

BMTS Article Digest August – September 2022

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>.



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](#).

FREE Webinars

Go to <https://www.pedbikeinfo.org/webinars/>.

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.



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



All aboard as the Vestal Museum plans on moving



By [Nick Golluscio](#)

Published: Aug. 16, 2022 at 9:42 PM EDT | Updated: 18 hours ago

VESTAL (WBNG) -- A big change years in the making is coming to Vestal Museum.

Plans are chugging along to move the former train station from its spot near the library over to the Vestal Rail Trail.

Museum Director Chereese Rosales told 12 News that by moving the museum back to the rail trail, and next to the Vestal Coal House, the two will collaborate creating a historical center where residents can come together and enjoy the company of their neighbors.

"We are moving it in the spring of 2023," Rosales said. "That will be the 200th anniversary of the town of Vestal".

The museum has received grant money, but Rosales is still looking for funds and support from the community. She told 12 News it is not just about the money, but also to show for the museum and community are working together to create something new.

"Sometimes people are down on the area," she said. "If you look around it's a gem of a place, and why don't we work together to make it even better and to be proud of our little town?"

Rosales told 12 news the museum is filled with history; She says it opened in 1881 as the train station for the town and service ended in the late 1950s.

To save the depot from being destroyed the town of Vestal purchased it and moved it to where it stands today in the early 1970s.

To help raise funds for its current move, the museum has set up a gofundme; If you would like to contribute or learn more about the move click [here](#).



New York State Governor Kathy Hochul has announced a statewide effort to prevent speeding. Speeding seems to be the norm on our streets and highways. It is a rare thing when I notice someone doing the speed limit. I tend to go over the limit as well, but not by too much.

The reason for this effort is of course to help prevent avoidable crashes caused by unsafe speed. And that makes sense. The Governor reports that there was an 11 percent increase in fatal accidents in New York State from 2020 to 2021 between drivers, bicyclists, and pedestrians.

[Speed Awareness Week in New York State](#) runs from August 14th through the 21st. During last year's Speed Awareness Week, Governor Hochul reports that 23,087 tickets were issued for speeding. Other vehicle and traffic law violations resulted in 32,170 tickets.

On August 12, [Governor Kathy Hochul](#) signed new laws to enhance street safety, prevent traffic deaths, and crack down on hit-and-run crashes. In this legislation, there are two new laws. One will allow New York State municipalities to reduce speed limits to 25 miles per hour from 30 miles per hour. The other will be to increase fines for leaving car crash scenes without reporting them.

Many small municipalities in the [Commonwealth of Pennsylvania](#) have 25-mile-per-hour speed limits, including Little Meadows on Maple Avenue. Currently, in New York State the lowest speed limit a municipality can adopt is 30 miles per hour.

It remains to be seen what communities will take advantage of instituting a 25-mile-per-hour speed limit in their municipality, but don't be surprised if your municipality begins putting up new signs in the near future.

[via [New York State Governor Hochul, 25 MPH Legislation](#)]

[Press and Sun-Bulletin](#) | [Page A06](#)

Friday, 19 August 2022

Traffic deaths in US continue to rise in '22

DETROIT – U.S. traffic fatalities began to climb two years ago and that deadly trend is continuing in 2022.

Roadway deaths rose 7% during the first three months of the year to 9,560 people, the highest number for a first quarter in two decades, according to estimates by the National Highway Traffic Safety Administration.

Traffic deaths have risen ever since pandemic lockdowns eased in 2020 as people returned to work and started taking more road trips. People drove about 40 billion more miles in the first quarter than a year earlier, a 5.6% increase, the agency said.

But the rate of traffic deaths per 100 million miles traveled also increased during the quarter from 1.25 deaths, to 1.27, according to the agency.

Before 2020, the number of fatalities had fallen for three consecutive years.

The government has blamed the increase on speeding, impaired driving and other reckless behavior, and it has pledged to fund investments in speed enforcement and to build safer roads.

'The overall numbers are still moving in the wrong direction,' NHTSA Administrator Steven Cliff said in a statement. 'Now is the time for all states to double down on traffic safety.'

The infrastructure law has money for significant investments in highway safety, Cliff said.

The agency has started running ads urging people to slow down and not to drive while impaired. On Wednesday, it announced the annual national impaired driving enforcement program with local police for the weeks around the Labor Day holiday.

Nearly 43,000 people were killed on U.S. roads last year. That's the highest number in 16 years.

Traffic deaths rose 10.5% last year over 2020, the largest percentage increase since NHTSA began its fatality data collection in 1975. The agency will release final numbers for 2021 in the fall.

NHTSA's fatality estimates are usually close to the actual numbers.



Roadway deaths in the United States rose 7% during the first three months

Cliff, who was confirmed by the Senate to run NHTSA three months ago, is leaving the agency next month to run the California Air Resources Board, which regulates pollution. Chief Counsel Ann Carlson will run the agency until a new administrator is nominated.

Man struck, killed by vehicle while walking on Route 17C in Tioga County

Neal Simon

Binghamton Press & Sun-Bulletin

Published 1:47pm Aug. 21, 2022 / Updated 7:11am Aug. 22, 2022

A pedestrian was struck by a motor vehicle Saturday night in Tioga County and died.

New York State Police said an 18-year-old man was hit while walking on state Route 17C in the Town of Barton.

The Waverly Barton Fire Department and Greater Valley EMS provided immediate aid, but the victim was pronounced dead at the scene, troopers said. The deceased's name was not released.

State Police said the driver stayed at the scene and was interviewed by investigators.

The New York State Police Bureau of Criminal Investigation and Collision Reconstruction Unit, along with Tioga County Sheriff's Office deputies, responded to the scene.

Troopers said the investigation is ongoing.

Police identify 18-year-old Barton man as pedestrian killed on Route 17C

Neal Simon

Binghamton Press & Sun-Bulletin
Published 8:40am Aug. 23, 2022

New York State Police identified a Barton man as the person who died Saturday after being struck by a motor vehicle while walking on state Route 17C in Tioga County.

Owego-based troopers said Armond A. Cortez, 18, was pronounced dead at the scene of the 8:20 p.m. incident in the Town of Barton.

According to State Police, the vehicle's driver stopped and was interviewed by investigators. There have been no charges announced.

The New York State Police Bureau of Criminal Investigation and Collision Reconstruction Unit, along with Tioga County Sheriff's Office deputies, responded to the scene.

State Police said the incident remains under investigation.



CBS Evening News (Aug. 18)

How roundabouts improve traffic safety and lower carbon emissions – Carmel, Indiana

<https://www.cbsnews.com/news/roundabouts-traffic-safety-environment-carmel-indiana/>

How urban design can fulfill senior living needs for baby boomers



DAVID BANTA

AUGUST 22, 2022

The influx of baby boomers approaching the age where they are ready for a new phase of life is not about size alone; it's also about influence, including that generation's widening effect on senior housing as a keystone of urban design.

Today's senior housing developments are being molded by several characteristics that are unique to this age cohort:

1. Baby boomers want to stay engaged in their communities and with their professions and pursuits.

This generation has been redefining retirement since the oldest members hit their mid-60s approximately 10 years ago. Today, baby boomers are aged 57 to 76. Many want to stay connected to their social and/or professional communities and plan to remain both active and productive, whether by volunteering or [working part-time](#).

Because location is pivotal to affording boomers an opportunity to stay active, how a building relates to and connects residents with its surroundings is a key factor in urban senior living design. That's why co-located developments — those that place complementary uses either in the same building or near each other — have become an increasingly popular approach.

At [Newman Lofts](#), the 91-unit active-adult development that my firm, BKV Group, designed for Harbor Bay Advisors, the energy of Michigan State University campus life is right at residents' doorsteps. The neighborhood offers plentiful cultural, recreational and

educational options, and within the building, residents find — as an extension of their homes — a suite of lifestyle-oriented amenities. Co-located with the adjacent 273-unit [Landmark on Grand River](#), student housing also designed by BKV Group and built simultaneously, the development offers intergenerational fusion while fully serving each distinct demographic.

2. Boomers have a longer life expectancy, and wellness will enhance those extra years.

This generation views wellness through a holistic lens, including community connection, lifelong learning and social engagement.

Access to a wide variety of activities is one benefit of an urban setting, but senior living developments can take this community integration a step or two further with innovative, design-supported amenities.

At [Abiitan Mill City](#), a BKV Group-designed Ecumen community in Minneapolis' Mill District offering independent living, assisted living and memory care, neighbors are beckoned into the building through ground-floor retail and outdoor recreational space. Public offerings include a fitness center where personal trainers work with residents and non-residents alike, a restaurant that doubles as the development's dining hall, a music center and a parkway along the Mississippi River.

The mixed-use design at Abiitan Mill City lends itself to community engagement, but let's consider other ways to create similar connections through existing spaces. An indoor pool might be used for exercise classes and therapy contracted with a third-party provider in the community. The barber/beauty shop could deliver spa-inspired services such as manicures, pedicures and massages facilitated by local businesses. Peer-led educational programming or courses taught by local colleges can be held in lounges or other larger spaces.

3. Per [Pew Research](#), almost 40% of boomers are in the lower-income tier, making housing affordability essential.

Although urban land tends to be more expensive, cities and suburban downtowns can be ideal for affordable senior development. Access to public transportation can lessen or even eliminate the developer expense of providing parking, as well as residents' need for cars.

There are ways to offset the additional expense for more attainably priced market-rate communities, which offer less expensive units without income thresholds, and subsidized developments with defined income requirements.

Design that maximizes units and minimizes parking is, again, one option. Another space-efficient solution: keeping amenity offerings practical to ensure that every square foot is being used, either as shared space or private residences. The ability to build taller structures in urban locations also helps to offset land costs.

Co-location within mixed-income developments is another strategy for creating lower-cost senior housing. [Bren Road Station](#), a 262-unit affordable senior community that BKV Group designed in Minnetonka, MN, is part of a larger mixed-income/mixed-age development just two blocks from a new light rail station. Senior residents at Bren Road Station have access

to comfortable, well-appointed residences in a building with interior amenities as well as easy access to downtown offerings.

4. Through their desire to age in place, the influence of baby boomers will reach far into the future.

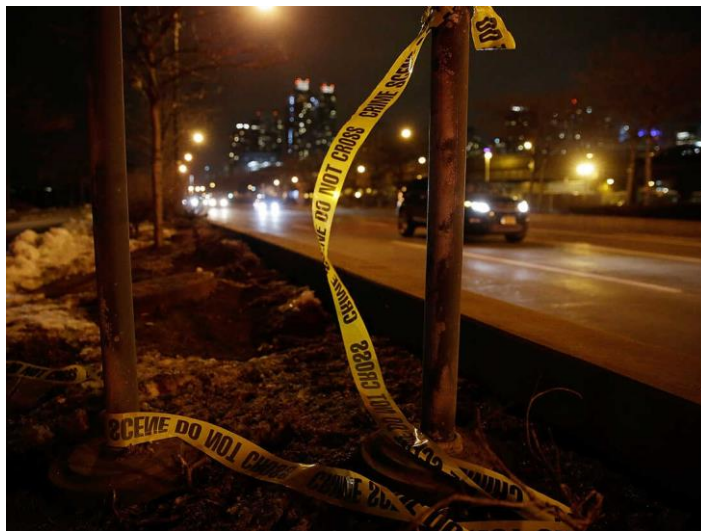
Right now, strategies such as mixed-income, mixed-age and mixed-use are most prevalent in active-adult communities. But given their undeniable advantages, we anticipate more developments offering varied levels of care and services will follow suit. We are seeing some developers already planning their facilities to accommodate older adults who want the option to age in place with higher levels of care by incorporating flexible shell space or anticipating a secondary build-out for independent living and memory care.



A New Jersey city achieved 0 traffic deaths in 4 years with quick, high impact ideas

August 25, 2022 5:00 AM ET

[MEGAN LIM](#)



Deaths from motor vehicle crashes in the U.S. jumped 10.5% in 2021 from the year before.
John Lamparski/Getty Images

In January 2019, Sarah Risser was in the passenger seat as her son, Henry Zietlow, drove them from Minnesota to Michigan for a ski trip. They were on a Wisconsin highway when an oncoming pickup towing too much weight veered into their lane.

Sarah survived the collision. Henry did not. He was 18 years old.

It's a horrific story, but Risser knows it's also a common one. Traffic fatalities have been on the

rise the past 16 years. In 2021, [nearly 43,000 people died in motor vehicle crashes in the U.S.](#) — a 10.5% increase from 2020.

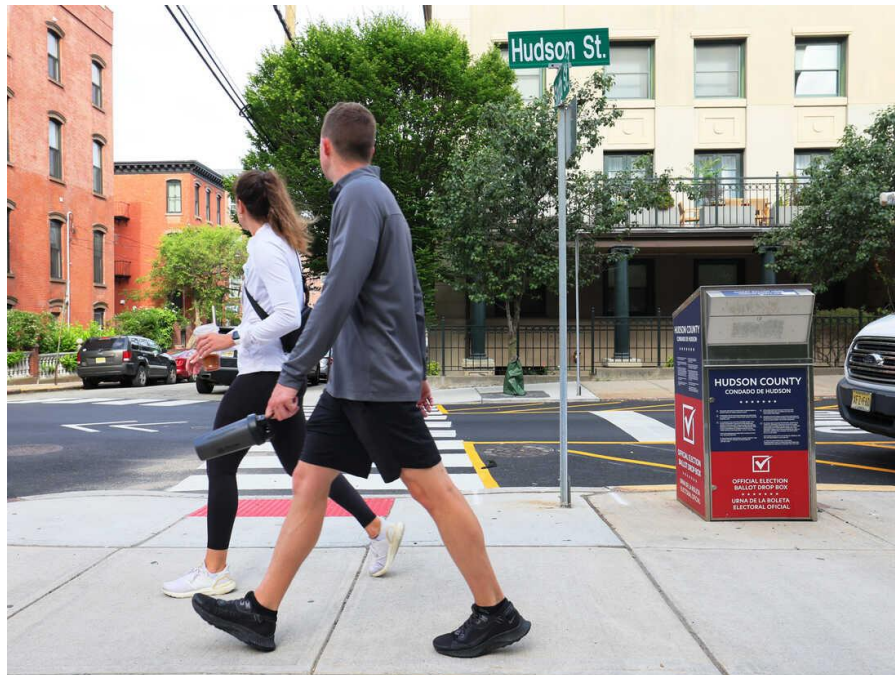
Yet in some parts of the country, efforts born from both tragedy and political will have seen the numbers move in a different direction. And in Hoboken, N.J., there hasn't been a single traffic death in four years.

Simple measures

Hoboken is a city of about 60,000 people that sits within eyesight of Manhattan just across the Hudson River. Its achievement in stopping deaths on the road comes down to simple measures, according to city officials.

Hoboken director of transportation and parking, Ryan Sharp, said the city had deployed a number of initiatives to make certain intersections and roads safer — things he called quick implementation, high impact solutions.

"Things like trying to improve sightlines at corners by doing what we call daylighting," he said. "So that can be installing something as simple as what we call a vertical delineator post or a flexible bollard. These posts get installed within 25 feet of crosswalks, and they physically restrict cars from parking right up against a crosswalk."



Hoboken has some advantages when it comes to reducing traffic-related deaths.

Michael M. Santiago/Getty Images

These daylighting solutions eliminate blind spots for cars at intersections so they can see any cyclists, pedestrians, or other cars as they approach and drive through or turn.

"One thing that you won't see is something called a leading pedestrian interval," Sharp said. "And basically, what that means is we've programmed our traffic signals to give pedestrians a few-second head start when they get into the

crosswalk during their pedestrian phase without having to worry about turning vehicles."

That allows for crossing pedestrians to take up space in the crosswalk before any eager drivers try to make a turn.

But while the practical solutions may be simple, the implementation can be much more complicated. Hoboken has several factors working in its favor that allow things like daylighting and a leading pedestrian interval to be effective.

The [2020 census measured](#) 60,419 people in the city's roughly two square miles, making it one of the most densely populated cities in the country. A denser city means higher walkability, people drive less, and speed limits are lower.

Political will also plays a part. A director of transportation and parking can aim to install daylighting solutions, but it won't happen unless the government is willing to allocate the funds.

Many leaders have publicly committed to a Vision Zero pledge, which is based on the Swedish concept of road safety aimed at eliminating all traffic fatalities. Leah Shahum is executive director and founder of the nonprofit Vision Zero Network and says every city in America, even Hoboken, could be doing better.

"We need to make sure elected people, elected folks understand Vision Zero is not a slogan," she said. "It's not a tagline. It's not even just a program, you know, it's not something you put on top of things. It is literally a paradigm shift in how we're doing business when it comes to transportation."

Managing accountability

For a city to be included in the Vision Zero Network, Shahum said there was specific criteria.

"The city has commitment from its top elected leader, like the mayor or city manager, to set a goal of zero traffic deaths or severe injuries by a date, for instance," she said. "We make them have a date, that they have a plan, that the plan has timelines, actions, deliverables, that there's an equity component within there for racial and income equity."

Following up on that plan on a large enough scale is something few cities do, she said. And how accountability towards Vision Zero is measured varies. Cities like Denver, New York City, and San Francisco have done report cards. Then there are local organizations like Livable Streets in Boston, Washington Area Bicyclist Association in Washington, D.C., and WalkDenver in Denver that advocate for safer streets in their own cities.

The Vision Zero Network is hoping to get more city leaders to sign up and take the issue seriously.

Drew Angerer/Getty Images

Shahum said it was these local, grassroots efforts that were doing the work to make change.

That's why Sarah Risser has been working with Families for Safe Streets in her home of Saint Paul, Minn. There isn't a local chapter in Minnesota, or any of the Midwest states, so she does most of her activism solo, including holding vigils for victims of collisions, and getting people to submit comments to the local government for a car assessment program.



It's hard work, and Risser said after the loss of her son, "I didn't really do anything for a few months, even the better part of the first year." But the grief and frustration of Henry's death eventually led her to Families for Safe Streets and a network of cross-country support and advocacy.

"I felt so strongly that I didn't want my son to have lost his life for nothing. And it really felt that, and it still does to this day. It kind of feels like he lost his life for nothing," she said. "And I'm hoping that we can start seeing smart progress and making smart gains. And then I feel that I have contributed to a healthier world and a safer world on behalf of my son."



In a press conference on Tuesday, City of Binghamton Mayor Jared Kraham announced plans for the \$24 million "Stadium Lofts" housing project at 180 Henry Street near Mirabito Stadium.

The project will include 70 units, many of which will be workforce housing units with up to half of the units marketed towards those who work in the arts. There will also be ground-floor commercial space included as part of the project to increase small business attractions in the area.

"We're acting on our vision to create a vibrant and walkable downtown Stadium District, attracting young professionals and new businesses near the ballpark," said Mayor Kraham. "This project will transform an important intersection, add to our housing stock and kick-start other public and private investments in the Stadium District corridor."

The project will be done by the Kearney Group, which plans to build a four to five-story building on four vacant and city-owned properties at the intersection of Henry Street and Chapman Street just across the street from the Mirabito Stadium parking lot. They will also apply for affordable housing credits through New York State Homes and Community Renewal.

Ken Kearney, the President of the Kearney Group, stated "The model has evolved from the original model I did 30 years ago when I did downtown revitalization. It's very simple. Make a superior product where people want to live at an affordable price. The superior product will attract people into an area that maybe has been neglected due to disinvestment or otherwise."

"We're thrilled to see such an exciting and vibrant project taking shape right across the street from Mirabito Stadium," said David Sobotka, Owner and President of the Binghamton Rumble Ponies. "Alongside the City, we welcome Ken's firm as the newest partner in our collective effort to revitalize Henry Street, draw more people to the Stadium District and continue to improve the area."

Kearney expects a funding round to be announced possibly as early as next month and if successful in acquiring a state award, they would be able to break ground in one year.
