

**BMTS Article Digest
August - September 2019**

BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed in the Pedestrian & Bicycle Advisory Committee page of www.bmtsonline.com.

Scott

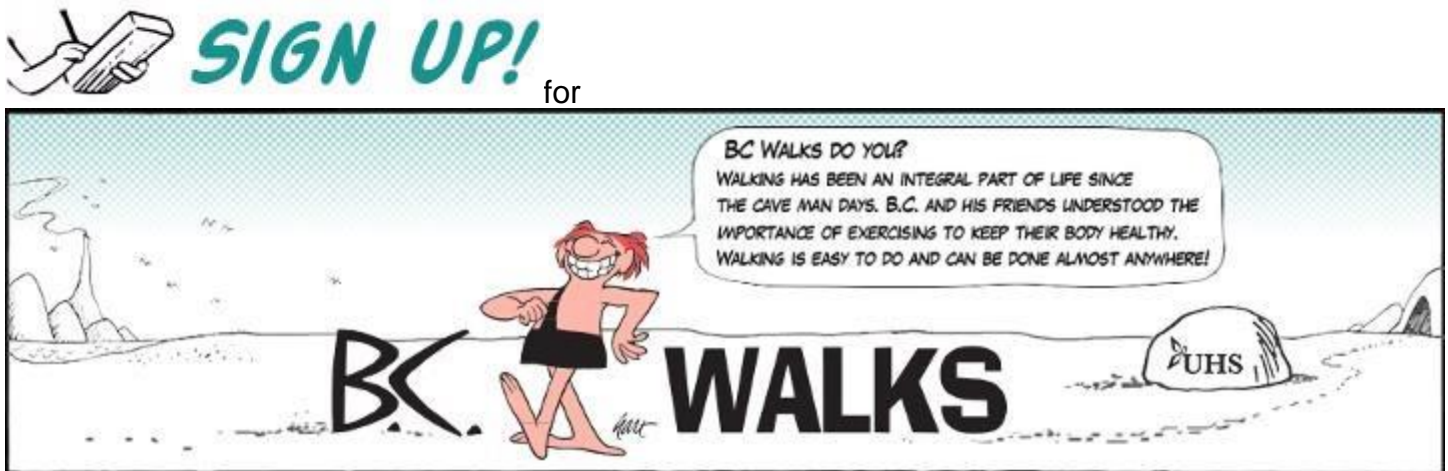


CenterLines

Take a look at the National Center for Bicycling & Walking's newsletter, **CenterLines**. You can also arrange to have it emailed directly to you.

See <http://www.bikewalk.org/newsletter.ph>

CenterLines is the bi-weekly electronic news bulletin of the National Center for Bicycling & Walking. **CenterLines** is our way of quickly delivering news and information you can use to create more walkable and bicycle-friendly communities.



Go to www.BCWalks.com!

Come out and play in Broome County

Go All Out Broome County is your simple guide to hundreds of places and thousands of acres in your own backyard or just down the road. Easily locate hidden gems and local favorites then map your next outdoor adventure in Broome County. Go to www.GoAllOutBroome.com.



Explore more than a dozen state forests, 78 parks or 77 miles of paddle friendly waters. Give our antique carousels a go-round or enjoy a round of golf on courses worthy of professional competition. From challenging trails to hike or bike to riverside strolls or picnics, you can go all out in any way, in every season, in Broome County.

Now you're just a few clicks away from an awesome day.

Are you in? Then go all out in Broome County!

From the Broome County Office for Aging

As we get closer to fall and the goal of creating an Age-Friendly Broome County, here is an interesting tidbit to keep in mind: people from various age groups are interested in walkable, livable communities.



Boomers and **Millennials** have similar preferences for walkable, mixed-use neighborhoods.



Friday, 9 August 2019

After wrecks, Atlanta limits scooter hours

Jeff Martin

ASSOCIATED PRESS

ATLANTA – Atlanta is banning electric scooters during nighttime hours, citing what has been a deadly summer for riders.

The ban comes as cities across the nation struggle to keep riders safe and regulate the companies renting the devices.

In Atlanta, three riders have died since May in crashes that involved a public bus, an SUV and a car. Police in suburban East Point said a fourth rider was killed there Tuesday in a collision involving his scooter and a truck.

City officials Thursday announced the ban on using electric scooters and electric bikes from 9 p.m. until 4 a.m. daily. The ban was to take effect Friday.

The federal Centers for Disease Control and Prevention reviewed medical records from scooter riders in Austin, Texas, in an effort to learn more about the risks associated with riding them. Researchers identified 192 scooter-related injuries in three months in 2018. Nearly half of those were head injuries, including 15% that were traumatic brain injuries, the CDC said. Less than 1% of the injured riders wore a helmet.

Check out this blog post at <https://www.planetizen.com/blogs/105877-war-cars-bad-joke>.

BLOG POST

[The 'War on Cars' Is a Bad Joke](#)

There is no war on cars. Everybody, including motorists, benefit from a more diverse and efficient transportation system. Let there be peace!

[Todd Litman](#) | August 23, 2019, 7am PDT

Saturday, 31 August 2019

Deaths from running red lights on the rise

ASSOCIATED PRESS

DETROIT – The number of people killed by drivers running red lights has hit a 10-year high, and AAA is urging drivers and pedestrians to use caution at traffic signals.

In 2017, the latest figures available, 939 people were killed by vehicles blowing through red lights, according to a AAA study of government crash data.

It's the highest death toll since 2008 and 28% higher than in 2012. AAA says two people are killed every day in the U.S. by drivers who don't stop for the signals.

"Drivers who decide to run a red light when they could have stopped safely are making a reckless choice that puts other road users in danger," David Yang, executive director of AAA's Foundation for Traffic Safety, said Thursday.

AAA isn't sure why the numbers are on the rise or why they have increased at a far higher rate than overall U.S. roadway deaths. Since 2012 the overall number of highway fatalities rose 10%, far short of the 28% increase in redlight running deaths.

There are more people driving more miles since the Great Recession, but that doesn't explain why red-light deaths are increasing at a faster rate, said Brian Tefft, senior researcher for the AAA Foundation. He said he suspects distracted driving played a role, as did traffic lights that weren't timed optimally, perhaps with a yellow caution cycle that's too short.

"I wish we had a better answer than we do," he said.

In its analysis, AAA also found that 28% of crash deaths at intersections with signals happened because a driver ran a red light.

The automobile club says drivers should prepare to stop as they are entering an intersection and tap their brakes while approaching a light to warn other drivers of a possible stop. AAA also recommends waiting a second



after a light changes to green before proceeding, and checking to make sure crossing traffic has stopped.

For pedestrians and cyclists, AAA recommends taking a few seconds to make sure traffic has stopped before crossing a street. It also says to be visible, make eye contact with drivers and stay alert by not wearing headphones while walking or riding.

To slow the increase in people killed at traffic signals, AAA is urging drivers to check the intersection after getting a green light.

CHARLIE RIEDEL/AP FILE