

Binghamton Metropolitan Transportation Study
Pedestrian & Bicycle Advisory Committee
Zoom Meeting Minutes
January 11, 2021

In attendance:

Scott Reigle, Susan Pitely, Nick Cecconi, Stephanie Brewer, Ashley Seyfried, Stephanie Brewer, Elizabeth Woidt, Josh Enderle, Jennifer Yonkoski, Carlos Basualdo, Alex Urda

Convened at 1:34 p.m.

November 16th minutes accepted as is.

Topic	Discussion/Follow Up	Action
Roadway Needs Report:	<p><u>Follow Up:</u></p> <p>On October 22, edge lines were painted on Plaza Drive and Oxford Place, creating a defined space for pedestrians. Scott was requested by a Town official to remind him about the desired crosswalks early next year, and they will likely be able to “sneak those in”.</p>	Scott will follow-up with Vestal regarding crosswalks during the first quarter of 2021.
Follow Up to Previous Meeting Items:	<p>During the November 16, 2020 meeting, Stephanie recommended investigating if the edge line treatment would be beneficial on Morgan Rd. in Binghamton. Traffic speeding is an issue, it is a bus route, and there is only one small section of sidewalk on the north side. Morgan Rd. accesses the Ross Park Zoo and the Discovery Center. Lower Ross Park improvements are expected in a few years.</p> <p>BMTS will need to walk this section of Morgan Rd., take photos, measure road width, analyze crash data, look into seasonal issues due to the Discovery Center and Ross Park Zoo.</p> <p>Nick asked about the implementation status of the Grand Blvd. Roundabout Study. Scott mentioned that there is support from City officials for the project, but funds are needed. The federal Transportation Alternatives Program (TAP) would be a good funding source.</p>	BMTS will work with Binghamton to determine if edge stripes can be installed on Morgan Road.
Newspaper Articles/ Notices	<ul style="list-style-type: none"> • Nothing in addition to the Article Digest. 	
Educational & Outreach	<p><u>Binghamton Bridge Pedal</u></p> <p>Planning for 2021 will begin during late February or March when, hopefully, there will be a better understanding of what is going to happen with COVID.</p> <p>Important factors include whether insurance cost for the event would increase due to COVID, and whether the City of</p>	Scott contact Susan Sherwood of

	<p>Binghamton would issue an event permit and whether the City Police Dept. would participate. A decision of whether to hold the 2021 event will need to be made during April/May. It was suggested to email past participants to survey them later in the first quarter of 2021 to see their interest and comfort in doing a 2021 event.</p>	TechWorks to inform of when to begin planning for the Bridge Pedal.
Project/Events	<p>Scott & Ashley gave the December update on the Pedestrian & Bike Counters:</p> <ul style="list-style-type: none"> • Counts for pedestrians and cyclists are down from previous months at all counter locations, but this is due to the winter seasonal fluctuation. • The Owego counter waterproofing of the manhole appears to be working well, as the counter was counting normally after the flooding from the Dec. 24 heavy rain and snow melt-off. We are not sure if the manhole was covered with water, but are please that all is working well. • The counter at the Court St. Bridge in Binghamton was not counting correctly since late November. A battery for the sensor needs to be replaced and is being mailed to BMTS under warranty. • Replacement batteries for 11 of the 12 counters (the Owego counter was just re-installed on October 21, 2020) that have a 2-year life cycle have been ordered and delivered. Current batteries are estimated to last through March. Scott will consult with Eco-counter whether to wait until current batteries fail to replace the batteries. • Ashley is working on an Annual Counter Report and asked the Committee if there was any specific data/information they would like included? <ul style="list-style-type: none"> ○ Susan requested comparison with 2019 where possible. Scott stated that issues and problems we had with the counters should be noted. Ashley said that profiles for each counter will be included. <p>BMTS Unified Planning Work Program (UPWP) 2021-2022</p> <p>Jennifer explained that the UPWP is the annual work plan for BMTS beginning on April 1. It is still in the public review stage and a draft is available for review & public comment on BMTSonline.com until January 18.</p> <p>Some projects include: Trail Ratings, Public Participation Plan update that will incorporate virtual methods, Analysis of Suitability & Needs for Enhanced Bus Service along the most traveled corridors in the BMTS area, and the following:</p> <p>E-Bike/E-Scooter Regulations on Multi-use Trails – Scott reviewed a draft outline for this study (see attachment at end of minutes). Some key issues are: defining and classifying e-bikes & e-vehicles, identifying safety issues such as speed and reckless behavior, how to enforce regulations. Elizabeth shared that Broome County does not allow use of non-human powered vehicles on their trails. She acknowledges that enforcement is difficult, but use signing to inform trail users of regulations and there is limited availability of Broome County Security. Scott will research what's being done in New York and what successful regulation programs exist beyond New York.</p> <p>Bike Share Feasibility Study – Scott shared that this study will investigate how bike share programs are being operated throughout New York, especially since COVID-19. BMTS will also work with Binghamton University to see if there is potential to build on their existing bike share program by expanding service to the downtown Binghamton and Johnson City campuses, and opening it up to public use in addition to students. Nick</p>	

	<p>mentioned that Ithaca may be rolling out a non-profit bike share system soon, which BMTS will investigate.</p> <p>Endicott's Chugnut Trail west extension.</p> <ul style="list-style-type: none"> • Scott showed photos of the trail extension that starts at the corner of River Terrace & Mersereau Ave. and goes through Mercereau Park to S. Loder Ave. On-road treatments (e.g. sharrows, signing) will be installed on River Terrace to make the connection to the west end of the existing Chugnut Trail. • Beth Lucas (Broome County Planning Director) will attend the February 8 Committee meeting to present details of the plans to extend the trail further west to Roundtop Park and Grippen Park, then ultimately to Glendale Park. <p>The Committee inquired about the status of the Vestal Road Pedestrian & Bicycle Facility Study. It is nearing completion. A report on the completed Study will be put on the February or March Committee meeting agenda.</p>	<p>Scott will consult with Stephanie to see if a presentation on the Vestal Rd. Study can be made at the Feb. or March meeting.</p>
Agency/ Dept. Updates	<p><u>NYSDOT Region 9</u> – Susan reported on the following:</p> <ul style="list-style-type: none"> • Route 363 Project – Susan she should have some more information on this project at the end of the week. They will have a meeting about a public informational meeting that will likely take place before the end of January. Susan will ask if the Project Manager, Drew Newby, will attend the February 8 Committee meeting to present the two alternatives being recommended, and answer any questions. • No word on the schedule for the next round of Transportation Alternatives (TAP) funding. <p><u>Broome County Office for Aging</u> – Scott shared that OFA is organizing teams to begin implementing the Broome Age-Friendly Action Plan was approved by AARP during late 2020. BMTS will serve on an implementation team, and brings items to our Pedestrian & Bicycle Committee as needed. Getthere also was awarded a Getting Further Faster, which focuses on meeting rural transportation needs through mobility management. This is part of the Age-Friendly Action Plan implementation, and BMTS will also partner in that effort. See attached logic model.</p> <p>A reminder that the Office of Parks, Recreation and Historic Preservation (OPRHP) released the Draft Statewide Greenways Trails Plan and it will be available for public comment through January 19, 2021. Scott shared comments from Parks & Trails NY with the main issue being the need for more specifics in the recommendations and action items.</p>	<p>Susan will ask Drew Newby to attend the February 8 Committee meeting.</p>
Other	<p>Alex Urda, Engineer for the Town of Chenango, shared that they are still very interested in extending the Two Rivers Greenway from North Otsiningo Park to the Park-N-Ride on NY 12A. There are some obstacles besides funding such as: properties in a flood zone, getting around/under the railroad to access the Park-N-Ride, riverway restrictions by the NYSDEC and Army Corps. The possibility of using consultants to do a feasibility study was brought up as a possibility for a future UPWP project.</p> <p>The Committee asked about the status of the JC Rail Trail. Stephanie shared that the Feasibility Study was completed in 2020. Besides funding, the major obstacle is acquiring the rail, including the bridge that would connect to Vestal and its</p>	

Rail Trail. There is \$500,000 available toward implementation of Phase 1, which is the portion of trail within the Village of Johnson City.

Adjourn: 2:40 PM

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

BMTS E-Bike & E-Scooter Multi-use Trail Regulations Study - 2021

Purpose: To compile best practices for regulating electric vehicles on off-road multi-use trails, and to use the information to guide municipalities in the development of local trail regulations.

Study Outline

Define E-bikes & E-Scooters.

Need & Purpose for the Study

- Trends for e-bike/e-scooter use.
 - Increase in sales and use.
 - Benefits
 - Negative Impacts
- Document the Two Rivers Greenway (TRG) development and user safety issues that have been identified.

Safety Issues with E-vehicles on Trails (General & Specific Local Issues)

- Speed
- Reckless Trail Use
- Mix of Trail Users

Examples of Regulations

- What is regulated?
 - Speed
 - Types of E-bikes and e-vehicles permitted

Implementation of Regulations

- How to Enforce
 - Police/Security
 - Friends of Trail Group
 - Self-Enforcement – speed indicators

THEORY STATEMENT

Supports for Healthy Aging in Rural New York

People who are aging in rural environments face barriers to accessing the clinical and social supports they need to thrive. This multi-sector coalition develops and implements mobility management and transportation strategies (listed below under Outputs) to strengthen **clinical-community linkages** and improve **social connectedness** for this population, with the long term goal of promoting healthy aging in Rural Broome County, NY. While short term impact on clients has been documented, an ASTHO/NACCHO-supported evaluation would help establish the long-term and community-level impact of this coalition's work.

INPUTS

Coalition

Main Coalition
Rural Health Network of SCNY - Getthere and Northern Broome CARES programs
Broome County Office for Aging
Broome County Health Department

Advisors

Amy Connick, National Center for Mobility Management
Scott Reigle, Binghamton Metropolitan Transportation Study

Intervention-specific partners
Volunteer Transportation Center - nonprofit organization
Mike's Taxi - private company

Funding

Program Implementation
Federal Transit Administration 5311 & 5310 (Mobility for Rural, Seniors, Disability)
Broome County Office for Aging
Broome County United Way
Developmental Disabilities Planning Council

Community Foundation for SCNY
Voluntary client contributions

Evaluation
ASTHO-NACCHO funding requested



OUTPUTS

Intervention strategies

- Connection to Care
- Rural Taxi Service
- Travel Training
- Volunteer Driver Program
- Emergency service expansion during COVID-19

Coalition activities

- Advance the transportation action steps from Broome County Age-Friendly Action Plan
- Develop targeted outreach to rural seniors regarding the resources available in the community
- Keep informed of local population health data and literature on rural mobility management interventions

OUTCOMES

Short-term

Client Outcomes
Success: Client transported to destination or otherwise gains access to resources (e.g. delivery), Client educated about existing services

Data Available:

- Number of miles, trips, unique clients per program
- Cost & savings
- Transportation reasons (medical, food, Rx, etc.)
- >3 years of data for some programs, 1 year for others

Community Outcomes
Success: Coalition works together to increase resources available to rural aging population

Example: Innovative rural taxi service model initiated in Whitney Point, NY; expanded to Windsor, NY

Medium-term

Client Outcomes
Success: Client reports improved social connection, access to preventive and chronic condition-specific care, independence & confidence using resources

Data Available:

- Client medical conditions
- Travel training data: client proficiency using transportation
- Client self-report: preventive appointments kept, health education classes attended

Community Outcomes
Success: Coalition works together to remove barriers for rural seniors accessing clinical and community supports

Example: Emergency service expansion & delivery during COVID-19 pandemic

Long-term

Client Outcomes
Success: Client shows improvement in chronic disease management, ability to age in place, quality of life

Data Available:

- Client interactions with disease-management supports made possible by mobility management - some clinical data available
- Client self-report: ability to age in place, value of services provided for independence & health

Community Outcomes
Success: Mobility management coalition advances Age-Friendly Action Plan. Target population (rural aging) shows improvement in key chronic condition and healthy aging metrics over time.

EVALUATION

Evaluation Goal

Use evidence to demonstrate

- the long-term impact of these strategies on healthy aging in rural environments,
- the value of a multi-sector coalition using transportation to address social determinants,
- cost-benefit analysis or other measures of value to support future sustainability.

Evaluation Questions

Evaluating Program Impact

- How do each of the transportation strategies impact the social and physical health of clients & their capacity for healthy aging?
- How do the strategies compare to each other and to other rural initiatives in terms of cost effectiveness, impact, and sustainability?
- How effective is the coalition at reaching the target population to inform & engage them in the available strategies?

Establishing Best Practices

- What is the best method for measuring long-term and community-level outcomes related to quality of life, community economic impact, and age-friendly communities?
- What is the best method for measuring return on investment, cost-benefit analysis, or other measures of value to coalition members?

