and new guard rail will be purchased to replace older existing guide rail. NYSDOT is also adding HSIP funds to be able to do grouped-in pavement markings on some portions of the project.

A motion was made by T. Sullivan to approve the amendment, seconded by G. Hammond; the motion passed unanimously.

Resolution 2026-04, Recommending Policy Committee approval of an amendment to the 2026-2030 Transportation Improvement Program, PIN 975537, Day Hollow Rd Culvert

G. Hammond explained how more work is needed than thought in the initial IPP. Asking for 2/3 of total cost. See slide.

G. Hammond explained that this project has become more extensive than what was requested in the initial IPP. There's been a lot of right-of-way issues involved with this project. So what I'm doing, and I'm requesting that, through some overruns and some funding that we turned back in, that \$368,000 be added to this project.

What that will also do is maintain the million dollars in the fund block that we have for any additional needs for program projects. It was at 1,368,000, so now we'll be back down to a million. Tioga County will cover any project cost overruns.

Tioga County will be putting in about two-thirds of the project's total cost, more than the 20% required local share.

A motion was made by K. Mangan to approve the amendment, seconded by J. Holland; the motion passed unanimously.

DISCUSSION ITEMS / UPDATES

Administrative Modifications - J. Yonkoski shared the list of TIP modifications with the committee. Four of them are New York State DOT projects. The approved modification for all of these are changing the project timing of phases. This is a funding split adjustment with no additional funds needed, just changing the fund sources.

J. Yonkoski noticed that included a cost increase and will take a careful look at the modifications and bring it back to the committee if a TIP amendment is needed.

Bike/Ped Counter Year in Review – J. Yonkoski informed the Committee that the Two Rivers Greenway 2025 in Review is available on the BMTS website at <https://bmtsonline.com/data/bikeped-counts/>.

L. McCullen shared that BMTS decided a few years back to start putting together a year in review for the Two Rivers Greenway counts that we collect. We do bicycle and pedestrian counts at 16 counter locations. NYSDOT added to the original 12 counters by including one new counter in the US11 over I-81 Bridge Project and three new counters in the Rt. 434 Greenway Project. For each counter location, you can see data for the year. Using Otsego Park North to demonstrate, you can click through and see the total monthly counts for 2025. The count data is also broken down by user type, so pedestrian is

green and bicycle is yellow. This follows our general trend where we have more pedestrians on the trail than we do bicycles in general. There are also annual count comparisons. From 2019 up to 2025 it seen that 2020 was our golden year. Everyone was out on the trail that year getting fresh air. Finally, there is a seasonal count and temperature comparison. We typically have a count spike in the summer. People really got out in September and enjoyed the trail in anticipation of bad weather to come. There's a set of these data points for each counter location.

There is some more information at the bottom of the report. In 2025, we had over 1.6 million counts taken along the Greenway, and since the initial installation of counters in 2019, we've had over 11 million counts. Note that those are not unique users, as one can pass through a count location more than once when on the trail, but the total counts are still showing a significant number of people using the trails.

The report also shows the comparative amount of activity for each counter. During 2025, the South Washington Street Bridge counter was the most active count location. The Chugnut West counter had the least counts. That trail doesn't allow bikes, so that can affect the count numbers.

There are typically more pedestrians on the trails, but we've been taking a closer look at the 434 Greenway since the initial project completion in 2023, and each year there's been a higher share of bikes along that trail segment. It suggests that maybe people are using it for commuting more than other trail sections, or it's just a nice area to ride a bike on, so people might be choosing that as a recreational bike ride, as opposed to some of the other sections, so we find that interesting. It's a significant difference when you compare the 434 Greenway to the other trail segments.

J. Newby asked if BMTS does a press release or press conference for report. BMTS has not but can do a press release or conference in the Spring.

2026 Trail Maintenance Report – L. Tornari informed the Committee that the report is available on the BMTS website at <https://bmtsonline.com/data/pavement-ratings/>. The data is 2025 information, collected during September - November. This report is an update of the 2019 trail maintenance plan. There are also updates to this plan, in 2021 and 2024, and these reports are supposed to be completed every two years.

The report is essentially a survey of pavement and maintenance on all of the Two Rivers Greenways trails. On-site assessments were made observe and document trail conditions. The scores represent a snapshot in time of the trail conditions, so conditions may have changed since the date of observation. Pavement condition was assessed on a scale of 1 to 4, with 1 being poor and 4 being excellent, focusing more on the fiscal condition of the pavement, like cracks, deterioration, raveling, holes, etc.. Maintenance was scored from 1 to 3, with 1 being poorly maintained and 3 being well-maintained, focusing on the overall upkeep and cleanliness of trails.

Overall, the trail system's pavement condition was in 78% either good or excellent condition. That is a decrease from the 2023 – 2024 report where it was at about 85%. The maintenance score has pretty much stayed the same, increasing only 4% from 2023 – 2024.

A trail segment with significant pavement condition problems was the Chugnut Trail with only 26% in good or excellent condition. It has significant problems with pavement uniformity with many holes, dips, cracks, and sinking locations. In some cases, when it rained, there was some flooding of the trail, making it hard to traverse. However, the Mersereau Park section of the Chugnut Trail is in excellent condition, because it was recently constructed.

The Owego Riverwalk, had some issues only with maintenance. Winter maintenance is not being performed, which is indicated with temporary signs. Additionally, some construction was taking place, and a lift was positioned on the Riverwalk, disrupting people from walking through, therefore it was rated low at that time.

The Binghamton Riverwalk was in 58% good or excellent condition. There was a particularly poor segment, along Water St., from East Clinton Street to the area near Eldredge Street, where there was a lot of pavement damage and overgrown vegetation making it difficult for biking and walking.

There are a significant number of trails in excellent condition, very well maintained, that provide a positive biking and walking experience. The Vestal Rail Trail is in excellent condition, 97% of it in good or excellent. Newer trails such as the Rt. 434 Greenway and the Upper Front Street Trail are all 100% in good or excellent condition.

BMTS has an interactive map posted on its website where one can click on trail segments to view trail rating information. The trail segments are color coded to indicate trail condition rating. The report also cites major trail issues with associated pictures.

Safe Streets and Roads for All (SS4A) – J. Yonkoski informed the Committee that the draft BMTS Safety Action Plan is on the BMTS website (BMTSonline.com) for the public review period ending March 5th. BMTS will incorporate and make changes based on comments we receive and then seek approval from the Planning Committee at the June meeting. J. Yonkoski went over the Plan's general contents. A Safety Action Plan Dashboard website is under construction to access plan, data, action strategies and recommended projects.

G. Hammond asked about funding opportunities for implementation of projects. J. Yonkoski replied that in this plan there are projects that were developed based on where analysis from the plan. The projects that are included in this plan are eligible for SS4A implementation funding in the future and will also be eligible for our local pot of HSIP funds, the safety funds that we have approximately \$8 million unspent right now in the upcoming TIP because we did not have safety projects. The projects in the Plan can be funded by those two sources. Emphasis areas are also identified in the plan, consistent with New York State's Strategic Highway Safety Plan, as an area where systemic improvements can reduce the chance of fatalities and serious injuries.

K. Mangan asked if there will be SS4A Implementation Funds available to implement projects. J. Yonkoski replied that future SS4A implementation funds will depend on the programs that are included in the new Federal Transportation Bill, so we'll have to wait and see what federal funding sources will be available in addition to possible State funding.

BUSINESS OFFERED FROM THE FLOOR

J. Yonkoski shared a comment BMTS received from STIC regarding question of winter maintenance regarding who is responsible for sidewalk clearing and bus stops. She was at a loss and concerned because a lot of their community members have trouble in the winter months because people don't shovel the sidewalks or the bus stops How are municipalities handling it?

Committee members said that BC Transit is responsible to clear the bus stops.

Municipalities normally hand over snow clearing responsibilities to property owners, but some also have established sidewalk districts that generate funds that are used by the municipality to clear snow.

L. Caforio stated that it is very hard for Code Enforcement to enforce clearing snow, especially during seasons with frequent and significant snowfall when plows throw snow back onto the cleared sidewalks.

J. Yonkoski concluded that this is not an easy answer, especially with frequent snow events.

A Certificate of Recognition was presented to Elaine Jardine for her dedicated service on BMTS' Planning Committee. Elaine will retire at the end of this month (February).

NEXT MEETING DATE: Tuesday, June 2nd

The meeting was adjourned at 2:48PM
Motion L. Caforio; Seconded Josh Holland