

## BMTS Article Digest May - June 2021

BMTS Pedestrian & Bicycle Advisory Committee Members:

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



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## Pedestrian & Bicycle Information Center (PBIC) Messenger e-Newsletter

Go to <http://www.pedbikeinfo.org/newsroom/newsletters.cfm>.

Subscribe to the new monthly PBIC Messenger. Send news for future issues to editorial team member Linda Tracy.

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### 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](http://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.

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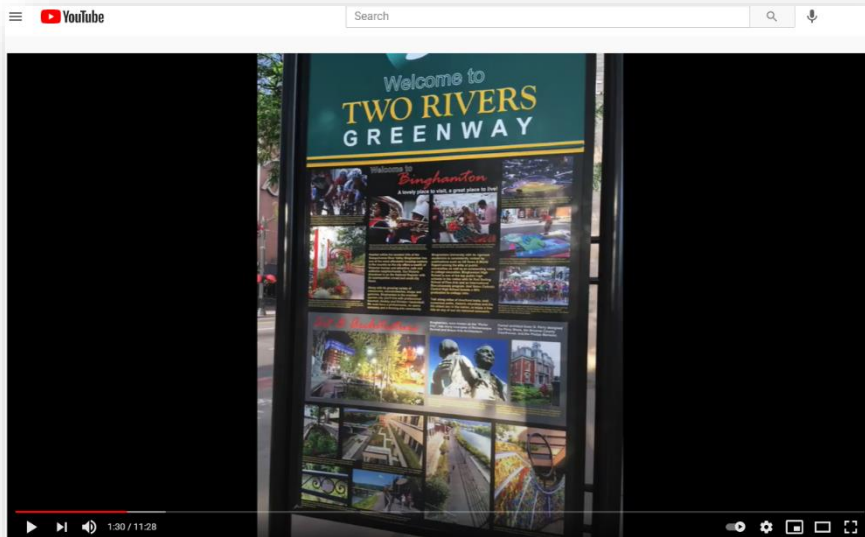


See the **Two Rivers Greenway Pedestrian & Bicycle Counting May 2021 Report** at <http://bmtsonline.com/data/bikeped-counts>.



## May 2021 Bike/Ped Report

**BMTS**



I stumbled upon this video on YouTube and thought it might be of interest. It's almost two years old, but it's pre-COVID and gives a visitor's viewpoint of Binghamton. Take time to read the video description for context, especially the last sentence that says, "So I wanted to see the town and mall again, and ride the ample greenway network, which is why I took this trip."

Trip to Binghamton, NY - <https://youtu.be/9aGzXffmpjc>



Have you seen these around town lately? Bicycles being ridden on our streets that are equipped with a gas powered motor to make it go rather than the traditional pedal and person power? No, I'm not talking about motorcycles. These are bicycles fitted with small gas powered motors.

Well, I have. And I've observed a couple of incidents where the rider/driver slows down for a red light, and then proceeds through it as if the rules of stopping and waiting for the light to turn green, does not apply to them. That's not safe and it's illegal, if I understand the laws correctly. And there have been accidents involving these motorized bicycles locally.

The [Johnson City Police Department's Facebook page](#) has issued an [announcement](#) about these gas powered motorized bicycles, mentioning them as illegal on public streets. The Johnson City Police Department posts states:

"Bicycles are being retro-fitted with small gas motors that allow the bicycle to be powered exclusively without the rider having to pedal, and allows for the bicycle to travel at unsafe speeds that bicycles are not designed or equipped to handle."

These bicycles don't meet safety standards and they can't be registered with the Department of Motor Vehicles, so if they are being operated on the streets, they are illegal.

And this brings up another important message from the [Johnson City Police Department](#): Bicyclists must adhere to the rules of the road. That includes obeying traffic lights and stop signs. I've seen riders zip right through both too many times, and sometimes without even looking for oncoming traffic.



Also, I have noticed too many bicycle riders on the wrong side of the road. The law is to ride with traffic, not against. And be aware of the rules in any municipality where you are riding a bicycle. While it is not a New York State law, some municipalities may prohibit riding bicycles on sidewalks.

via New York State DOT, Johnson City Police Department Facebook

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# Cycling champ Gwen Inglis dead after being struck by suspected DUI driver, police say

By Ryan Gaydos  
Published May 19, 2021

Fox News

Gwen Inglis,  
a national cycling

champion, died Sunday after she was struck by a driver in Colorado who was suspected of being under the influence of drugs or alcohol, police said.



She was 46.

Inglis was the reigning road race national champion for the 45-49 age group at the time of her death. Lakewood police said Inglis was riding her bike Sunday morning when a vehicle swerved into her lane and struck her. She was taken to the hospital and later died from her injuries.

"We are saddened to hear about the tragic loss of Gwen Inglis. The Masters Road Race National Champion was hit by a driver on her training ride Sunday morning and later passed away at the hospital. We are sending our thoughts to Gwen's family during this difficult time," USA Cycling tweeted.

The Bicycle Racing Association added: "Colorado cycling lost one of their best yesterday. Even more impressive was her character off the bike. Knowing Gwen, you would immediately be aware of her strongest qualities. She consistently brought joy into all her relationships, and she openly accepted everyone."

Ryan Montoya, 29, was identified as the driver in the crash. According to FOX31 Denver, Montoya was booked in Jefferson County Jail on a vehicular homicide charge involving driving under the influence or driving under the influence of drugs.

Inglis' friends mourned her death.

"She was the most humble, the most compassionate, she was the fiercest competitor that made you feel good about yourself," Megan Hottman told FOX31 Denver. "She's always smiling, always had her arm around people. She was such a bright light."

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The planned relocation of the historic railroad station that's home to the Vestal town museum has been delayed.

The building was constructed by the Delaware, Lackawanna and Western Railroad in 1881. It was moved to its current site near the town library on

the Vestal Parkway in 1972. Museum director Cherese Rosales said the relocation project now is planned for next year.

The Vestal Museum building is to be moved to this site near the historic Coal House. (Photo: Bob Joseph/WNBF News)

Rosales said the former railroad station building is to be moved to a spot east of the coal house near the rail trail off Main Street.





The site is not far from where the building had stood when it was used by rail passengers for several decades.

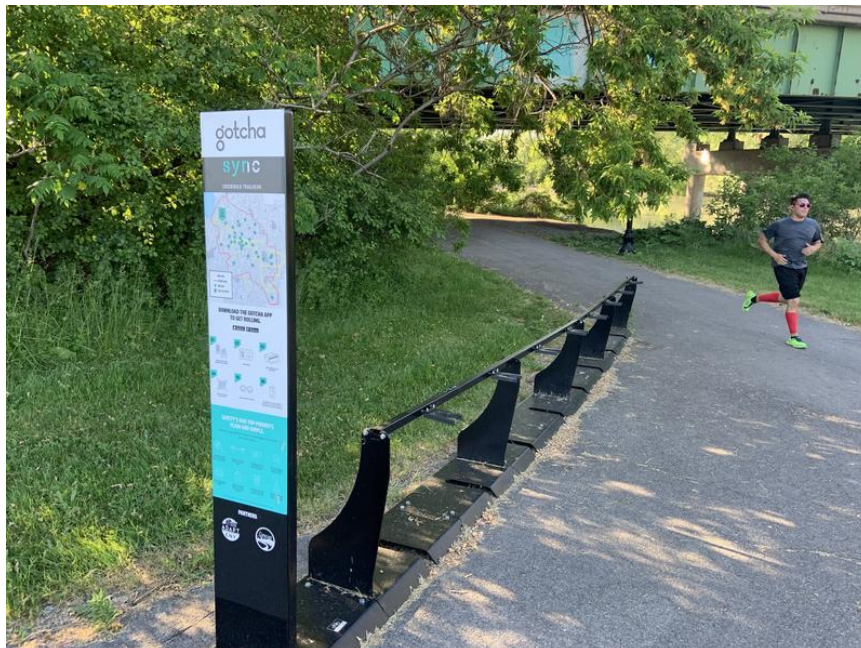


The museum has been closed in recent weeks because of dust generated by the construction of a headquarters building for the Vestal Volunteer Emergency Squad. Programs are still being conducted by the museum.

Rosales said a \$360,000 state grant will be used to help pay for the cost of the moving project. Private grants also will be utilized to cover relocation expenses.

## Syracuse goes with new bike, scooter-sharing company

By [TOM MAGNARELLI](#) • 10 HOURS AGO



*Empty Gotcha bike stands in Syracuse's Inner Harbor.*

TOM MAGNARELLI / WRVO  
PUBLIC MEDIA

The city of Syracuse has approved of using a new bike-sharing company, after the city exited its contract with Gotcha Bike over the winter. City officials are hopeful this new company

will help them continue to expand bike sharing.

As warm weather sweeps the area, it's noticeable that the Gotcha bike stands sit empty across the city. Neil Burke, transportation planner with the Department of Public Works, said COVID-19 had a hard impact on Gotcha's business operations, and they were unable to continue providing service. So, the city is now going with [VeoRide](#), based in Chicago, to replace 200 electric-pedal assist bikes, at no cost to the city.

"At the same stations, across the city, with an increase in the number of bikes, is what we'll see first," Burke said. "We want to replace the offerings or the system Gotcha was running for us, with Veo's offerings. Veo, in our discussions with them, is more than capable and ready to do that from day one."

Once the bikes are in place, Burke said they'll also look into rolling out electric scooters.

Syracuse first started its bike-share program with Gotcha in 2019. It had a peak of 2,500 rides per month. The average trip duration was only 13 minutes. Burke said bike sharing tends to be used more for quick trips, rather than long, recreational rides. There's a low fee to unlock the bike, around a dollar, and then a few cents per minute.

The city will now negotiate a contract with Veo and the bikes could be ready by the summer. The bikes are meant to stay within city limits for now, but Burke said there is the potential to partner with neighboring municipalities.

"Especially with regional amenities focused on bike infrastructure, like the Empire State Trail, the Loop the Lake Trail," Burke said. "If there are opportunities to collaborate, we are absolutely on board."

He said Centro is also very interested in the program, and the bikes could be used for last-mile transportation for some bus routes.

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Friday, 28 May 2021

## **The 2 sides of car-free streets**

San Francisco residents debate reopening roads

**Janie Har**

ASSOCIATED PRESS

SAN FRANCISCO – For Vanessa Gregson, the four-lane highway that borders the beach along San Francisco’s Pacific Ocean is now an automobile-free sanctuary where she can blissfully ride her bicycle and enjoy the quiet.

“You hear the beach. You hear the waves,” said Gregson. “You feel like you’re in nature, and you’re in San Francisco.”

Like cities from Paris to New York that shut roads to motorists when the coronavirus hit, environmentally friendly San Francisco closed miles of streets to automobiles so people could exercise and socialize safely.

Now, pedestrian advocates want to keep some of San Francisco’s most prominent streets off-limits, like the main road into Golden Gate Park. Others are pushing back, saying they need to drive to work, drop off kids and get around.

The debate has been marked by dueling rallies and strident arguments over safety and climate change in the densely packed city. On social media, customers threatened to boycott a bakery whose owner expressed support for reopening the main oceanside thoroughfare known as the Great Highway to cars; others came to her defense.

Shamann Walton, president of San Francisco’s Board of Supervisors, was mocked for likening the closure of John F. Kennedy Drive in Golden Gate Park to the Jim Crow South, including by fellow African Americans who call his accusations of segregation silly. Walton says he worries that closing the street and its free parking will affect low-income families that can’t easily bike or take transit to the park.

For Tim Boyle, who lives near the four-lane beachside highway, life has been anything but peaceful. Unable to use the main road, massive delivery trucks, gangs of motor bikes and impatient drivers now hurtle through his once-sleepy neighborhood.

Boyle, whose son has cerebral palsy, says taking out their wheelchair equipped van has become a nightmare. “Essentially I’m stopping traffic on any given day, four to 10 cars backed up on each side just so I can pull my own car into my driveway,” he said.

San Francisco officials started turning streets into pedestrian-friendly promenades in April 2020 after the mayor declared an emergency. Officials closed more than 45 miles of neighborhood corridors and are studying which ones could be permanent.

They also sealed off a 1.5-mile portion of JFK Drive, the main thoroughfare through Golden Gate Park, which sees more than 24 million visitors a year, and a 2-mile stretch of the Great Highway – now renamed by some as the Great Walkway – that carried more than 18,000 vehicles a day before the pandemic.

San Francisco’s streets are scheduled to reopen 120 days after Mayor London Breed lifts the COVID-19 emergency declaration, which could come next



month. Various agencies are navigating the public debate before deciding whether to fully reopen the Great Highway and JFK Drive, open them in part or keep them closed to vehicles. The Board of Supervisors will have the final say, said Tamara Aparton, a city parks spokeswoman.

Seattle and New York are also among U.S. cities looking to make temporary auto-free streets permanent. In Europe, Paris Mayor Anne Hidalgo announced plans to ban most vehicular through traffic in the city's center, with exceptions for public transit, delivery trucks and residents.

Pedestrian advocates say there are options to ensure that people who can't easily bike or walk can still visit Golden Gate Park, including designated dropoff sites and programs for low-income families. They also want more so-called street calming measures to slow traffic and improve safety on affected neighborhood roads.

Despite the testy debate, most people are probably in the silent middle, wanting both open space and clear transportation routes, said Connie Chan, a supervisor whose district is affected by the closures along the beach and in Golden Gate Park. "They just want to be able to go where they need to go, and not be stuck in traffic," she said.

Katharine Lusk, co-director of the Boston University Initiative on Cities, said more than 90% of 130 U.S. mayors in 38 states surveyed last summer reported they created more space for outdoor dining by using parking spots or closing streets. Nearly half closed some streets to through-traffic; a smaller portion shut streets entirely to autos. While only 6% said they plan to make those changes permanent, Lusk wonders if that might change with rising demand.

On a recent sunny weekday, a few dozen people organized by Walk San Francisco toasted the one-year anniversary of the street closure in Golden Gate Park. Charles Oppenheimer said his daughter Olivia, 11, once feared riding through the third most-visited city park in the United States.



**Open space advocates want to keep areas such as John F. Kennedy Drive in San Francisco free of automobiles.** ERIC RISBERG/AP

Thursday, 10 June 2021

## 'It's terrifying to go down that street'

**Chris Potter**, Binghamton Press & Sun Bulletin USA TODAY NETWORK

Public officials are hoping to make the end of the school day a little less chaotic and dangerous for students of Jennie F. Snapp Middle School in Endicott.

The Endicott village board approved a local law Monday night establishing a school speed zone of 15 miles per hour on South Loder Avenue from Main Street to North Street. South Loder Avenue is the primary exit point for students getting picked up by parents or starting their walk home.

"We have a lot of walkers that go on that street. We've had a lot of near accidents and the school has been very worried about it," said Mayor Linda Jackson. "We know there's other things that need to be done, but this was the first thing we could do right away to help alleviate some of the problem. We have other things to work on. This is the beginning."

The area around the school is currently posted at 15 miles per hour, but the village had no actual law on the books and Endicott police could not enforce the school zone speed limit.

"We get complaints in general in that area, though not all of them have to do with speed. There's a lot of safety concerns," said Endicott Police Chief Patrick Garey. "Speed is one of the functions we can control immediately



**Students at the Union-Endicott Central School District's Jennie F. Snapp Middle School began their first day of school on Sept. 14. The Loder Avenue speed limit has been reduced in an effort to improve student safety around the school. FILE**

to ensure we have enforcement down there."

The village and the Union-Endicott Central School District are exploring additional changes to calm

traffic around the school. A big issue is congestion, with vehicles parking on both sides of Loder Avenue during peak traffic hours.

"It's terrifying to go down that street," said Trustee Ted Warner.

Warner noted the problem extends beyond Loder Avenue over to Hannah Street.

"They're parking on the grass, they're parking on the sidewalk. Kids run across and it's quite dangerous," agreed the mayor.

The village is open to additional changes, such as finding ways to manage on-street parking, with further input from the school district.

Union-Endicott Central School District Superintendent Nicole Wolfe started the conversation with the village last year, shortly before the COVID-19 pandemic sent students home and temporarily solved the problem.

"When I first started in this position that was one of the issues that came up as I had gone around and had a series of meetings with families, parents, teachers, students and staff," said Wolfe. "The challenges at the middle school during drop-off and dismissal time stood out. I'm really happy to see we're back on track addressing this issue. Student safety is our No. 1 priority as a district."

Wolfe suggested the installation of flashing lights on Loder Avenue could further enhance student safety around the school.

While congestion has been the main problem at the middle school, Wolfe said speed was the primary concern around Union-Endicott High School until the speed limit was reduced from 30 to 20 miles per hour in late March. The district also has a crossing guard onsite and Wolfe has noticed a steady police presence around the high school enforcing the reduced speed limit.

"That has helped improve the safety for our students, which is the bottom line for the district," said Wolfe. "We really appreciate the support of the entire community, including the police department and the village, in helping to address this issue and put student safety first as a community. The collaborative effort has been really helpful."

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