

A photograph of a snow-covered path, likely a pedestrian or bicycle trail, with trees and a fence on the left side. The path is covered in a thick layer of snow, and there are footprints visible. The trees are also covered in snow, and the sky is overcast.

BMTS Article Digest February – March 2024

BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed from the Pedestrian & Bicycle Advisory Committee page at <http://bmtsonline.com/about/committees>.

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A Newly Proposed Law Would Increase Fines for Illegal Off-Road Vehicles In Binghamton

by: [Spencer Gustafson](#)

Posted: Feb 15, 2024 / 10:11 AM EST

Updated: Feb 15, 2024 / 10:26 AM EST



BINGHAMTON, N.Y. (WIVT/WBGH) – Mayor Jared Kraham proposed a new law on Thursday with the intent to crack down on those who illegally operate off-road vehicles in Binghamton.

The new law imposes fines up to \$1,000 for illegally operating in the city. It would also allow the Binghamton Police Department to impound the off-road vehicles and charge the owners a \$2,000 redemption fee, plus towing and storage fees, to get them back from the impound.

Off-road vehicles are currently prohibited on roads and other public land in Binghamton, which include all-terrain vehicles, dirt bikes, dune buggies, go-carts and any other types of motorized trail bikes meant for off-highway trails or competitions.

“Residents across the City have voiced their frustrations with the excessive noise and public safety concerns caused by off-road vehicles in neighborhoods. This new legislation will increase the consequences for individuals who break the law and help to deter this kind of dangerous nuisance activity in our neighborhoods and parks,” Mayor Kraham said in a released statement.

This proposal comes on the heels of and is molded by legislation passed in Syracuse in 2021, which cited an increase in illegal use of ATVs and dirt bikes across New York State.

In 2023, Mayor Kraham met with residents of Mary Street and the surrounding neighborhood to discuss the concerns about off-road vehicles being used throughout the area, creating disturbances and safety concerns.

The proposed law is set to be submitted for consideration at City Council’s Feb. 26 session.



The city of Binghamton could start cracking down on people who illegally operate dirt bikes and all-terrain vehicles on neighborhood streets.

Mayor Jared Kraham on Thursday said he's proposing a law to impose fines of up to \$1,000 for those who drive off-road vehicles on Binghamton streets.

In a news released, Kraham said city residents "have voiced their frustrations with the excessive noise and public safety concerns" caused by the illegal use of such vehicles.



A vehicle seized by police after it was being operated on a city street. (Photo: City of Binghamton)

The mayor said the legislation he plans to send to city council would increase the consequences for people who break the law.

The proposal would allow police to impound illegally operated off-road vehicles. An owner could be charged a \$2,000 redemption fee, along with towing and

storage charges, to get a vehicle back.

All-terrain vehicles, dirt bikes, dune buggies and go-carts are prohibited on city streets.

An 18-year-old man was critically injured last June while illegally operating a dirt bike on Binghamton's South Side. He was traveling east in the westbound lane on Vestal Avenue when the bike struck a sport utility vehicle, a post office and a mailbox in front of the building.

Kraham said the proposed law will be submitted for consideration at a city council work session on February 26.



Proposed restoration of Almont Street. Source: ReThink81, via CNU's Freeways Without Futures

STREETS

Syracuse I-81 freeway transformation clears legal hurdle

ROBERT STEUTEVILLE FEB. 13, 2024

The demolition and replacement of Syracuse's I-81 viaduct with a "community grid" [cleared a key legal hurdle](#), as a New York State court unanimously overturned a lower court ruling blocking the project.

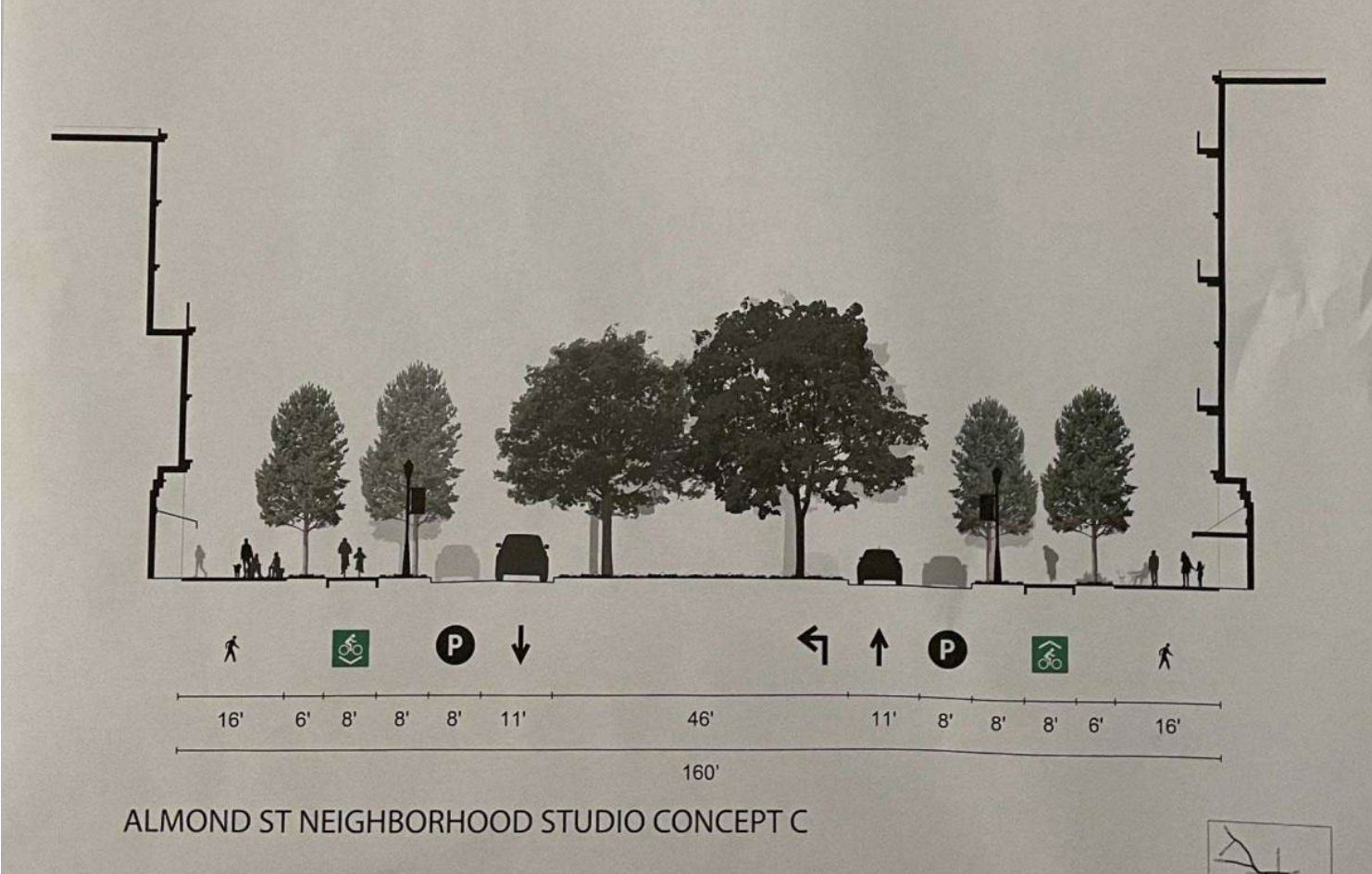
The February 9 decision apparently opens the door for one of the nation's most important transformation plans for an in-city Interstate highway. CNU has

supported the project since 2008, when I-81 was placed on the organization’s first Freeways Without Futures list.

The project began construction last summer on work related to the highway’s new route around the city, but the elevated viaduct that divides the city's heart remains intact. The court ruling will expedite the viaduct demolition, which is expected to spur development near downtown.

Project opponents—most based in towns outside of the city—still can appeal to the state’s highest court, but the unanimous ruling means the freeway transformation will likely win. The ongoing litigation cast a pall over planning efforts by the city, which strongly supports the project.

The city hired the new urbanist firm Dover, Kohl & Partners in 2022 to lead a visioning effort for alternative visions to initial plans proposed by the NYS



A street section pinned up at Dover Kohl's 2022 charrette.

Department of Transportation (DOT). The Dover Kohl draft vision plan is expected to be publicly presented later this month.

There remain many questions about what a “community grid” looks like, and we will soon see what Syracuse has in mind—based on extensive public participation and feedback.

DOT’s initial drawings showed a wide arterial thoroughfare—not what urbanists would call pedestrian-oriented.



DOT preliminary vision for the "community grid." From the state draft environmental impact study.

Syracuse is pushing for a community grid that is walkable and connected, as reflected in Dover Kohl’s work. "In their initial drawings, they've addressed many areas of opportunity for us, and articulated a vision that speaks to much of what we had hoped to see," says Joe Driscoll, the "[I-81 Czar](#)" for the city.

Gov. Kathy Hochul, who supports the project, praised the court’s decision on social media.



A map of the rerouting of I-81 around the city, and the section where the viaduct will be replaced by a grid. Source: [Freightwaves.com](https://www.freightwaves.com)

Press and Sun-Bulletin | Page A05
Thursday, 22 February 2024

Police: Man found dead on Route 363 was struck by vehicle

Police have identified the person found dead early Saturday morning in the westbound lane of Route 363 in the city as Tyler Beschorner, 29, of Binghamton.

Binghamton Police Department Investigators believe Beschorner was struck by a vehicle around 2:45 a.m. while walking in the area of Route 363 by the Exchange Street overpass.

Investigators said the vehicle that hit Beschorner left the area.

Beschorner was pronounced dead after emergency help responded to the scene.

The Binghamton Police Detective Bureau continues to investigate the incident and remains interested in talking to anyone who may have been driving or walking in the Route 363 area from about 2:15 to 2:45 a.m. on Saturday.

Contact the Binghamton Police Detective Bureau at 607-772-7080 with information.

Bloomberg

[CityLab](#)

Perspective

London Bike Boom Risks Becoming a Victim of Its Own Success

Ridership in the British capital is up 20% from pre-pandemic levels. With so many bikes around, the potential backlash from everyone else is becoming very real.

For 12 hours a day, London's busy Bank junction is closed to cars, trucks and taxis, leaving only cyclists and buses. Even in the January cold, riders fill the street.

Photographer: Tom Skipp/Bloomberg

By Laura Laker

February 23, 2024 at 2:01 AM EST

It's a familiar concept to any player of [Sim City](#): When you build a road in your virtual town, voilà, new cars appear. Ride London's newest cycle route, running four miles from [Greenwich to London Bridge](#), and you'll see this phenomenon in real life, only with bicycles. As new segments of those bike lanes fall into place, cyclists appear.



Just as London's new urban-suburban rail link, [the Elizabeth Line](#), has drawn [stronger-than-expected ridership](#), the phenomenon of "[induced demand](#)" is at play. If you build it, they will come.

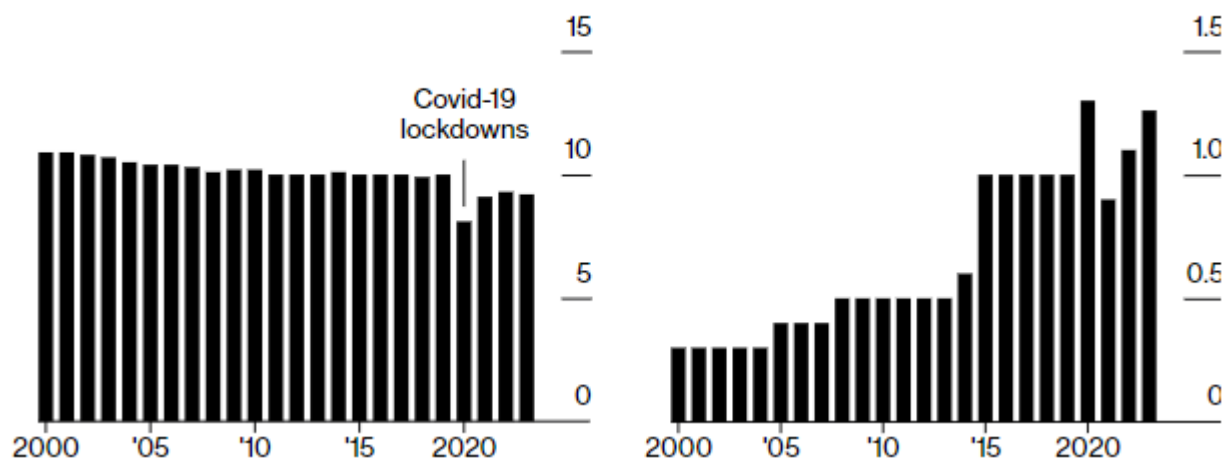
London's recent cycling growth is rapid: An estimated 1.26 million biking trips are now made every day in the capital — a 6.2% increase on 2022 and up 20% since 2019 — and unlike the rest of England, the pandemic-fueled boom has kept on growing. Cycling trips are now the equivalent to a third of all Tube journeys and a quarter of bus passenger riders, making bikes a major player on the city's transportation stage.

How London Gets Around

Driving has steadily fallen over the last two decades, while the number of cycle trips has quadrupled.

Private Transport

Cycling



Source: Transport for London

Data represents millions of trips per day by mode of transport.

Those numbers may be big, but the potential is even bigger. According to Transport for London, or TfL, more than 8 million motor vehicle trips each day could be biked. Cycling represents less than 5% of daily London trips, while in Copenhagen that figure is 49%. Bike trips per resident are 0.14 in London per day, about half the 0.29 in Paris and a fraction of the 0.9 in Amsterdam, according to the European Cyclists Federation.

As in Sim City, this phenomenal growth is thanks to the rapid emergence of cycling infrastructure. Around 22% of Londoners now live within 400 meters of high quality routes, according to TfL. Some of these routes are above capacity at peak times, where cyclist queues are too long for a single traffic light phase. The city's Low Traffic Neighborhoods (LTNs), where people can drive in and out but not through, have grown in number by 100 since 2020 alone, linking homes to protected main road routes via quiet streets.

The question is, with British politicians [playing culture wars with active transportation](#), is London's cycle boom becoming a victim of its own success? "I'm slamming the brakes on the war on motorists," UK Prime Minister Rishi Sunak [declared in September](#), calling bike-friendly traffic-calming measures like 20 mile-per-hour speed limits and LTNs "harebrained schemes."

The London Cycling Campaign's Simon Munk says, contrary to the narrative coming from parts of the English media and some political leaders, cycling is no longer a minority pursuit. "[Half of Londoners now cycle or want to cycle](#) — this is no longer a niche thing," he says.

While cycling enjoys popular support, its continued growth is far from guaranteed: As the city goes to the polls for its next mayor in May, there's a stark choice. The incumbent, Labour's Sadiq Khan, has more than tripled the Cycleway network in his eight years, while the Conservative candidate, Susan Hall, is [lukewarm at best on cycling](#), and openly [opposes measures to rein in motor traffic, from Low Traffic Neighborhoods](#), to emissions-based fees (she's pledging [to reverse London's Ultra Low Emission Zone](#)) and opposes [pay-per-mile](#) charging.



London Mayor Sadiq Khan has more than tripled the Cycleway network in his eight years, including here on the Embankment along the River Thames with segregated bike lanes. *Photo: Justin Tallis/AFP via Getty Images*

Even if Khan is reelected, he faces substantial challenges. Insufficient national government funding, unique for a city like London, hamstrung the city's public transit system and its fares-reliant funding model during the pandemic when ridership

plummeted. Short-term government bailouts negotiated piecemeal during the pandemic, and covering [as little as seven weeks](#) apiece, hampered long-term planning for things like bike lanes. If national elections expected this year return a Labour government, as predicted, Khan will hope for allies and an end to this funding rollercoaster. But [these are big ifs](#).

There's more than cycle lanes at stake in any election, but transport is one of the major competencies of the London mayor. If people are the lifeblood of a city, its roads and rail networks are its arteries. Adding to the complexity, there are 32 council bodies and the City of London, who together control 95% of London's roads. They will be key.

As London's Walking and Cycling Commissioner, Will Norman, puts it, the growth in inner London's cycle network is "extraordinary, and you can see the growth in cycling." Outer London is the next big piece of the puzzle.

"For that outer London network those boroughs are vital," Norman adds. "You're seeing London boroughs that haven't traditionally done a huge amount for active travel beginning to significantly invest in this."

Not all are on board. At the border of affluent Kensington and Chelsea in London's core, Munk says, it's "chaos and mayhem" as cyclists heading west on the new Cycleway 9 from Hammersmith duke it out with live traffic. In Tower Hamlets, a poorer borough in East London, a mayor elected partially on an anti-cycling ticket is slowly unwinding even so-called permanent efforts from the previous administration to prioritize cycling and walking. Borough leaders who do want to support cycling and walking, from Haringey in the north to a newly cycle-friendly Westminster City Council around Parliament, face the dual challenges of culture wars turbocharging local concerns about street-level changes and a lack of funding to deliver major initiatives at pace.

Norman knows these gaps put the city's growing numbers of riders at risk. "While we have seen an increase in cycling, we have seen a risk of collisions go down but only where there is cycle infrastructure," he says. Where there isn't the infrastructure, risks have increased because more people are riding where there aren't cycle lanes, he says.



Come springtime in May, London's streets fill with commuters on bikes. *Photographer: Jason Alden/Bloomberg*

While cycling is still disproportionately White, male and well-off, the demographics are changing: In 2020, on pandemic-quiet streets, 24% of Black Londoners, 25% of Asian Londoners, and 31% of mixed or multiple heritage cycled, and 28% of White Londoners. That year, though, just 20% of women cycled, compared with 34% of men.

Norman admits there are hearts and minds to win, but defends slow progress on the essential task of improving safety at junctions, which requires updating London's aged and complex road network.

“Any changes to streets and to journeys is an exceptionally emotional and passionate piece, and I think people underestimate how important that is,” he says. “That ties with an individual sense of belonging to the community.” He believes the PR war can be won, but people need to feel listened to, and any genuine concerns addressed.

Politicians, local and national, may view cycling as a wedge issue, but London’s experience increasingly suggests for most people, when the cycle lanes appear, they simply represent another way to get around.

Laura Laker is a freelance journalist in London and co-host on [the Streets Ahead podcast](#), discussing active travel, liveable streets and urban design.



[TRANSPORTATION](#)

How Hoboken Has Gone Years Without a Traffic Death

It's been seven years since the New Jersey city has seen a traffic fatality, with injuries down significantly as well. Many of its improvements could be replicated elsewhere.

Feb. 28, 2024 • Jared Brey



Raised curbs and bus and bike lanes have all contributed to traffic safety. (Courtesy city of Hoboken)

In Brief:

- Hoboken has seen no traffic deaths in recent years. Serious injuries to bikers, pedestrians and motorists have dropped significantly as well.
- Mayor Ravi Bhalla, now running for Congress, has implemented a number of changes to street design under the Vision Zero framework.
- Many of the changes involve improving visibility at intersections, slowing down cars and shortening pedestrian crosswalks.

Pedestrian deaths reached a 40-year-high last year, as the U.S. continued to see reversals after decades of progress on traffic safety, [bucking the trend](#) of other wealthy countries.

But in Hoboken, N.J., which sits across the Hudson River from Lower Manhattan, officials celebrated a happier milestone. Seven years have passed since anyone died in traffic on the city's streets. Hoboken enjoys some natural advantages as an old, small, walkable city with a tight street grid and lots of residents who commute by mass transit. Still, a steady commitment to designing safer streets from some of the city's political leaders, including Mayor Ravi Bhalla, have helped slow down vehicles and reduce the overall risk to residents and visitors.

Bhalla served on the Hoboken City Council before becoming mayor, and was at times, by his own admission, only a lukewarm advocate of street safety improvements. He joined most of the council in [opposing a plan](#) for protected bike lanes on one of the city's busiest streets in 2016. But his growing commitment to the cause reflects a larger shift in Hoboken, where street safety initiatives have become an expected priority for most of the political class.

Bhalla became mayor in 2018 and signed [an executive order](#) the following year that set a goal of eliminating traffic deaths and serious injuries by 2030, part of the global Vision Zero movement.

“The whole premise of Vision Zero is that we're all human, and as humans we all make mistakes,” says Bhalla, a Democrat who recently announced a campaign for Congress. “The purpose of Vision Zero is to create an infrastructure that will minimize the likelihood of human error causing a serious accident or a fatality.”

A Variety of Tactics

Vision Zero is part of a shift, pushed by researchers and advocates, to taking a comprehensive public health approach to transportation safety. Politically, it calls for setting specific goals for reducing deaths and injuries in different jurisdictions.

Practically, it's built on a variety of tactical changes to the way streets are designed and managed. Those [changes](#) often involve dedicating space on the street for different modes of transportation and increasing the amount of space dedicated to pedestrians.

In Hoboken, much of the recent Vision Zero work has been focused on “daylighting” intersections. That involves installing things like flexible posts, rain gardens or bike racks to prevent cars from parking at street corners and improve visibility between pedestrians, bikers and drivers. It’s already illegal to park in many of those spots to begin with, but the daylighting projects make it practically impossible.

Hoboken has also added multiway stop signs at some intersections, repainted crosswalks for higher visibility and added curb extensions in some areas to help get pedestrians across the street more quickly. The city also [reduced the speed limit](#) to 20 miles per hour from 25 mph citywide in 2022.

A hallmark of Hoboken’s Vision Zero work has been the steady pace of improvements. The city tries to make small safety upgrades every time it repaves a street, rather than putting all its energy into transforming the most dangerous high-traffic areas, says Ryan Sharp, Hoboken’s director of transportation and parking.

“Instead of just focusing on pavement condition and paving the street in kind, we always try to layer in safety improvements for all these resurfacing projects,” Sharp says. “That way, over a 20-year period, you have an opportunity to improve every block in your community. And you do it in a way that is not shock and awe.”

The [city says](#) it daylighted 78 intersections, painted 61 high-visibility crosswalks and created nine curb extensions in 2023 alone. It also saw sharp reductions in serious injuries to pedestrians, bicyclists and motorists, compared to the previous year.

“It’s great to be able to point and say, ‘Yes, this is possible in the U.S.,” says Leah Shahum, executive director of the Vision Zero Network. “What we’re seeing in Hoboken is a more complete and comprehensive approach.

“The things that they’re doing for safety are not wildly different than the things other cities in the U.S. are doing,” Shahum continues. “But I think Hoboken is doing a much better job of scaling changes. A successful Vision Zero program can’t feel like a Whac-A-Mole game where you’re just reacting to the most recent awful tragedy.”

Building on Successes

The push to design safer streets in Hoboken predates Bhalla. His predecessor, Dawn Zimmer, hired and promoted several top transportation officials, including Sharp. As mayor, Zimmer focused on “complete streets,” a [framework](#) for multimodal transportation infrastructure which predates the Vision Zero movement but is built around many of the same principles.

It was an emphasis that was partly personal for Zimmer. In 2005, her father-in-law, Henry Grossbard, was killed by a hit-and-run driver while walking his dog in Hoboken, just a few months after he’d moved there. The driver was never found.

Zimmer pushed for more biking and walking infrastructure during her eight years as mayor, beginning in 2009. She credits Bhalla for carrying that work forward. Some of the improvements that are being made now — particularly curb extensions, which narrow the street and force cars to slow down when navigating certain intersections — could have prevented the incident that killed her father-in-law, she says.

The political environment has shifted since then, too. Changes to the street that take away vehicular lanes or even individual parking spots are often the source of big fights between planners, drivers, bikers, residents and business owners. When Zimmer was pushing for protected bike lanes on Washington Street, which would have physically prevented drivers from double parking, she faced a backlash. The council voted instead to create so-called class two bike lanes, designating space for bikes using just paint instead of physical barriers. Bhalla now says he regrets taking that vote and would support building protected lanes on the street.

The administration's Vision Zero work still sometimes creates controversies. But on the whole, street redesigns have become normalized, Zimmer says. "The Hoboken public now understands and demands pedestrian safety, and rather than have to spend political capital, as I did," she says, "Mayor Bhalla actually earns political capital by continuing to move forward with pedestrian and bike safety."



Mayor Bhalla signing the executive order establishing Hoboken's Vision Zero plan in 2019. (Courtesy city of Hoboken)

A Political Task

Bhalla is running for Congress to replace Robert Menendez Jr., the son of U.S. Sen. Bob Menendez, who has resisted calls to resign in the face of [bribery charges](#). Bhalla says Vision Zero probably won't be the No. 1 issue in his campaign, but he does see a role for members of

Congress to help cities navigate federal funding opportunities.

The federal Infrastructure Investment and Jobs Act includes millions for cities for street safety improvements and other transportation projects, and Bhalla says representatives should be alerting local officials to grant opportunities, coordinating efforts between jurisdictions and helping them apply for funds. “We haven’t had that advocate in Washington and I hope to be that advocate,” he says.

Meanwhile, in Hoboken, others are eyeing potential runs for mayor. Bhalla has had an up-and-down relationship with the city council. The administration is currently butting heads with some members of the council over a proposal to require e-bike delivery drivers to register, take safety training and wear reflective vests on Hoboken streets. The initiative is backed by a councilmember who beat Bhalla’s preferred candidate in an election last year. Bhalla responded by [creating a task force](#) to address the issue.

Other councilmembers downplay the significance of the improvements, citing the low baseline of traffic deaths in Hoboken in years past. “This is a great run, but we don’t have a history of traffic deaths,” says Tiffanie Fisher, a Hoboken City Council member who’s considering a run for mayor. “Over time we’ve had several years without traffic deaths.”

Still, she says, the flex posts and rain gardens that have opened up some of the intersections have made the streets safer for everyone, including drivers. And, as more years have ticked by without traffic deaths, street safety has become part of the city’s identity. “I think anyone who’s considering running for mayor at all would continue the idea of Vision Zero,” Fisher says.

It took lots of advocacy to get to this point, says Ron Bautista, a street safety advocate and member of Hoboken’s Vision Zero task force. Bautista previously ran for mayor in the same field as Bhalla in 2017, and has since run for other local offices. In 2016, he was one of the only people who stood up to speak in favor of former mayor Dawn Zimmer’s plan to build protected bike lanes on Washington Street.

Since then, bike and pedestrian advocates in and around Hoboken have become much more active in speaking up in favor of their causes, to counterbalance the anticipated local opposition to many projects. That has helped educate people about the purpose of street redesigns, and given cover to the politicians and engineers working to implement them.

“You can’t just mandate pedestrian safety,” Bautista says. “You have to make it politically feasible.”

Wednesday, 6 March 2024

Police seek witnesses in fatal hit-and-run

More than two weeks after a Binghamton man was struck and killed by a motor vehicle in the city, investigators continue to follow leads and renew calls for witnesses to come forward with information.

Police said Tyler John Beschorner, 29, was hit around 2:45 a.m. on Feb. 17 as he walked in the Route 363 area near the Exchange Street overpass.

Officials said the vehicle that struck Beschorner drove away. While emergency aid was quickly summoned, Beschorner was pronounced dead at the scene.

No arrests have been made and no suspects have been publicly identified.

The Binghamton Police Department Detective Division remains focused on talking to anyone who may have been driving or walking in the Route 363 area from about 2:15 to 2:45 a.m. on Feb. 17.

'This is something my staff has been working diligently on since it happened,' Binghamton Police Capt. Cory Minor said Friday. 'They want answers. They want to give the family answers and bring some peace to them.'

Who was Tyler Beschorner?

A father of a young son, Jayden, Tyler Beschorner was a 2013 Binghamton High School graduate and 'a true outdoorsman, an avid fisherman, hunter and snowboarder,' according to a GoFundMe page created to help with funeral expenses and establish a trust for Jayden.

Brendon Gitchell, a close friend who set up the fundraising effort, called Beschorner 'the most genuine and selfless person I have ever met. He was loved by so many people throughout his life and truly knew how to brighten the mood in any room he walked into.'

According to his obituary, Beschorner is survived by his parents, Cory and Shanay Beschorner, two sisters and many other family members and friends.

Police investigator: 'Somebody knows something'

Minor said the investigation remains a 'high priority' for the department and investigators.

'It is difficult because it's not in a neighborhood, it's on a highway,' Minor said. 'There's not like you have houses up there where you can knock on the door and say, 'What did you see?''

It's unknown if police have a description of the vehicle, that information has not been released.

'There are investigative methods that we can use, and we are utilizing those. Every resource we have is being put behind it to bring this to a successful resolution,' Minor said.

Anyone with information is asked to contact the Binghamton Police Detective Bureau at 607-772-7080.

'It has really come down to, somebody who may have been in the area (at the time of the incident) or have they heard somebody talking about it? Somebody knows something,' Minor said.

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Wednesday, 6 March 2024

Mobile food market reaches out after Weis closure

Following the closure of a grocery store on Binghamton's South Side, a local food access initiative is widening its reach.

Residents of Saratoga Heights and Saratoga Terrace apartments will have the opportunity to shop at The Mobile Market, organized by the Community Outreach Hunger Warehouse (CHOW).

The Mobile Market aims to help those affected by the closure of the Conklin Avenue Weis, which many residents said has sparked concerns of a food desert in the neighborhood.

What is the Mobile Market?

The Mobile Market offers groceries such as fruit, vegetables, milk, cheese, bread, deli meat, pasta, and rice. In the coming weeks, CHOW plans to add the Saratoga apartments to the Mobile Market's regular route. Operating times will depend on customer feedback.

Currently, customers can pay with cash or credit cards. Going forward, the Mobile Market plans to accept SNAP benefits, and is in the process of receiving authorization.

Where, when to find mobile market in Binghamton

The Mobile Market will be parked outside the Cornerstone Family Healthcare clinic at Saratoga apartments, 35 Felters Road in Binghamton, on the following dates:

10 a.m. to noon Thursday, March 7

1-3 p.m. Friday, March 8

1-3 p.m. Tuesday, March 12

1-3 p.m. Friday, March 15

For a complete schedule of the bus stops across the county, check the Greater Good Grocery Facebook Page.

Southern Tier Projects Receive Funding

Updated:

Tuesday, March 5th 2024, 6:19 PM EST

By **David Barr**

Several Southern Tier projects will be receiving funds thanks to the Fiscal Year 2024 appropriations bills.

According to a release from Marc Molinaro's office, \$27,625,000 in federal funding will be aiding community developmental projects in the 19th district.

Below is a list of projects in our coverage area that will benefit from this money:

- \$5 million for the City of Binghamton Henry Street Connective Corridor Improvements. This includes a complete reconstruction and streetscape improvements, including narrowing travel lanes and eliminating unnecessary slip lanes and addressing the perceived impact on safety due to lack of lighting, pedestrian crossings, ADA dropped curbs and storm management.
- \$2 million for the Town of Chenango Wastewater Treatment Plant Improvements. This will improve water infrastructure and water quality issues.
- \$1.25 million for the City of Norwich Sanitary Sewer System Repairs. The money will be used to replace the sewer system.
- \$1 million for the Broome County Veterans Resource Center. This will help with the construction costs of new housing for veterans to take temporary/permanent shelter. The housing will be on an empty residential lot along a county-owned bus route in downtown Binghamton.