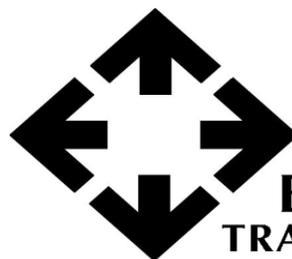


# ELMIRA-CHEMUNG

## BICYCLE PEDESTRIAN TRAIL 2035 PLAN

March 2015



**ELMIRA-CHEMUNG  
TRANSPORTATION COUNCIL**

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## EXECUTIVE SUMMARY

The Elmira-Chemung Bicycle, Pedestrian, Trail 2035 Plan is a complementary plan to the “Elmira-Chemung Transportation Plan 2035 Challenges and Opportunities”. This Plan describes the detailed opportunities and challenges for these transportation modes in Chemung County. The community has shown increasing interest in efforts to develop a safe, more complete, and attractive network of sidewalks, bicycle infrastructure, and trails. This Plan documents those recent efforts and interest, describes more fully the needs, and recommends the steps to achieve that safer, more complete, and attractive network.

This Plan describes the goals and objectives for the next twenty years for improving the way in which bicyclists and pedestrians are accommodated on streets, sidewalks, and trails. These goals address how infrastructure investments will be prioritized to improve safety, promote connectivity, and ensure the integration of transportation and land use planning. The existing state of each of the three areas are documented, including physical condition and safety conditions through documentation of crash data. The Plan discusses the overall unmet needs and conditions of the three areas, and the low level of specific transportation funding available to address those needs. Lastly, the plan recommendations are detailed. The key recommendations can be summarized as follows:

- Implementation of a multi-year Safety Education Plan.
- Working with municipalities, advocacy groups, the health care community, and other stakeholders who have an interest in improving and promoting the use of walking and bicycling.
- Prioritizing the use of the funding that becomes available to complete as many pedestrian, bicycle, and trail infrastructure projects as possible.
- Completing a well-defined trail network in Chemung County, using the completed trails as a base.

The recommendations are presented separately for the first five years of the plan (2015-2019) and then for the last fifteen years (2020-2035).

## **PUBLIC INTEREST INCREASES and PROJECTS COMPLETED**

Since the 2009 general Elmira-Chemung Transportation Council Long Range Plan update, community support has been increasing for improving the quality of life in Chemung County through increased access to walking and bicycling on its streets and on trails. Over the last five years significant new pedestrian, bicycle, and trail infrastructure was completed, including:

- The Catharine Valley Trail segments in Chemung County to Mark Twain State Park\“The Domes”
- The Lackawanna Rail Trail from Eldridge Park to Water Street (in Elmira)
- Several projects were completed in Elmira and one in Van Etten to make the walking routes to local schools safer. A more complete list of accomplishments is provided in Appendix 1.

Equally important was the work of non-profit groups such as the Southern Tier Bicycle League and Friends of the Chemung River Watershed, which increased public interest in these activities and in completing bicycle rodeos, bike share sheds, boat launch improvements, and numerous public activities. The Chemung County Office for Aging and Long Term Care and the AARP Chapter 276 have been active in planning and creating public involvement. Various advocacy groups, the partners listed above, and the general public have been involved in National Bike Month (May), National Trail Day, and walk and bicycle to school and work events held every year. The availability of Federal transportation funding, through the Safe Routes to Schools, Transportation Alternatives Program; and a New York State Department of Health Creating Healthy Places grant provided needed funds to make several of the larger projects possible.

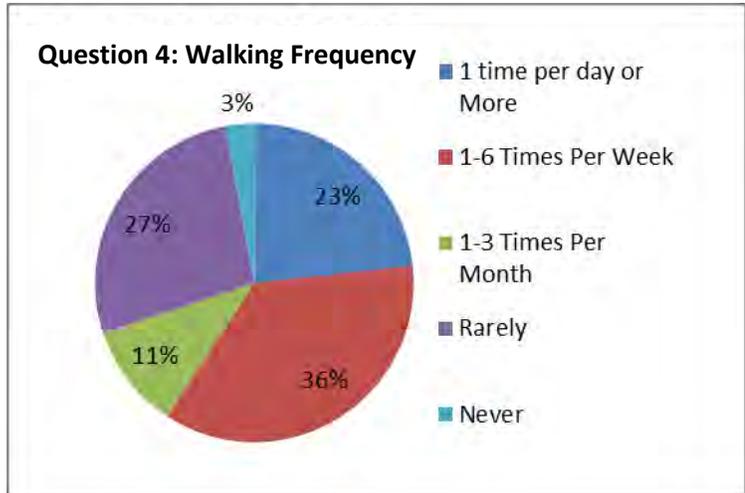
## **STAKEHOLDER OUTREACH**

The Elmira-Chemung Transportation Council (ECTC) as part of the larger Long Range Plan (LRP) effort reached out to the general public and interest groups to provide input for the LRP and with some specific questions relating to pedestrian, bicycle, and trail focus. ECTC surveyed the three-county Bicycle Advisory Council and Pedestrian Advisory Council (BACPAC) that it chairs, the local AARP Chapter 276 members, the annual Southern Tier Central Regional Leadership Conference attendees, and the public at the summertime weekly Wisner Park Farmers Market. Over 130 completed surveys were received. A copy of the survey form is included in this Plan’s Appendix.

Five questions on the larger survey involved finding out more information on walking, bicycling, and use of the available trail systems. The survey results from these questions show a greater amount of walking and bicycling than is currently thought in the community, and one supports one of the goals for projects in the future.

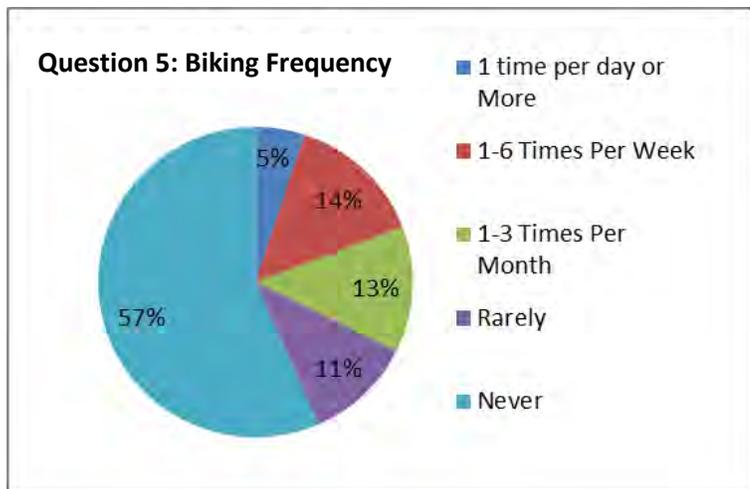
**Question 4** – Throughout the year, how often do you Walk to or from work, school, errands, exercise or recreation, during lunch, or social activity?

Results indicate that nearly 60 percent of respondents walk throughout the year on a daily or weekly basis while 30 percent said they either rarely or never walk.



**Question 5** – Throughout the year, how often do you Bicycle to or from work, school, errands, exercise or recreation, during lunch, or social activity?

Nearly one third of respondents indicated that they somewhat frequently or frequently bicycle throughout the year, to access work, school, shopping, or far errands.



**Question 7** – What is the purpose of your walking, jogging, and/or bicycle trips and destinations?

While the majority of respondents said their primary purpose for non-automotive and non-transit forms of travel is for recreational purposes, a significant seven percent said they walk or bicycle to work.

In other questions, when asked if respondents felt their existing streets, walking routes, trails, and New York State designated bike routes in their area felt safe and encouraging, 74 percent said yes. When asked if they supported connections to the existing trails in Chemung, Schuyler, and Steuben Counties, 90 percent said yes.

Survey results indicate there is overwhelming support for investment in non-automotive forms of travel. This suggests latent demand may exist and improving access and connectivity will result in greater use for both recreational and non-recreational purposes.

## LONG RANGE PLAN GOALS AND OBJECTIVES

Looking at the next twenty years, goals and objectives were developed for all modes of transportation in the Long Range Plan. As part of the LRP, goals and objectives relevant to “active transportation” and Complete Streets were developed. They are based upon public and interest group input for the past five years, and the public input at the Long Range Plan community visioning sessions at the beginning of this process. Those goals and objectives are:

**Goal 1: Ensure the safety and security of the transportation system for all users.** Safety is fundamental to all transportation agencies and to all users of the transportation system. ECTC is committed to monitoring the system in order to make investments that improve safety and security for drivers, transit riders, pedestrians, and cyclists, along with the work force that runs and maintains the system.

- **Objective:** Maintain the low number of pedestrian crashes that result in death or personal injury in each five year period from 2020 to 2035, using 2015 to 2019 as the base five years.
- **Objective:** Maintain the low number of bicycle crashes that result in death or personal injury in each five year period from 2015 to 2035, using 2010 to 2014 as the base five years.

**Goal 2: Invest in the transportation system infrastructure to bring all facilities and modes into a state of good repair.** ECTC is committed to continuously evaluating the condition of our roads and streets, bridges, sidewalks, transit buses and facilities, traffic signals and other devices, utilizing an asset management approach in order to bring them to a state of good repair.

- **Objective:** Inventory the sidewalk conditions starting in Elmira and pedestrian and bicycle use counts to determine the corridors where investment in Complete Streets is of highest priority.
- **Objective:** Improve sidewalk condition and ADA compliance for publically owned and maintained as streets and roads are reconstructed.
- **Objective:** Improve safer bicycling access through striping wider shoulders, bike lanes, shared lane pavement markings (“sharrows”), or construction improvements.
- **Objective:** As a product of Goal 4 planning, incorporate Complete Streets elements in street and other transportation infrastructure projects.

**Goal 3 (# 4 in the LRP): Promote connectivity among all modes of transportation to meet the region’s mobility and accessibility needs.** In order to have a vibrant community, people and goods need access to their destinations. ECTC recognizes that a well-connected multimodal transportation system serves vital needs.

- **Objective:** Identify discontinuities in sidewalks, bicycle facilities, and trails and document areas where projects are needed to create active transportation corridors.

- **Objective:** Complete links to the trail network set forth in this plan.
- **Objective:** Partner with advocacy groups, public agencies, health care organizations, and others to market and otherwise promote the use of walking and bicycling in Chemung County.

**Goal 4 (#6 in the LRP): Integrate transportation and land use planning to promote economic development, sustainability, and enhanced livability.** ECTC supports the close collaboration of land use and transportation planning as the means to take mutual actions that enhance the prosperity and quality of life throughout the planning area.

- **Objective:** Identify transportation improvements that will improve neighborhood quality of life. For Federal aid-eligible highways and bridges, Complete Streets treatments will be considered based on the New York State Complete Streets law, using the NYSDOT policy and review criteria starting with the next TIP in 2016.
- **Objective:** Provide Complete Streets training through formal presentations and public information sessions.
- **Objective:** Municipalities adopt Complete Streets policies for the roads and streets for which they are responsible.

## **EXISTING CONDITIONS**

### **SAFETY**

ECTC has been collecting and cataloging crash data for over ten years. On several occasions, bicycle and pedestrian crashes with vehicles have been given special attention due to fatalities or serious injuries, or numerous crashes involving these two modes. ECTC has worked through the Chemung County Traffic Safety Board to bring the number and locations of these crashes to law enforcement's attention.

The current source for crash information is the New York State DOT's Accident Location Information System (ALIS). ALIS is a multi-agency collaboration to develop a GIS-based method for querying and graphically displaying crash data. It combines several state organizations' information systems to improve the location accuracy and streamline the processing of traffic accidents. A centralized Accident Location Server automates the location processing of electronically transmitted accidents. ALIS is based on the ESRI ArcGIS platform and supports 14 different location methods to support a variety of input location data. The system leverages a state-wide Geodatabase (New York State Data Product) that was designed to improve location of accidents and at the same time be a comprehensive data set to be used more broadly in the New York State GIS community. The resulting accident location data is available for highway safety applications in New York State.

Once locations of serious or numerous crashes are identified, appropriate countermeasures including roadway improvements (better signage, lighting, or drainage), or behavioral changes (increased law enforcement, education) may be taken.

### **PEDESTRIAN ACCOMMODATIONS**

The municipalities in Chemung County have not created a detailed sidewalk inventory. However, the following observations provide context for pedestrian facilities. As is common in New York's metropolitan areas, there are sidewalks throughout the City of Elmira. There are some sidewalks in the suburban communities of Horseheads, Big Flats, and Southport, and also in the Village of Van Etten. There are few sidewalks in other suburbs and virtually none in rural areas. In 2013 the Town of Chemung was awarded a \$600,000 FHWA Transportation Enhancement Program grant for sidewalk construction. The project will result in the construction of sidewalks on several streets within the hamlet of Chemung. The sidewalks will be constructed on main streets and provide good walking access to the Chemung Elementary School on North Street in the hamlet.

The Americans with Disabilities Act (ADA) requires that public accommodations be fully accessible to persons with disabilities. As a result, sidewalks must be constructed so they can be

safely navigated by individuals with physical and visual impairments. Sidewalks must be of adequate width and slope. Intersections must be equipped with ramps so people who use wheelchairs or with mobility aids are not faced with a curb they cannot negotiate. The ramps must have a tactile surface so visually impaired people who use a cane or other navigational aid can find them. The ramps should also be oriented at 90° to the curb, positioned so people will walk directly into the crosswalk.

The City of Elmira has done a good job of constructing ADA ramps throughout the downtown and along major arterial streets like Church Street, Water Street and College Avenue. Unfortunately, many of these ramps are not oriented correctly based on current standards, with a single ramp oriented at 45° to both streets.

While there are some sidewalks in suburban communities, it is often the case that subdivisions built around the villages were constructed without them. The lack of sidewalks discourages walking, since people must choose to walk in the street. While this may be relatively safe on low-volume residential streets, it is less so on busier collector and arterial streets, which must often be used to reach a desired destination.

Two interconnected one-mile Downtown Elmira Walking Routes have been developed by ECTC to encourage lunch time and other walking by area employees. The intent is to generate physical activity and its associated health benefits. The Walking Routes consist of painted foot prints on the sidewalk that the public can follow to walk one mile. Four one-mile Walking Routes were designed for the Village of Horseheads. Further work on the Horseheads routes is needed to mark and promote them.

Traffic signals are also an important contributor to pedestrian safety in more densely populated areas, such as the City of Elmira. The Manual on Uniform Traffic Control Devices (MUTCD) includes a series of warrants that spell out where it is appropriate to install traffic signals. These warrants are based on traffic volume, pedestrian volume, or documented safety problems that can be solved by a signal. There should be pedestrian signals where volumes warrant them; current standards in New York are for these signals to include countdown timer displays. Elmira has sufficient signals for pedestrian safety purposes. The City is in the final phase of upgrading its signal technology and has eliminated signals where they were not warranted by the MUTCD. Traffic signals may be made accessible to the visually impaired by use of a locator tone on the pedestrian button, and a voice message that states which street is being crossed and whether it is ok to cross, or to wait for the green light. In the City there is only one ADA accessible pedestrian signal, located at the intersection of Church Street and Clemens Center Parkway. It only emits an audible signal to cross Clemens Center Parkway.

The public perceives there is a pedestrian safety and access issue to enter the Clemens Center for the Performing Arts from the east when there is a performance there. Based in part on the location of parking, the public routinely raises the need for safe mid-block crossing from the east

into the Clemens Center’s entrance. This is an issue that has been considered for several years without a reasonable solution becoming apparent to traffic engineers.

Sidewalk maintenance is typically the responsibility of the adjacent property owner. Such maintenance responsibilities include repairing or replacing damaged sidewalks, and clearing snow and ice. When NYSDOT constructs sidewalks as a part of a roadway project, maintenance responsibility is given to the municipality where the roadway is located. Normally, the municipality then turns the maintenance requirement over to the adjacent property owner. Likewise, municipal built sidewalks are usually maintained by the adjacent property owner. Some sidewalks in the City of Elmira, particularly in the downtown, are owned and maintained by the City.

## **BICYCLE ACCOMMODATIONS**

The New York State Vehicle & Traffic Law authorizes cyclists to ride on all public roads except Interstate Highways, and where they are specifically prohibited by signage. Bicycles can be accommodated by striped lanes with appropriate pavement markings, wide curb lanes, or paved shoulders. While none of these are required, cyclists often feel safer when they have a designated place to ride.

There is a network of New York State Bike Routes that are designed to facilitate both long distance and local touring. Two of them run through Chemung County: NYS Bike Routes 14 and 17. These are signed, on-road facilities. NYS Bike Route 14 is a north-south route extending 95 miles from Sodus Point on Lake Ontario to the Pennsylvania border where it connects with Pennsylvania Bike Route G. It goes through Chemung County from Millport through Elmira to Southport, following NY State Route 14, Watkins Avenue/Madison Avenue, Pennsylvania Avenue, and again NY State Route 14.

State Bike Route 17 crosses the state from the Hudson Valley to Lake Erie. In Chemung County, it runs along the Chemung River from Botcher’s Landing through Elmira and Wellsburg and the neighboring Tioga County border community of Waverly, NY, where it passes closely by Pennsylvania Bike Route J. NYS Bike Route 14 and 17 specific routes are shown on Figure 1.

Other than on the NYS Bike Routes, and the major streets of Church and Water, there are limited streets where a wide striped shoulder is provided as a bicycle lane. There are “Share the Road” signs on several of the main streets in Elmira. They are located on North Main Street, Church Street, and Water Street. These sign locations were developed through analysis of the bicycle crash data and input of the bicycling community that participate in BACPAC and the City of Elmira Department of Public Services (DPW). The City of Elmira also placed signs on several streets to discourage bicyclists riding on the wrong side of the road into vehicle traffic (“Wrong Way”, “Ride with Traffic”).

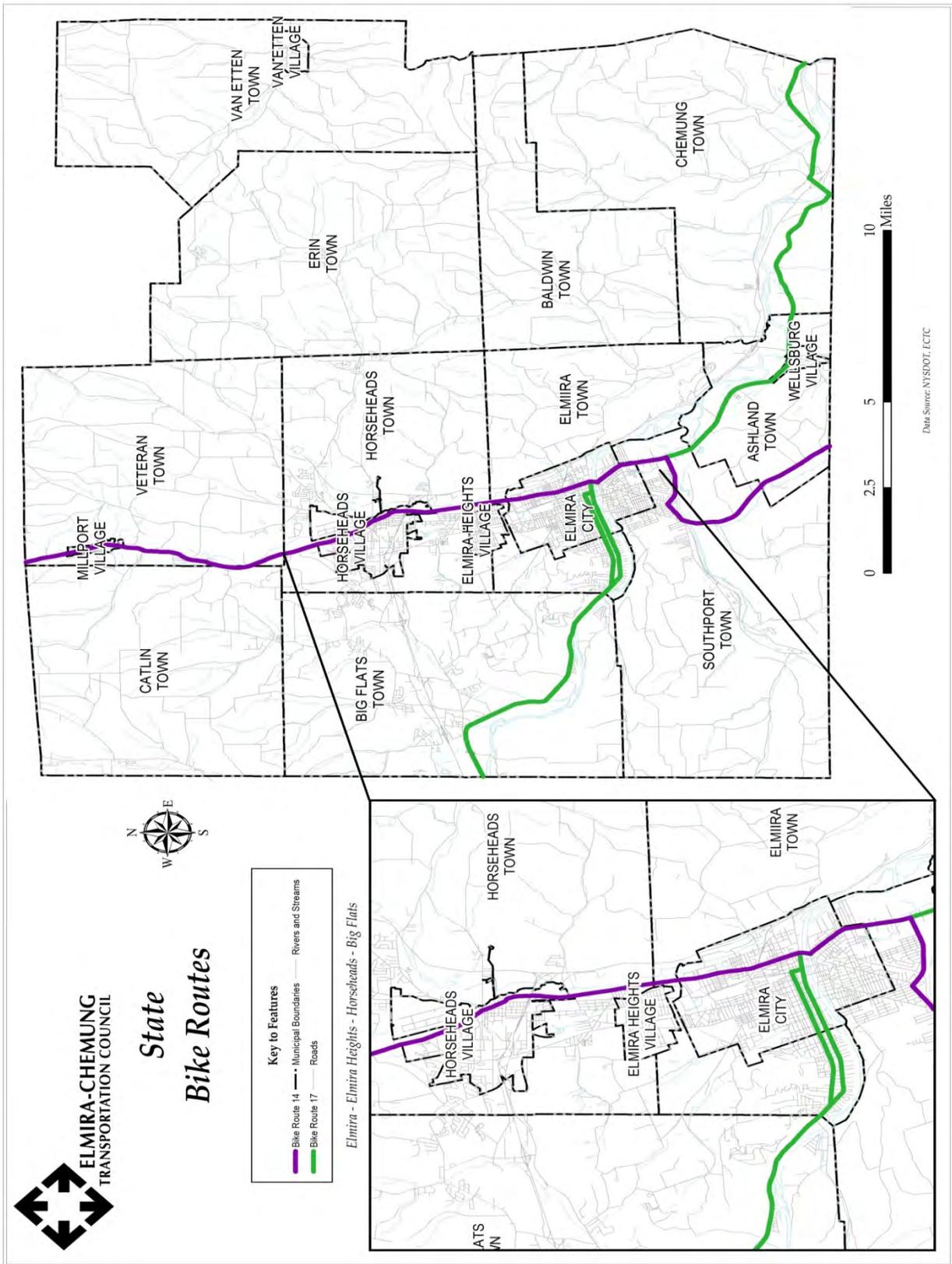


Figure 1: State Bike Routes in Chemung County

A traffic control issue that can have a negative effect on cyclists is the use of actuated traffic signals. Actuation is often used for side streets and turn lanes, and sometimes for all lanes. The typical loop detector cannot detect a bicycle. If there are no cars present, the cyclist will not receive a green light. Special loop detectors have been developed that are sensitive enough to detect the small mass of a bicycle. These loop detectors have been installed at intersections along East Church Street. They are accompanied by a pavement marking that shows the cyclist where to stand to be detected.

Secure bicycle parking is important to cyclists; they may choose not to make trips to locations where they cannot leave their bicycle in a safe place. There are bicycle racks located throughout the City of Elmira that provide bicycle storage near transit facilities, in public parks, and at other points of interest in the municipality.

The Chemung County transit system (C TRAN) has had a policy of providing bicycle racks on all new buses purchased since 2010. Currently 19 buses of the 30 bus fleet have bicycle racks. These 19 buses represent the vast majority of the buses that are used in fixed route service. The racks can accommodate two bicycles and make longer trips more attractive to cyclists when they can easily use the bus for part of their journey.

## TRAILS

There are two long multi-use trails in Chemung County: the Catharine Valley Trail and the Lackawanna Rail Trail. These two trails are complete enough to be useful trails but they have not been fully completed within their original scope. There are additional sections that have been planned or are ready for construction. The Catharine Valley Trail is owned by New York State Office of Parks, Recreation, and Historic Preservation (State Parks), except for a section on the northern end which connects the trail to Seneca Lake Harbor. State Parks prepared a revised trail plan that takes the trail from Watkins Glen in Schuyler County to Millport in Chemung County and then to Mark Twain State Park/Huck Finn Road at “the Domes”. There is reconstruction work to be done to repair a washed out area between Smith Road and Clair Street in Pine Valley. A trailhead at Huck Finn Road is also planned. The original master plan for the trail was to take the trail further south from Huck Finn Road to the destination of Hanover Square in the Village of Horseheads.

The Lackawanna Rail Trail (LRT) trail surface, from Eldridge Park to Water Street, was completed in 2012. Additional work on the landscape bordering the trail has been undertaken by the City of Elmira. Other improvements to the trail have been performed by the City. A group of LRT advocates from non-profit organizations, to business, and interested citizens has been formed by the City to help plan, implement, and fund some additional improvements. As will be described in more detail later, a project to complete a LRT small section over the Erie Railroad

Bridge south of Water Street is under construction, and funding is in place to build a new five-mile section from that bridge to Chemung County Route 8 in Lowman.

There are several shorter multi-use trails and walking routes that are complete and in use:

- Town of Chemung White Wagon Park and 1.2 mile Junction Canal Towpath Trail: The Town of Chemung was able to complete this park and trail along the south side of the Chemung River, with funding from Casella Solid Waste, CVS, and two New York State Senators.
- Sperr Memorial Park, with a half mile trail in the Town of Big Flats is a community park built in memory of a State Police officer slain in the line of duty.
- Village of Horseheads “linear park” is a trail paralleling I-86 and an asset for the Village of Horseheads.
- Downtown Elmira “blue and red footprint” one-mile walking routes.
- Other walking routes and trails, such as the gems in Tanglewood Nature Center.

The locations of many of these and other trails and walking routes are shown on Figure 2.

There is one effort that is in the early planning stage. The Town of Southport’s Comprehensive Plan that was adopted in 2014 includes:

- A goal to increase the sidewalks around the town center and schools.
- A goal to encourage the development of walkable, connected neighborhoods
- One of the results of the Community Survey that was part of the plan effort was that 75% of respondents “perceived a need for additional bicycle and pedestrian trails”.

Southport is currently considering some proposals to achieve these goals.

Through public feedback it is clear that the current trails are not well known in the community. There have been efforts made to make them known. There have been newsletters and brochures distributed by the Friends of the Catharine Valley Trail to market that trail. A brochure was created and distributed for the Lackawanna Rail Trail.



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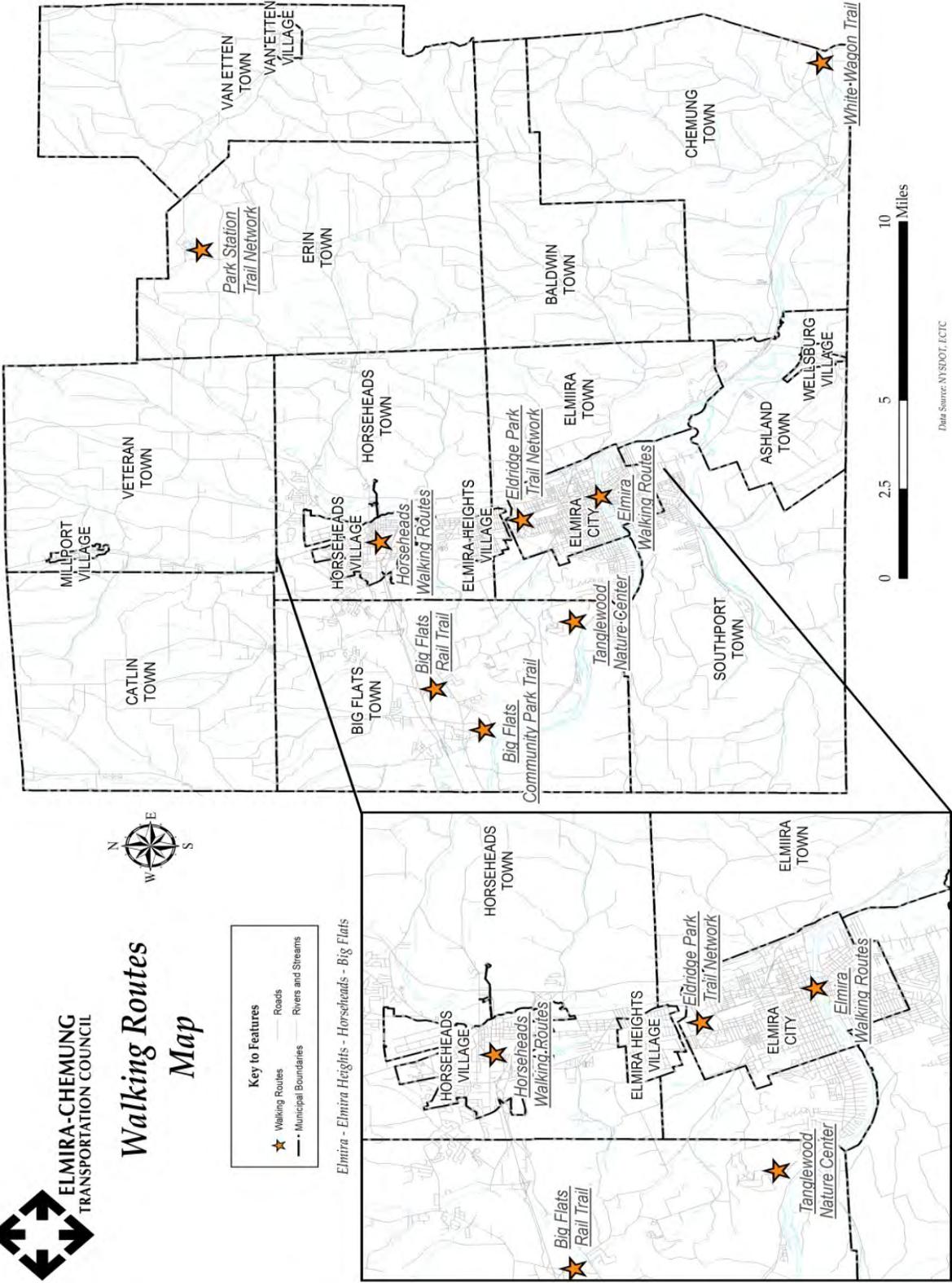
# Walking Routes Map



**Key to Features**

- ★ Walking Routes
- Roads
- Rivers and Streams
- - - Municipal Boundaries

Elmira - Elmira Heights - Horseheads - Big Flats



## NEEDS

Preparing a bicycle and pedestrian plan creates an opportunity to address the interrelations of transportation with multiple disciplines and quality of life issues. Transportation decisions have a significant impact on improving public health, making land use decisions to support community goals, enabling economic development, and meeting the needs of the entire population, including the growing aging population. It is important to understand the need to develop and maintain partnerships, working together with agencies, organizations, and individuals of multiple disciplines to enable the accomplishment of each other's complementary goals and objectives. As an example, the various partners working together are responsible for achieving the underlying accomplishments since the last Long Range Plan in 2009.

Furthermore, there is a need for a culture change in which walking is recognized as a viable mode of transportation, the rights and responsibilities of pedestrians are recognized, and providing pedestrian facilities is seen as important to the construction of transportation facilities and maintaining them in a state of good repair.

Infrastructure improvements to the transportation system to safely accommodate pedestrians by including elements such as sidewalks, high visibility crosswalks, and the latest pedestrian crossing signal technology must also be combined with education, encouragement, enforcement, and evaluation efforts to accomplish the culture change.

The next step in the planning process is to develop a menu of needs. These needs are categorized in a similar fashion to the LRP goal statements and address connectivity to enhance mobility, accessibility, and safety of all modes and diverse users. In this way, it is clear that pedestrian safety will be addressed differently than automobile safety, and accessibility for transit users and cyclists will be based on different criteria.

The need for safety education on how to safely walk to your destination and how and where to bicycle safely is a priority, based upon the crash data. The needs of this plan are based on the following:

- Safety for all users;
- Analysis of the gaps between current conditions and future use\need;
- Absent survey data, anecdotal evidence to lead to surveying and studies; and
- Meeting ECTC's goals and objectives stated above.

The enumeration of needs is not initially constrained by financial resources; that will occur when proposed projects, actions, and strategies are devised to meet the needs. There is not currently enough Federal funding to meet all transportation needs over the next 20 years. However, it is not known how many of the identified pedestrian and bicycling needs can be met as part of Federally-funded highway and bridge projects and how much local and other grant funding will

be available. The objectives of this Plan will help establish priorities that identify the most pressing needs and further planning and study will be needed to refine the recommended actions into viable projects.

## **SAFETY**

Safety is considered the highest priority of the ECTC because of the human cost that results from crashes and related incidents. Safety extends across all modes of travel. Roadway safety is of concern because of the consequences of crashes in terms of fatalities and serious injuries to motorists, cyclists, and pedestrians. Pedestrians and cyclists are the most vulnerable in crashes because they can be injured at relatively low vehicle speeds.

A crash analysis for bicycles and pedestrians was conducted to help understand how the transportation network affects safety conditions. The most recent crashes involving bicycles and pedestrians were obtained from the SafeNY crash data<sup>1</sup> repository for years 2009 through 2013 in Chemung County. SafeNY is a web-based tool and is comprised of statewide motor vehicle crash data summaries. Because comparing crash data by individual years may distort analysis results, five years of data was analyzed to account for anomalies caused by outside influence such as construction projects and differences in weather conditions. The critical analysis factors identified from SafeNY are:

- Number of Crashes;
- Crash Type; and
- Crash Location.

The crash data collected and generated through this assessment was combined to identify and determine any trends in bicycles and pedestrian accidents involving motor vehicles. The crash data obtained from the SafeNY revealed that 145 crashes were recorded involving bicyclists within Chemung County over the five-year period from 2009 to 2013. The crash data also revealed that 164 crashes were recorded involving pedestrians within Chemung County over the same five-year period. Figures 3 and 4 identify the locations of each recorded crash involving a bicycle and pedestrian over the five-year period. Tables 1 and 2 summarize the data by year and crash type.

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<sup>1</sup> SafeNY ([www.safenyny.gov](http://www.safenyny.gov)) is a program of the Governor's Traffic Safety Committee. SafeNY data source, which has ALIS data as its base, was used here, but ECTC staff use ALIS directly as noted above

**Table 1: Crashes Involving Bicycles**

<b>Chemung County: Bicycle Crashes 2009-2013</b>									
Year	# of Crashes	# Intersection Related	Percentage	# of Injuries	Percentage	# of Serious Injuries*	Percentage	# of Fatalities	Percentage
2009	30	15	50%	22	73%	7	23%	1	3%
2010	30	22	73%	25	83%	6	20%	0	0%
2011	27	19	70%	20	74%	1	4%	2	7%
2012	38	26	68%	29	76%	3	8%	0	0%
2013	20	13	65%	19	95%	0	0%	0	0%
<b>5 year average</b>	<b>29</b>	<b>19</b>	<b>65%</b>	<b>23</b>	<b>80%</b>	<b>3</b>	<b>11%</b>	<b>1</b>	<b>2%</b>

\*note: Severe injuries include skull fracture, internal injuries, broken or distorted limbs, unconsciousness, severe laceration, and unable to leave the scene without assistance.

**Table 2: Crashes Involving Pedestrians**

<b>Chemung County: Pedestrian Crashes 2009-2013</b>									
Year	# of Crashes	# Intersection Related	Percentage	# of Injuries	Percentage	# of Serious Injuries*	Percentage	# of Fatalities	Percentage
2009	30	13	43%	26	87%	4	13%	0	0%
2010	31	17	55%	22	71%	5	16%	3	10%
2011	36	22	61%	26	72%	4	11%	1	3%
2012	39	19	49%	31	79%	8	21%	0	0%
2013	28	19	68%	22	79%	3	11%	0	0%
<b>5 year average</b>	<b>33</b>	<b>18</b>	<b>55%</b>	<b>25</b>	<b>78%</b>	<b>5</b>	<b>14%</b>	<b>1</b>	<b>3%</b>

\*note: Severe injuries include skull fracture, internal injuries, broken or distorted limbs, unconsciousness, severe laceration, and unable to leave the scene without assistance.

2009 - 2013 Vehicle/Pedestrian Crash Location Map

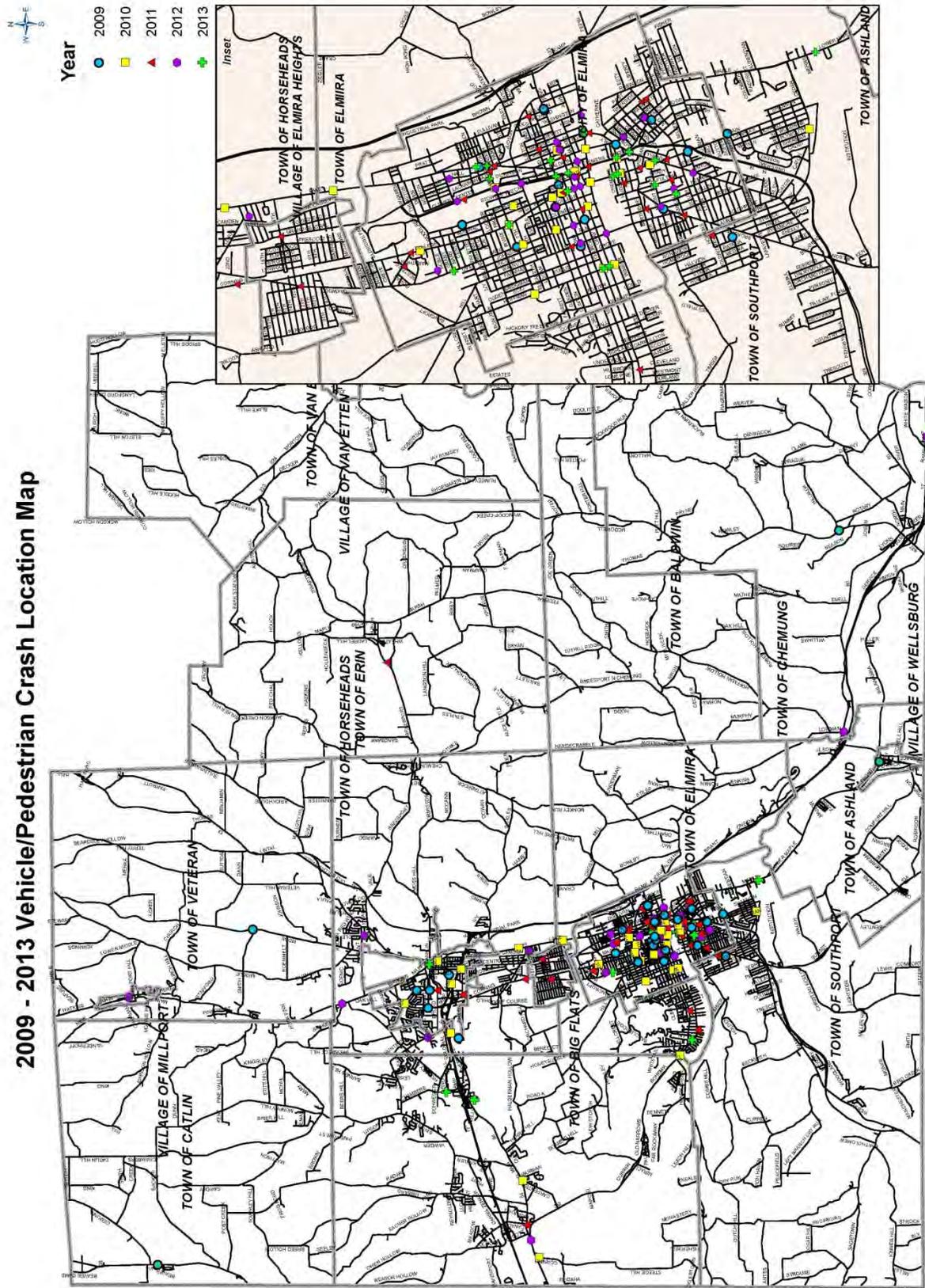


Figure 3 Pedestrian Crash Locations 2009-2013

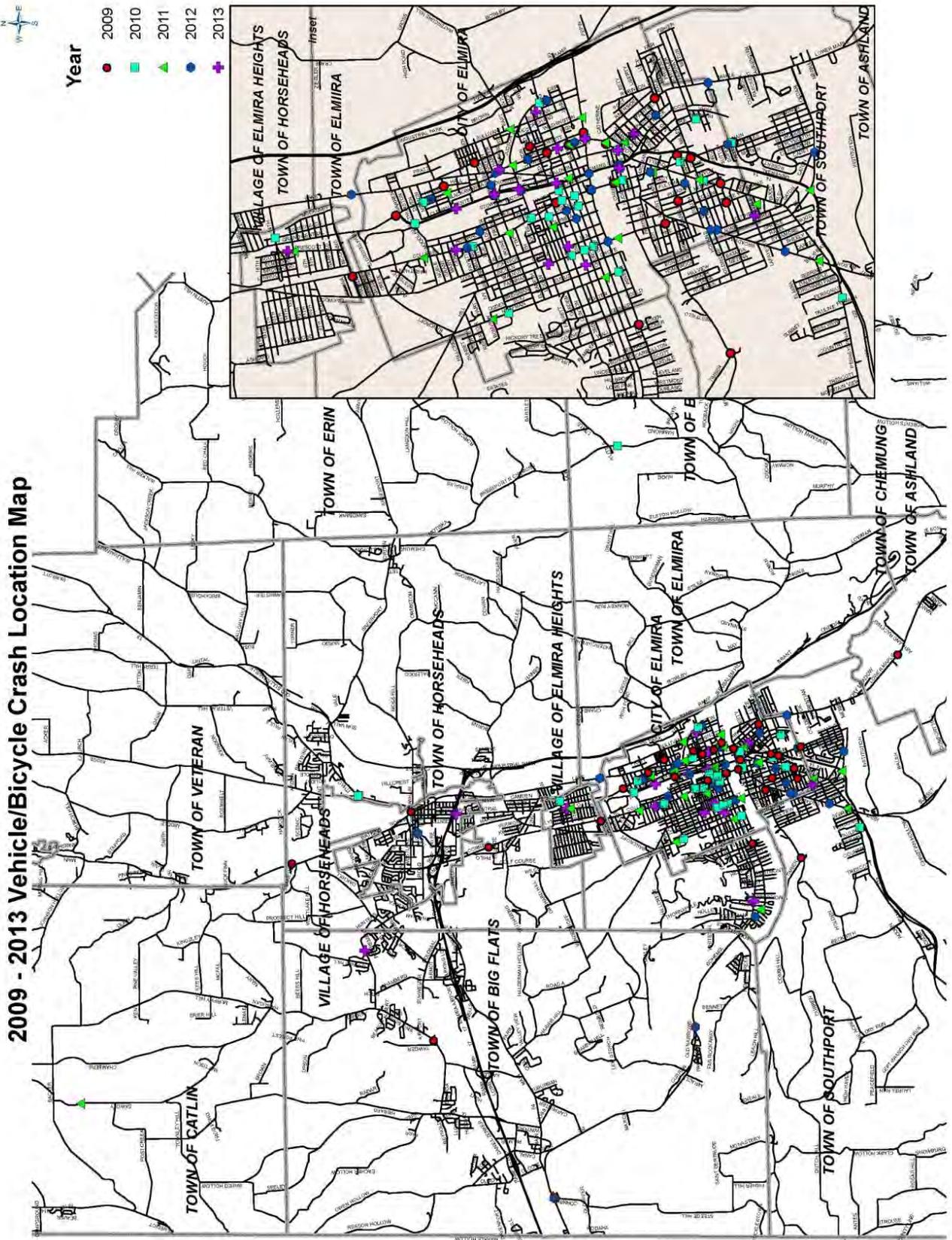


Figure 4 Bicycle Crash Locations 2009-2013

The causes of crashes in Chemung County result from a combination of many factors including driver behavior, traffic density, weather and light conditions, and roadway geometry. Approximately 80 percent of all crashes involving bicyclists and pedestrians resulted in injuries, with 10 to 20 percent resulting in serious injury. Over the five-year period, three (3) bicycle fatalities and four (4) pedestrian fatalities were reported.

The analysis results do not suggest specific locations or intersections that need additional safety measures. There is not a location where the number and seriousness of crash information demonstrates a need for specific engineering improvements. However, based upon the number of fatalities and serious injuries for pedestrians and bicyclists for the population of the County, additional public safety education appears warranted.

It is important to continue to protect pedestrians and cyclists by providing both proper infrastructure, like pedestrian countdown signals and crosswalks, improved accessibility and connectivity, and continued public education and awareness.

## **PEDESTRIAN ACCOMMODATIONS**

Sidewalks are an important part of transportation system infrastructure often overlooked. Sidewalks provide a safe place for people to walk. When sidewalks are not present, pedestrians must walk in the street and compete with vehicles. ADA imposes requirements on public rights-of-way to facilitate the safe travel of individuals with mobility or visual impairments. As noted earlier, the City of Elmira has updated its ADA compliance at intersections in the Elmira Central Business District on Church and Water Streets with its recent street projects. There remain needs in the vicinity of schools, health care facilities, transit routes (including pads at bus stops to accommodate deployment of wheelchair ramps or lifts), and other major pedestrian generators.

To set a base level of need for pedestrians of all abilities to walk safely in an area, there must be sidewalks. In meeting the objective needs of pedestrians, sidewalks should:

- Provide access to desired locations, including businesses, schools, parks, and cultural facilities;
- Be of adequate width, and in an acceptable state of repair; and
- Meet the requirements of the Americans with Disabilities Act (ADA) for accessible public facilities.

Sidewalk maintenance and clearing are typically the responsibility of the property owner.

As public health partners are encouraging more physical activity for both children and adults, safe places to walk become more important. Safe Routes to School programs encourage families to have their children walk to school. In order to do so, there must be sidewalks present in a predefined radius around all schools, as well as crosswalks at intersections.

Transit is always a multimodal trip, as people must walk to and from bus stops from their trip origin and destination. While most of C TRAN riders are captive, meaning that transit may be their only trip choice, there are also choice riders. In either case, people should not be expected to walk in the street to catch a bus. There should be sidewalks within one-quarter mile of bus routes to ensure the safety of transit users.

It is also important that there be sidewalks and crosswalks in the vicinity of other major pedestrian generators, including retail districts, healthcare facilities, and parks and cultural resources. The City of Elmira has a decent network of sidewalks in its downtown district. The City has an outstanding local park system that supports neighborhood quality of life. Providing safe access for families and children is a necessary component of park utilization. Pedestrian and bicycle access and safety have been improved at three parks in the City through the Arnot Hospital's Creating Healthy Places Grant. Cautionary "park" signs and suggested speed limit signs, new crosswalks painted, and some sidewalk intersection improvements were completed. Bicycle racks were installed. There are many other City parks where there were not sufficient funds to make these improvements.

The Downtown Walking Routes in the City of Elmira should be refurbished. The Horseheads Village Walking Routes need to be marked and marketed. The need for any additional walking routes should be decided by the municipality

## **BICYCLE ACCOMMODATIONS**

The infrastructure to support bicycle transportation that meets residents' basic needs for work, shopping, medical appointments, and other important trip purposes is limited. It is also not clear what the best path is from residential areas to the "need" destinations.

There are two NYS Bike Routes that travel the whole length of the County; one north-south and the other east-west. New York State Bike Routes 14 and 17 run through the community and provide some accessibility for long-distance recreational travelers.

There are not any designated local bicycle routes in Chemung County. Local bicycle routes can serve the purpose of directing cyclists to streets that are deemed safe and convenient. Like auto drivers, cyclists travel from many origins to many destinations. They may not be able to complete their entire trip on designated local bicycle routes, but they can select them for appropriate segments. Streets that are selected as bicycle routes should have adequate width and geometry to safely accommodate cyclists. Signing would be deployed, and striping of bicycle lanes considered.

When considering what are the bicycle infrastructure needs in the county, there is limited treatment beyond shoulder striping. On-road bicycle facilities may include a number of treatments, including:

- Striped bike lanes;
- Shared lane signs and pavement markings (“sharrow”);
- Wide shoulders on roads without curbs; and
- Wide curb lanes on urban streets.

## **TRAILS**

The current trails are a good start; however, there needs to be a trail network to be a more effective transportation resource. Longer trails, with more public destinations, make for a better quality of life for the community and a better tourist attraction. Trail improvements are needed: increased access from the sidewalk and road network, benches, bike share stations, and information kiosks with current trail information.

## **RECOMMENDATIONS**

The following are recommendations to meet the goals and objectives of this Plan considering the desires of the community, the existing conditions, and the needs identified in the areas of overall safety, pedestrian, bicycle and trail transportation.

### **PARTNERSHIPS AND COLLABORATION**

In order to achieve the recommendations detailed here it will be important to maintain and extend the existing partnerships among the various municipalities, organizations, the health community, businesses, and citizens and collaborate with new partners. The Chemung, Schuyler, and Steuben Bicycle Advisory Council and Pedestrian Advisory Council (BACPAC), chaired by ECTC, will need to continue to be an effective group to set regional and Chemung County-specific goals and to work with the members to achieve them. BACPAC has the important roles of supporting bicycle and pedestrian policies and projects in all three counties and as a place to share what is happening among all three counties' members. The partnership groups are listed in Appendix 1.

### **SAFETY EDUCATION PROGRAM**

ECTC will develop a safety education program to provide the community with the information to make their walking and bicycling safer and more enjoyable on the streets and roads in the County. The ECTC staff, and in some cases their partners, will use training, brief presentations at schools, health care groups, and seniors groups to deliver the safety messages. The program could include the use of Public Service Announcements, visual displays, and marketing giveaways. The program will also include more technical presentations of bicycle and pedestrian crash data to groups such as the Chemung County Traffic Safety Board. This will be a multi-year effort. The need to continue or change safety message will be evaluated near the end of the 2015-2019 period. The plans for safety education for the subsequent five years (2020-2024) will be developed then.

### **FUNDING PRIORITIZATION**

There is not enough Federal transportation funding available to the areas in Chemung County through ECTC to complete any major stand-alone Complete Streets projects. However, it is recommended whenever feasible that Complete Street elements be included in Federally-funded street or road resurfacing and rehabilitation projects. These may include improved and repaired sidewalks, improved ADA-accessible intersection ramps, curb extensions or “bulb outs”, needed crosswalks, bike lanes, and other bicycle accommodations. To the extent that street projects are 100% locally funded, such accommodations should also be seriously considered where there is demonstrated pedestrian and bicycle use at nearby destinations.

To this point, funding from the FHWA Transportation Alternative Program (TAP), and its predecessor the Transportation Enhancement Program, has been primarily used to fund trail construction. The Recreation Trails program, which is now part of TAP, has been used only once, for the bridge improvement project part of the Lackawanna Rail Trail. It is recommended that ECTC encourage municipalities to set a balanced priority between sidewalk and bicycle capital projects and trail projects when applying for TAP funds. ECTC should encourage the use of TAP/Recreational Trails program funds for trail development.

## **PEDESTRIAN AND BICYCLE**

In terms of recommendations these two modes are combined in large part because the improvements will involve the same streets. While the crash data will be reported separately, it comes from the same source, and the Federally-mandated performance measures are likely to be the same: fatalities and serious injuries caused by crashes.

The recommendations are divided into those recommended to be undertaken and completed in the first five years, and those recommended for the next fifteen years thereafter.

### **2015-2019 Recommendations**

The 2009-2014 crash data collected by ECTC will be used as the base data to compare future data for trends. The bicycle and pedestrian data will be part of the overall ECTC vehicle crash data collection effort, but separate bicycle and pedestrian data sets and summaries for crashes involving total crashes, serious injury crashes, and number of fatalities will be prepared and used as appropriate. It is expected that the number of significant crashes will continue to remain low. The data collection approach will be refined, as needed, as it is collected and reported upon for the 2015-2019 period. If there are crash trends at specific intersections or types of intersections, remedial actions will be recommended. The efforts here will be further refined as the Federal regulations concerning safety performance measures and reporting are finalized.

ECTC will attempt to collect pedestrian and bicycle usage data in the City of Elmira to determine the level of use and location. ECTC will encourage the City of Elmira to complete a sidewalk inventory that includes location, condition, width, and ownership. This is envisioned as a GIS based data repository. To the extent that ECTC planning funds are available it will assist the City in its efforts, especially in major transportation corridors for these two modes. ECTC will encourage and support any efforts by the City of Elmira to develop a sidewalk improvement program. The combination of pedestrian usage data and the inventory should help direct program priorities. The bicycle use data may be used to justify the improvement of bicycle access in the more heavily used corridors. The City recently received a grant to develop their Comprehensive Plan. ECTC will provide technical assistance and support to the City for the pedestrian, bicycle

use, zoning, and Complete Streets supportive policies as part of its Comprehensive Plan development.

ECTC will support efforts by the Town of Southport to implement a Complete Streets policy and to implement specific projects which improve the infrastructure to be safer pedestrians and bicyclists, resulting in greater usage. The Town is currently studying corridors such as Cedar Street and Pennsylvania Avenue in considering improving bicycle and pedestrian access and use. Note that, there are no 2020-2035 recommendations for Southport due to fact that the Town is in its early planning stage.

ECTC will study the feasibility of making road improvements to create a safer north-south bicycle corridor on the west side of Elmira, through Elmira Heights, to Horseheads. ECTC will use a low cost consultant study. Until the study is performed it is not clear if such a corridor is feasible and cost effective.

ECTC and Chemung County Planning staff will develop a Complete Streets education module for presentation to local city, town, and village elected officials, highway superintendents, and planning boards. Similar, but briefer, Complete Streets concepts and draft policies will be presented to individual municipal and public groups as appropriate to encourage the enactment of municipal Complete Streets policies.

ECTC will continue to chair the BACPAC with a focus on using the varied membership to support and report on the bicycle, pedestrian, and trail efforts in Chemung County. ECTC will attempt to specifically involve more partners to support increased and safer walking in the County. ECTC will continue to support its health community partners in their efforts to increase walking to improve health as it leads to walking as a transportation mode. ECTC will encourage input from BACPAC members to help define corridors that would be used by local bicyclists for transportation to destinations that would take only minor improvements and signage to become designated local bicycle routes. These will be similar to State Bike Routes, but selected more for local travel. If the development effort progresses to approval, then one or more local bicycle routes could be designated and signed.

ECTC will continue to be active in activities related to Creating Healthy Places in the grant's final year. ECTC will be an active partner, if a grant is received, in the new State Department of Health "Creating Healthy Schools and Communities" grant program. ECTC would be active in the part that is aimed at the Elmira School District and its surrounding community.

ECTC will continue to support the Chemung County Department of Aging and Long Term Care's Age Friendly Communities efforts and other efforts including new initiatives to encourage walking and bicycling and that can help improve the infrastructure for these modes.

## **2020-2035 Recommendations**

The recommendations that can be defined for these later years in the Long Range Plan period are extensions of the efforts and accomplishments that are detailed for the first five years. However, it will be important to adopt the planned efforts as things will undoubtedly change in the next five years. Some recommendations described previously may not be feasible or productive to pursue, and new opportunities will replace those that fall by the wayside.

Pedestrian and bicycle crash data will continue to be collected, summarized, and reported on a moving five-year average. How that is shared with the community will depend on the number, severity, and cause of the crashes. Use of the crash data as a basis for recommended improvements will continue. The Safety Education Program will be continued, revised, or scaled back depending upon the number of crashes and the need for continuing education efforts to reduce crashes.

Updating existing sidewalk inventories, and if appropriate expanding those efforts to other villages and hamlets in the County, will be performed. The ultimate intent of the continuing program will be to create a network of sidewalks in these areas suitable for transportation use. The inventory would take place first, followed by planning for improved network conditions and completion of these sidewalk construction improvements.

The 20-year recommendation for Complete Streets policy implementation is for ECTC staff to provide assistance to any municipality that expresses interest in implementing such a policy. While the term for improving safety and access for all modes may change from Complete Streets, the intent will remain viable. One of the long term goals is the development of pedestrian and bicycle friendly corridors in the County, to the point of considering developing an exclusive use boulevard or two.

ECTC will continue to chair BACPAC with a focus on using the varied membership to support and report on the bicycle, pedestrian, and trail efforts in Chemung County. ECTC will adapt its efforts to account for changes in interested agencies, non-profit organizations, and the public. ECTC anticipates that Federal transportation programs and other grant opportunities will likely change in the next 20 years. ECTC is committed to tracking all bicycle and pedestrian funding opportunities and to pursue available funding to meet these identified priorities. ECTC will continue to take a lead in the safer, better, larger pedestrian and bicycle transportation efforts.

## **TRAIL RECOMMENDATIONS**

The community has expressed its desire to create a connected network of trails throughout Chemung County for recreation and transportation purposes. The plan presented here is to create

a north-south trail that leads from Seneca Lake Harbor to Eldridge Park and continue on through Elmira to Lowman, Chemung, and on to the edge of Waverly in Tioga County. There are core trail segments, such as the Lackawanna Rail Trail Riverview Section, that are not yet in place, but will be under construction in 2015-16. A west-east trail is envisioned from western Chemung County at Botcher's Landing to West Elmira, then using Water Street to connect to the Lackawanna Rail Trail at its trail head on East Water Street. Achieving the completed network will not be easy or accomplished quickly. The following is a recommended approach for such a connected network. It is presented here for the first time. The focus is on developing new connecting segments in a way that would make them quicker to implement. The existing completed trails and the recommended new trail segments are show on Figure 5.

The "plan" presented here is not a firm studied analysis and detailed design plan. Rather it is one alternative to trail alignment for each trail section. The chosen alignment shows the greatest promise for full completion. Documenting this trail plan is intended to move the process to a more specific discussion of how each section can be completed into a desirable network. There are other trails that have been considered in the past or come up in regional discussion. An example of such trails are the ones detailed in the 2008 river plan (Chemung River Trail – River Trail Assessment & Master Plan, January 2008, Haas Landscape Architects) for the south side of the Chemung River in the heart of Elmira, progressing east to Dunn Field and then to Bradley Farms. However, the network described here is recommended for completion because it uses existing completed trails as bases to complete north-south and west-east corridor routes through the County.

In addition to the creation of the network are two additional recommendations. There should be a continuous marketing effort to make sure residents and visitors know about the trails (in detail). This will be a significant effort. Local groups and agencies can be a part of these efforts. The second recommendation is to implement increased access from the sidewalk and road network to the trails (in selected locations that the public will use and can use safely), benches, bike share stations, and information kiosks with current trail information.

## **2015-2019 Recommendations**

### **Catharine Valley Trail**

The State Department of Parks, Recreation and Historic Preservation should complete the trail to Huck Finn Road at "the Domes". The trail from Seneca Lake Harbor to the Mark Twain State Park is nearly complete. The items left to complete are reconstruction of the trail section near Clair Street in Pine Valley that was washed out by flooding in 2013 and constructing a trail head at Huck Finn Road. The Friends of the Catharine Valley Trail should continue to support the use, maintenance, and development of the trail.

### **Additional Catharine Valley Trail Segments to Eldridge Park-Lackawanna Rail Trail**

The general description of these trail segments is:

- The first segment would use State Route 14 from Huck Finn Road to Westinghouse Road;
- The second segment would use County Route 67\Watkins Road in the Village of Horseheads (building sidewalks on the west side of the road) into Hanover Square;
- The third segment would use Main Street to I-86;
- The fourth segment would use the service road south of I-86 to “the old Agway”;
- The last, long segment would use existing right of way to take it to the north end of Eldridge Park.

The first segment recommended for completion is the one from Huck Finn Road to Westinghouse Road using State Route 14, which is also NYS Bike Route 14. Because it is a State bike route, the shoulders are assumed to be wide enough to support safe bicycle use as a trail. A pedestrian trail would be created on the west side of State Route 14.

The next segment is to study what is needed to complete the pedestrian part of the trail from Westinghouse Road to Hanover Square. The bicycle portion is again almost completed by the fact that this segment is part of NYS Bike Route 14. The pedestrian part of the trail could be accomplished by installing sidewalk on the west side of the road.

The third new segment is from Hanover Square to I-86 using Main Street. This segment too is part of NYS Bike Route 14. There is existing sidewalk that could accommodate pedestrian use. Approval by the Village of Horseheads and signage are what is needed to complete this segment. However, it would preferably be constructed after the first two segments are completed so that there is a viable completed trail.

The fourth new segment is from I-86 to Eldridge Park. The path of the trail would be to cross under I-86, use the “local service road” (see map) south of I-86 proceeding west to approximately the “old Agway” location, and then head south on railroad right of way for approximately two miles until you reach the north end of Eldridge Park. Existing roads and paths in Eldridge Park could be used to get the trail to the north end of the Lackawanna Rail Trail. The first step for this trail segment would be to study what the access is, how it is available for a trail, and providing cost estimates. It is not clear at this time if ECTC will have enough planning funds to support this proposed study.

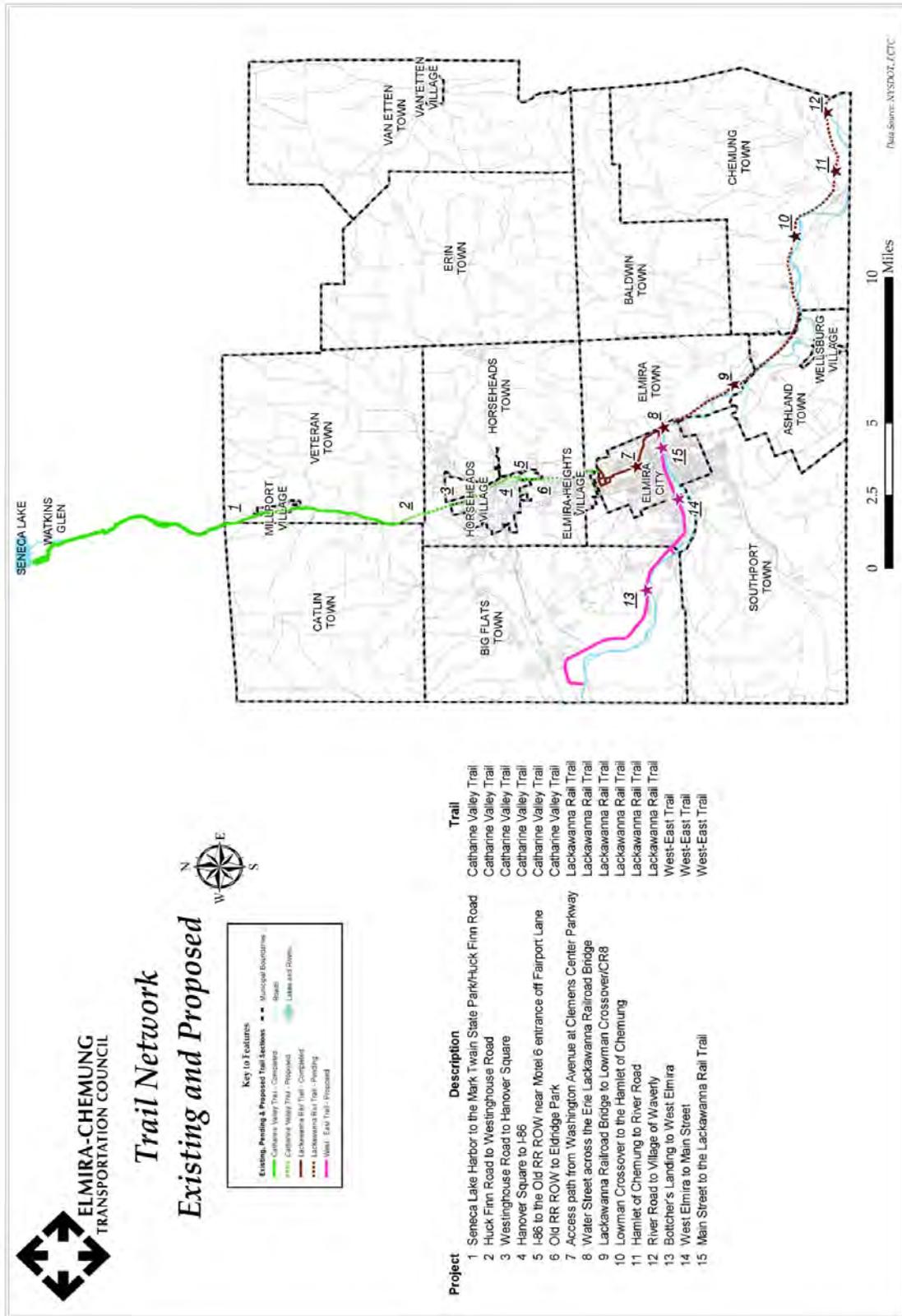


Figure 5: Trail Network Existing and Proposed

## **Lackawanna Rail Trail**

The first Lackawanna Rail Trail section from Eldridge Park to Water Street has a completed paved trail. The next two segments are expected to be completed in a timely fashion because funding has been secured. The short section from the end of the first segment across the Erie Lackawanna Railroad Bridge, using State Parks and Recreation administered FHWA Recreational Trails' funding, is scheduled for completion by mid-2015. The second section from near the Erie Bridge to County Route 8 in Lowman uses the utility corridor parallel to Interstate 86. It is known as the Lackawanna Rail Trail Riverview Section. There are two FHWA grants that have been awarded from the Transportation Enhancement Program and its successor the Transportation Alternatives Program, and design is proceeding. The expected completion date for this section is the end of the 2016 construction season.

Completion of the Bridge and Riverview sections is the obvious highest priority recommendation. There are additional improvements that are being considered for the original trail, such as improved access to the trail from local streets where the trail is higher than the street level. For example an access path from Washington Avenue at Clemens Center Parkway, to the trail would be an improvement. The City of Elmira and Chemung County should continue meeting with the group of agencies, private non-profit groups, businesses, and interested citizens that currently meet and plan amenities to improve the trail experience with signage, trail mile makers, bike share sheds, etc.

The next section of the trail recommended for consideration is from the Lowman end of the trail to the hamlet of Chemung, using Chemung County Route 60. This trail alignment should be studied for feasibility and cost during this period. Because building this trail segment is the first step in completing a contemplated trail extension from Lowman to Waverly, it is critical to any plans to build the full Lackawanna Rail Trail from Eldridge Park to Waverly.

## **West-East Trail**

There are three proposed sections to be completed on this trail: the section from Fitch's Bridge to West Elmira, a section in West Elmira and Main Street in Elmira using Water Street, and a section from Main Street on Water Street to the Lackawanna Rail Trail trailhead at the parking lot. A water level trail is not chosen in this plan assuming it would be more expensive to build and involve more time to complete. That is not to say that Chemung River water level trail segments should not be progressed if feasible.

The West-East Trail from the Lackawanna Rail Trail's Water Street trailhead to Main Street can be built with the completion of any incomplete or sidewalk repair work needed on the south side of Water Street, any minor work needed for striping a bike lane from the Maple Avenue bridge to the Water Street parking lot, and then signing the trail. While the construction of the trail

segment is not an insurmountable task, the following planning considerations must be taken before construction would begin:

- All the municipalities involved must agree that they want the trail and are willing to support its development; and
- There is interest amongst these municipalities in creating a new name and related branding.

The section on Water Street from Main Street to Coleman Avenue in West Elmira could be progressed at the same time as the above section, assuming the planning questions and processes have been completed. This section involves the use of NYS Bike Route 17, located on Water Street for the whole section, and any repair or improvement of the sidewalk on the south side of Water Street.

A study should be undertaken to determine the most feasible way to build a trail segment or segments to\from the boat launch at Botcher's Landing. It is presumed at this point that using the NY State Route 352 segment of NYS Bike Route 17 as the bicycle portion and building a pedestrian path alongside NY State Route 352 would be the most feasible and cost effective trail corridor for this section. Ownership of this section is a potential issue that will need to be resolved.

### **Southport Trails**

ECTC will support efforts by the Town of Southport as they relate to creating transportation and recreational trails in the community and to connect to other trails. ECTC will support specific projects which improve the infrastructure to be safer and more used by pedestrians and bicyclists. Several trail segments on the north side of Seeley Creek are in the preliminary stages of consideration. Note, there are no 2020-2035 recommendations for Southport because they are only in the early planning stages in 2015.

### **2020-2035 Recommendations**

A summary of this period's recommendations is completion of the Catharine Valley Trail from Westinghouse Road to Eldridge Park and Lackawanna Rail Trail completion from Lowman to Waverly.

### **Catharine Valley Trail**

The Westinghouse Road to Hanover Square study recommended for completion in the previous period will guide the completion of this segment. Funding to complete the segment will need to be identified. If the study shows that a sidewalk on the west side of Main Street is feasible, it is logical that the cost and funding to complete this trail segment should be reasonable.

The Catharine Valley Trail segment from Hanover Square to Interstate 86 involves Village approval to use its street and sidewalk as designated Catharine Valley Trail, and then signing the trail segment.

If the study to build the segment from Interstate 86 to Eldridge Park is completed by 2020 then it can be determined if, and how, to proceed – whether to seek funding to build it, use a less costly approach than a paved trail, or to study an alternative trail alignment to reach the Park.

### **Lackawanna Rail Trail**

The study of the trail segment from Lowman to Chemung, using County Route 60, is to be completed in the first five years. Assuming the use of County Route 60 is feasible and not cost, or process, prohibitive, this trail segment should be built. Proceeding east, the next trail segment is from Chemung to Waverly. In the 2020-2025 period the feasibility of building this trail segment should be completed. The initial thoughts are for the trail to the east of Chemung to turn right and take the River Road to Waverly. Based upon the results of that study, the final trail segment will move to finding funding and designing it. If feasible it is assumed the full completion of the Lackawanna Rail Trail can occur by 2035.

**West-East Trail** Based upon the study undertaken in the previous period, it is assumed this section can be built once funding is identified to cover the expense.

## EVALUATION

Measuring the achievement of this Plan’s Goals and Objectives is important. This helps Chemung County, the City of Elmira, and other involved communities measure the Plan’s success. In Table 3 below are the goals and objectives with the performance measures that will be used to track progress in meeting the objectives.

This is ECTC’s first attempt at collecting performance measure data, and it is acknowledged that some data collection may not be achievable. It is the intent of ECTC to collect as much data from existing accessible sources and to work with our partner government agencies over time to be able to collect most, if not all, of the performance measure data.

TABLE 3: GOALS, OBJECTIVES, and PERFORMANCE MEASURES	
PLAN GOAL Plan Objective	Performance Measure
<b>SAFETY AND SECURITY</b>	
1. Maintain number of pedestrian crashes at 2015-2019 levels	a. Annual # Pedestrian fatalities starting in 2015 b. Annual # Pedestrian serious injuries, starting in 2015
2. Maintain number of bicycle at 2015-2019 levels	a. Annual # Bicycle fatalities starting in 2015 b. Annual # Bicycle serious injuries starting in 2015
<b>FUND STATE OF GOOD REPAIR</b>	
1. Inventory sidewalk conditions	# Miles of sidewalk condition inventoried
2. Perform bicycle and pedestrian counts	# Locations of counts
3. Identify high priority bike\ped corridors	# Corridors identified
4. Improve sidewalk condition as part of road projects	# Road projects with sidewalk improvements as part of project and distance in linear feet
5. Improve bicycle infrastructure	# Lane miles of improved bicycle access
6. Complete Streets elements included in road projects	# Projects with Complete Streets elements for pedestrians and bicyclists
<b>PROMOTE CONNECTIVITY</b>	
1. Identify discontinuities in sidewalks, bicycle facilities, and trails	a. As part of ECTC Status Reporting include links newly identified b. % of bus fleet with bike racks
2. Complete links to trail network	Construction of a link identified in this Plan
3. Promoting walking and bicycling through partnerships	# of partnership meetings attended and promotions events held
<b>TRANSPORTATION AND LAND USE INTERGRATION</b>	
1. Identify quality of life transportation improvements in 2016-2020 TIP	# Projects with Complete Streets improvements
2. Provide Complete Streets training	# Complete Streets presentations made
3. Municipalities adopt Complete Streets policies	# Municipalities that adopt Complete Streets policies

Elmira-Chemung  
Bicycle Pedestrian Trail 2035 Plan

Appendix

## **Pedestrian, Bicycle, and Trail Project Accomplishments 2010-2014**

- Spencer-Van Etten Middle School Sidewalk Improvements
- Elmira Neighborhood School Traffic Calming – Infrastructure
- Catharine Valley Trail – Completion from Veteran Post Office To Mark Twain State Park
- Elmira Promenade Pedestrian Facility
- Elmira Church Street Reconstruction Project – sidewalk, crosswalks, other pedestrian items
- Elmira Lackawanna Rail Trail completion Eldridge Park to Water Street
- Town of Chemung Sidewalk Placement Project – funded
- Lackawanna Rail Trail – railroad bridge crossing project – under construction
- Lackawanna Rail Trail – Riverview Section (Chemung River Corridor - Trail Phase I) – funded and designed
- Lackawanna Rail Trail – Riverview Section (Chemung River Corridor - Trail Phase II) -- funded

# Bicycle, Pedestrian and Trail Partners



## Creating Healthy Places to Live, Work and Play

Creating Healthy Places to Live Work and Play (CHP) is a New York State Department of Health initiative to promote healthy lifestyles and prevent obesity and type 2 diabetes. Arnot Ogden Medical Center (CHP Lead Agency) together with approximately 30 other community service providers and local businesses work together to improve parks and increase access to public spaces.



Creating Healthy Places funding purchased exercise stations for the Lackawanna Rail Trail in the City of Elmira.



Creating Healthy Places funding used in the City of Elmira on Lake Street for a new crosswalk and signage for better accessibility to McKinnon Park.



### **Friends of the Chemung River Watershed**

Friends of the Chemung River Watershed is a non-profit organization that partners with municipalities to protect waterways and supports the development of multi-use trails. The City of Elmira owns the Lackawanna Rail Trail. It is maintained by the city and Friends of the Chemung River Watershed.



Friends of the Chemung River Watershed sponsors trail cleaning events on the Lackawanna Rail Trail. Pictured above are volunteers from Kennedy Valve who participated in Earth Day events in 2013 and 2014.



Friends of the Chemung River Watershed in collaborating with Kingsbury's Cyclery offer guided bicycle rides on the Lackawanna Rail Trail in the City of Elmira. The rides are for all ages and feature an easy ride, with lectures on local railroad and trail history along the 2.5 mile corridor.



### **Friends of the Catharine Valley Trail**

Friends of the Catharine Valley Trail (CVT) foster a public, multi-use trail and natural corridor along the abandoned Chemung Canal and railroad system. Friends of the CVT promote trail use by all area residents and visitors through publicity, special events planning and, liaisons with regional tourism agencies, in accordance with guidelines established by New York State Parks.



Friends of the Catharine Valley Trail and Horseheads Youth Bureau clean and clear the CVT on “I Love My Park Day”



Bicycling on the Catharine Valley Trail

## Southern Tier Bicycle League



The Southern Tier Bicycle League (STBL) is a volunteer group whose mission is to promote year-round bicycling in the Southern Tier of New York through education and recreational cycling activities for people of all ages and abilities.

The “Wheels for Meals Ride” is a Southern Tier Bicycle League annual event to promote public awareness and raise money for Meals on Wheels.



The Southern Tier Bicycle League “Free Bike Share” provides bicycles at designated locations in Chemung County to give people an opportunity to sign up (in the shed) and use a bicycle to see the Southern Tier.



The Lackawanna Rail Trail was opened in 2013 in the City of Elmira, New York. The 2.5-mile trail is owned by the City of Elmira and runs between Eldridge Park (at the Clemens Center Parkway) and East Water Street. With many supporting agencies in Chemung County, the City of Elmira created the Lackawanna Rail Trail Committee. The committee makes recommendations to the City of Elmira for trail amenities and improvements.



Walking along the Lackawanna Rail Trail



Lackawanna Rail Trail Fitness Station Kiosk



Bicycling on the Lackawanna Rail Trail

## Chapter 276



AARP Elmira Chapter 276 in conjunction with Creating Healthy Places has conducted community accessibility assessments for community parks, playgrounds and roadways in the City of Elmira. Assessments have been useful in identifying improvements to support bicycle and pedestrian safety.

The partnership has resulted in installing speed reduction signs, high visibility crosswalks and ADA compliant ramps on streets leading to community parks.



Reduce Speed Sign McKinnon Park



Improved Accessibility to Grove Park



Improved Crosswalk and Signage



City of Elmira – Safe Routes to School (Riverside Elementary Roundabouts on Maple Avenue)



City of Elmira - Safe Routes to School (Beecher Elementary Pedestrian Safety Island on Church Street)



City of Elmira – Church Street Rehabilitation Project

## **BICYCLE ADVISORY COMMITTEE AND PEDESTRIAN ADVISORY COMMITTEE**

### **(BACPAC) MEMBERS -- 2014**

AARP Elmira Chapter 276

Big Horn Velo

Chemung County Health Department

Chemung County and Schuyler County Mobility Manager

Creating Healthy Places to Live Work and Play

City of Elmira

Chemung County DPW

CTRAN

Elmira-Chemung Transportation Council

Finger Lakes Trail Conference, Inc.

Friends of the Catharine Valley Trail, Inc.

Friends of the Chemung River Watershed, Inc.

Horseheads Youth Group

New York State Bicycle Coalition

New York State Department of Transportation, Region 6

Schuyler County Planning Department

Southern Tier Bicycle League, Inc.

Southern Tier Central Regional Planning and Development Board

Steuben County Mobility Manager

Steuben County DPW and Planning Department

Town of Southport

Tanglewood Nature Center and Museum

Village of Montour Falls

## 2014 Bicycle/Pedestrian/Trail Survey

The Elmira-Chemung Transportation Council (ECTC) is interested in finding out how frequently people in our region walk, bicycle and use the available trail systems. The information from the surveys collected will be used for future planning purposes and support the ECTC Long Range Transportation Plan to be completed this year.

1. What Town/City/County do you live in?  Chemung County  Schuyler County  Steuben County  
Village of \_\_\_\_\_ Town of \_\_\_\_\_ City of \_\_\_\_\_
2. What is your age?  15 or under  16-24  25-44  45-64  65 and over  
 Male  Female
3. Which of the following have you done in the past year? (Please check all that apply.)  
 walked (other than daily necessity)  jogged  bicycle  mountain bike  scooter (battery operated)
4. Throughout the year how often do you walk to or from work, school, errands, exercise or recreation, during lunch, or social activity?  
 1- time per day or more  1-6 times per week  1-3 times per month  rarely
5. Throughout the year how often do you bicycle to or from work, school, errands, recreation or exercise, during lunch, or social activity?  
 1- time per day or more  1-6 times per week  1-3 times per month  rarely  never
6. When riding a bicycle do you wear a helmet for?  
 all rides  nearly all/most rides  some/not very many rides  never use a helmet
7. What is the purpose of your walking, jogging and bicycle trips and destinations?  
(Please rank 1-5, 1 being the most frequent and 5 being the least frequent.)  
\_\_\_\_\_ recreation and fitness \_\_\_\_\_ shopping \_\_\_\_\_ medical appointments \_\_\_\_\_ social (visits) \_\_\_\_\_ work
8. Where you live do the streets have:  sidewalks  no sidewalks  trail accessibility  road shoulders
9. How do you use the designated multi-use trails in your area? (Please check all that apply.)  
 walking  jog (or running)  bicycle  organized event(s) to or from  work  school  errands
10. Are your existing streets, walking routes, trails and state designated bicycle routes in your area safe and encouraging?  yes  no If no, please explain why and where.
11. Do you support connections to the existing trails in Chemung, Schuyler and Steuben Counties?  yes  no
12. Are you familiar with the "Complete Streets" concept?  yes  no
13. How can we make walking, biking and jogging better in our communities? Please provide comments on the back of this page.

Please return surveys to Scott A. Shaw, Associate Planner I, Elmira-Chemung Transportation Council  
Fax: (607) 737-5512, or email to [sshaw@co.chemung.ny.us](mailto:sshaw@co.chemung.ny.us) Phone: (607) 737-5510.

Elmira-Chemung Transportation Council  
Bicycle/Pedestrian/Trail Plan - Public Comments

Page 8

*Sidewalk Maintenance and Replacement to current ADA standards. This needs a fully funded solution, and clear definition of responsibilities.*

*“NYS Department of Transportation”*

**Response: Sidewalk replacement when part of a capital project will be subject to meeting ADA standards.**

Page 13

*5<sup>th</sup> bullet and page 18 last paragraph second sentence just left me wondering.*

*... gems like Tanglewood” and the page reference “The city of Elmira has a decent network of sidewalks in its downtown district.” In my opinion, it reads more like an editorial column than an official document. “gems” gives me the impression that Tanglewood holds value over other places and “decent” as no reference point and is subjective. Decent compared to what?*

*“Mobility Manager”*

**Response: No response needed.**

Page 19

*Include “bicycle friendly” grates over drainage structures.*

*“NYS Department of Transportation”*

**Response: Bicycle-friendly grates will be considered as part of a roadway reconstruction project.**

Page 21

*Proposed City of Elmira Sidewalk Inventory. Coordinate with NYSDOT on State Routes, As Region 6 has a GIS based ramp/crosswalk/sidewalk inventory database. It would be useful to coordinate this effort using compatible systems.*

*“NYS Department of Transportation”*

**Response: Any such effort will be coordinated with NYSDOT.**

*The plan recommends recording location, condition, width and ownership. Include material type, grade and cross-slope.*

*“NYS Department of Transportation”*

**Response: These factors will be considered when a final sidewalk data set is developed.**

*ECTC will encourage the City of Elmira to complete a sidewalk inventory that includes location, condition, width, and ownership.” Include and inventory of curb ramps and include whether or not they are compliant with current ADA standards. Include sidewalk cross slope.*

*“NYS Department of Transportation”*

**Response: Compliance with ADA standards depends upon the standard at the time the curb ramps were constructed.**

Page 23

*This is a great idea ... An exclusive use corridor.*

*“Mobility Manager”*

**No response needed.**

Page 26

*The text does not read on the map.*

*“NYS Department of Transportation”*

**Response: Maps in the final version of the Plan will be larger (11”x17”) which will make the text readable.**

Page 30

*Table 3: Goals, Objectives, and Performance Measures. Plan goals and objectives, Safety and Security.*

*The stated goal for 1 and 2 is to maintain the number of pedestrian and bicycle crashes at 2015-2019*

*Levels. I found this statement to be contrary to the effort to improve bicycle and pedestrian facilities.*

*The goal should be to REDUCE the number of fatalities and injuries, and create a SAFER ENVIRONMENT*

*For USERS OF MULT-MODAL TRANSPORTATION.*

*“NYS Department of Transportation”*

**Response: The level of number of crashes reported is low enough where the number of crashes is unlikely to be reduced, but with the projected growth in walking and bicycling over the next twenty years, maintaining the current level is a reasonable goal.**

*Interesting crash data, I was left wondering how it compares to counties with similar population density. I’m not sure if the comparable needs to be in the plan, it’s more a curiosity thing.*

*“Mobility Manager”*

**Response: Crash data for other counties is available through SafeNY ([http:// www.safenyny.gov](http://www.safenyny.gov)).**

*There are some great ideas and a good structure for mapping out a very healthy, well planned growth for our community. It would be nice if you would consider a bike or sidewalk along Rt. 14 from West Lenox Ave. (by Big Top ice cream) down to Elmira Heights.*

*“Local Citizen”*

**Response: Elmira-Chemung Transportation Council plans to fund a bicycle corridor feasibility study in 2015-16 that will include that location.**

*It would also be nice to have a Bike path or sidewalk along Rt. 14 from Philo Rd. by BOCES campus red light over the railroad overpass to Horseheads. The stretch of road from Elmira Heights to Horseheads Rt. 14 or commonly known as the Miracle Mile is bad enough to drive on. Have you ever tried to walk or ride a bike on it? There is no sidewalk, bike path or even a decent walking path.*

*“Local Citizen”*

**Response: Elmira-Chemung Transportation Council plans to fund a bicycle corridor feasibility study in 2015-16 that will include that location. Construction of such facilities in that area would be a challenge.**

*It appears the council takes seriously the needs of the disability community.*

*“AIM Independent Living Center”*

*Safe, accessible sidewalks and other transportation links, like the “improved ADA-accessible intersection ramps” and the chirping traffic signals mentioned in the plan, are very important to building a community that promotes inclusion and independent living for people with disabilities. Reducing barriers, not building more, should be a major focus of all infrastructure projects-something your project takes into consideration.*

*“AIM Independent Living Center”*

*Overall, we’re very pleased with the plan. Please keep in mind accessibility features, when possible, should be added to all recreational trails. By making recreational trails accessible, you’re increasing social inclusion for all people.*

*“AIM Independent Living Center”*

**Response to the above 3 comments: The positive comments are appreciated.**

*Chemung County's only growing population is its senior population! Our Chapter supports opportunities for this population to have a healthy lifestyle by providing many venues for safe exercise such as trails, parks, and complete streets. Elmira Chapter276 NY AARP has long supported and advocated for Complete Streets legislation.*

*"Elmira Chapter276 New York AARP"*

**Response: Elmira-Chemung Transportation Council plans to promote and educate the public regarding safety and Complete Streets.**

*Our members feel strongly that this 20 year Plan offers greater opportunities for County residents and visitors to exercise in a safer environment.*

*"Elmira Chapter276 New York AARP"*

**Response: Support for the plan is appreciated.**