

BMTS Article Digest

June - July 2025

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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HEALTH

Simple Daily Activity Could Reduce Risk of Lower Back Pain, Study Finds

Walking more than 100 minutes daily reduces chronic lower back pain, researchers say

By [Angelica Stabile Fox News](#)

Published June 23, 2025 11:02am EDT

Taking longer walks could actually [improve back pain](#), according to a new study.

[Researchers in Norway](#) investigated how chronic low back pain, a "prevalent and costly condition," could be reduced by regular physical activity, including accessible walking.

The study, published in the journal JAMA Network Open, measured daily walking volume and walking intensity among more than 11,000 participants over the age of 20.



The participants then reported any incidences of lower back pain lasting three months or longer in the past year.

Statistics show that more than one-quarter of Americans report experiencing chronic lower back or sciatic pain. (iStock)

Walking for more than 100 minutes per day resulted in a 23% [lower risk of pain](#) compared to walking less than 78 minutes per day, according to the results.

Walking intensity was also associated with chronic lower back pain risk, but to a "lesser degree" than walking volume, researchers noted.

Walking for more than 100 minutes per day resulted in a 23% lower risk of pain, a recent study found. (iStock)

"In this cohort study, daily walking volume and walking intensity were inversely associated with the risk of chronic [lower back pain]," the study concluded.

"The findings suggest that walking volume may have a more pronounced benefit than walking intensity."



"These findings suggest that policies and [public health](#) strategies promoting walking could help to reduce the occurrence of chronic [lower back pain]."



A senior couple jogs side by side on a bridge, laughing and smiling as they enjoy their fitness routine in the radiant sunshine, promoting health, wellness, and joy. (iStock)

Dr. Arthur L. Jenkins III, board-certified neurosurgeon and founder of Jenkins NeuroSpine in New York City, confirmed in an interview with Fox News Digital that [long walks](#) "are good," as long as other orthopedic issues don't make it difficult to walk.

"I always encourage my patients to walk, and to engage their core (squeeze their abs and back) while walking to exercise more than just their legs, and straighten their backs," he advised.

Statistics show that more than one-quarter of Americans report experiencing chronic lower back or sciatic pain.

Fox News Digital reached out to the study authors for comment.



A 13-year-old was seriously injured on the evening of Tuesday, June 24, 2025, after the e-Bike they were riding collided with an SUV at the intersection of Monroe Street and Jefferson Avenue in the Village of Endicott.

Teen Reportedly Failed to Stop at Stop Sign

According to the Endicott Police Department, the initial investigation revealed that the juvenile was riding along Jefferson Avenue when they failed to stop at a posted stop sign and entered the intersection. The e-Bike then struck a Sport Utility Vehicle traveling on Monroe Street.

Witnesses Back Up Police Findings

Multiple witnesses at the scene confirmed that the teen rider did not stop before crossing into traffic, which led directly to the collision.

Juvenile Transported to Hospital with Serious Injuries

Emergency responders treated the juvenile on scene before transporting them to Wilson Hospital with serious injuries. Police reported that the driver of the SUV was not injured in the crash.

First Responders Acted Quickly

The Endicott Fire Department and Union Ambulance EMTs provided care at the scene. The New York State Police Collision Reconstruction Unit was called in to assist and is continuing the investigation.

Investigation Still Underway

As of now, officials say the information is still preliminary and the full details of the crash are under investigation. Authorities have not released the name of the juvenile due to age.



As the popularity of e-bikes continues to climb, so have the complaints about safety concerns. (Spectrum News 1)

PUBLIC SAFETY

Police Share Safety Warnings Concerning Teens and E-Bikes

BY Wendy Mills Ogden

PUBLISHED 8:51 AM ET Jun. 25, 2025

OGDEN, N.Y. — As the popularity of e-bikes continues to climb, so have complaints about safety concerns, especially when it comes to kids riding them around town. E-bikes are regulated differently, depending on where you ride, and in some municipalities, e-bikes are banned entirely.

The Ogden Police Department has two electric bikes in its fleet. Officers ride them to patrol the canal path, village and festivals.

What You Need To Know

- E-bikes are allowed on roads with speed limits of 30 mph or less
- E-bikes are not permitted on sidewalk in most cities, towns and villages

- Helmets are recommended for all riders and mandatory for Class 3 e-bike riders

“We got these at the beginning of this year. It is a great benefit for us because it makes it easier on the officers to cover more distance,” said Ogden Police Chief Travis Gray.

With more e-bikes out there, police are seeing more reckless activity, with many riders not following the rules of the road and not wearing helmets — especially among teenagers.



Ogden Police Department's patrol ebike

“We just want parents to be aware of where their kids are on these e-bikes because typically they are younger, they do not have a driver’s license to begin with and they have not been taught the rules of the road, so if they do not follow the rules of the road, we could end up in pretty dangerous situation,” said Chief Gray.

Police departments want to get some safety reminders out there to help keep the road safe for everyone.

“Stop at stop signs, stay on the righthand side of the road, do not ride opposing traffic and signal, things of that nature just to let other drivers know what your movements are going to be so they can anticipate them,” said Gray.

Police are asking families to talk to their kids about responsible e-bike riding now as we head into a busy summer season.

Department of Energy data shows that more than 1 million e-bikes were sold across the country last year and that same number of sales is expected again this year.

Three-Quarters of Americans Support Bike Lanes In Their Area And Nearly Half Say They Increase Quality Of Life

Jamie Ballard

[Travel & transport](#)

June 18, 2025, 11:34 AM GMT-4

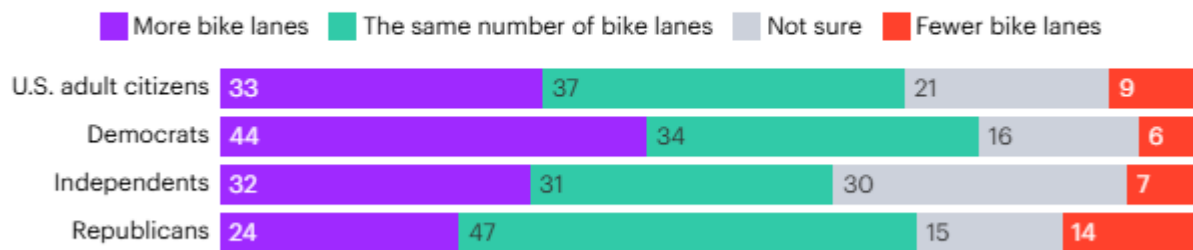
A [new YouGov survey](#) finds Americans are generally in support of bike lanes in their community, perhaps because Americans are more likely to say bike lanes increase than decrease overall quality of life as well as safety for pedestrians, cyclists, and drivers.

Two-thirds (67%) of Americans say there are bike lanes in most (23%) or some (43%) places in their local area. 78% of people who live in cities say their area has bike lanes, as do 76% of Americans who live in the suburbs, 57% of people in towns, and 36% of people in rural areas.

One-third (33%) of Americans would prefer for there to be more bike lanes in their local area; 37% would prefer for the number of bike lanes to stay the same and 9% want fewer bike lanes. Democrats are more likely than Republicans to say they want more bike lanes in their area (44% vs. 24%).

One-third of Americans want more bike lanes in their area, while one-third want no change

In your local area, would you prefer for there to be...? (%)



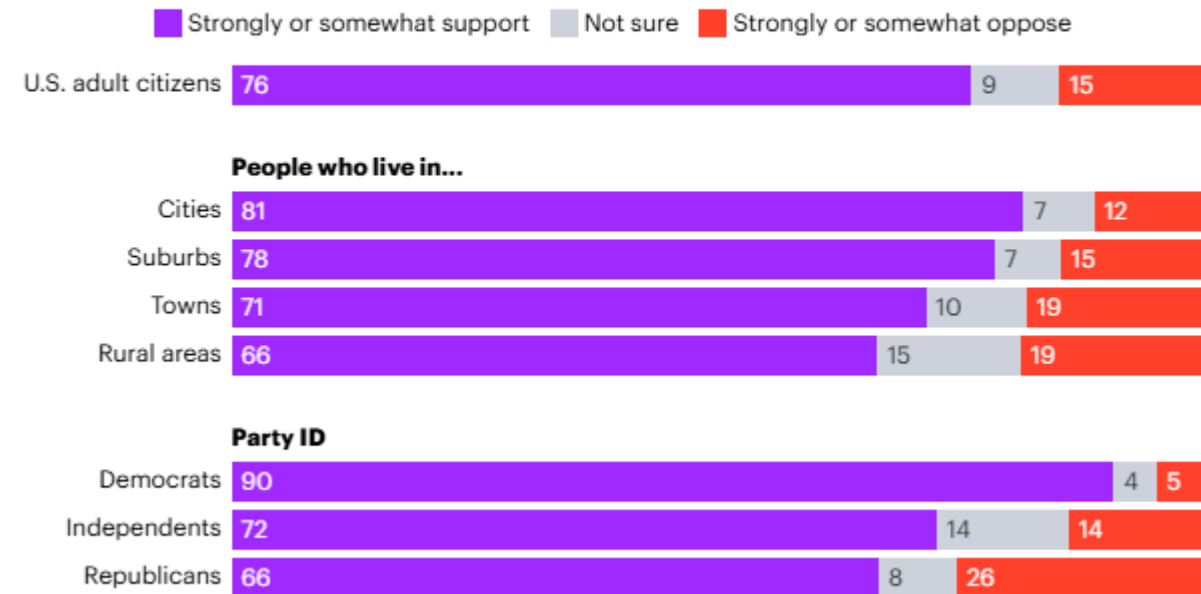
YouGov

March 17 - 19, 2025

Americans are much more likely to support bike lanes in their local area than to oppose them (76% vs. 15%). Americans who live in cities (81%) and suburbs (78%) are more likely than people who live in towns (71%) and rural areas (66%) to support bike lanes in their area. Democrats (90%) are more likely than Republicans (66%) to support bike lanes.

Three-quarters of Americans support having bike lanes in their local area

Do you support or oppose having bike lanes in your local area? (%)



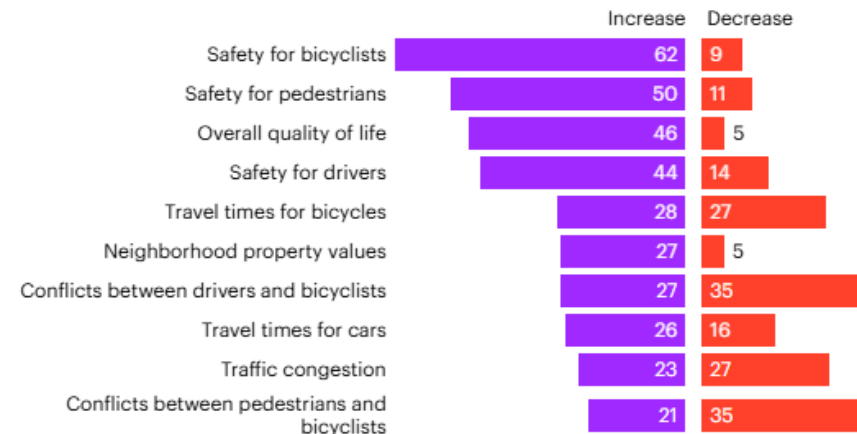
YouGov

March 17 - 19, 2025

Americans are far more likely to say bike lanes increase overall quality of life than to say they decrease it (46% vs. 5%). They are also more likely to say that bike lanes increase than decrease safety for bicyclists (62% vs. 9%), safety for pedestrians (50% vs. 11%), safety for drivers (44% vs. 14%), and neighborhood property values (27% vs. 5%). Americans are more divided on bike lanes' effects on travel times for bicycles and cars, traffic congestion, and conflicts between bicyclists and drivers or pedestrians.

Americans are more likely to say bike lanes increase rather than decrease quality of life and safety for bicyclists, pedestrians, and drivers

Do you think that bike lanes increase or decrease the following? (% of U.S. adult citizens)



Note: Responses of "neither increase nor decrease" and "not sure" are not shown.

YouGov

March 17 - 19, 2025

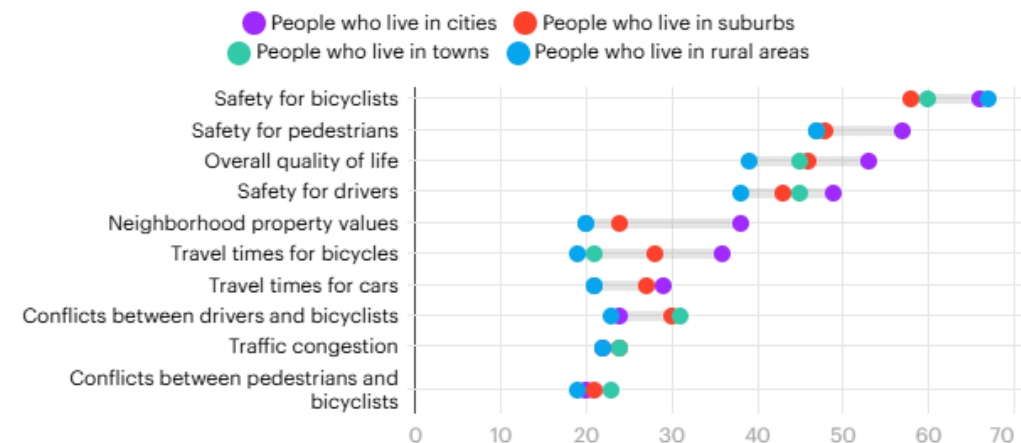
Americans who live in cities (38%) are more likely than those who live in suburbs (24%), towns (20%), and rural areas (20%) to say bike lanes increase neighborhood property values. City dwellers are also more likely to say bike lanes improve overall quality of life: 53%

say this, while slightly fewer Americans in suburbs (46%), towns (45%), and rural areas (39%) say the same.

Among the 18% of Americans who use a bike as a method of transportation at least some days, 70% say bike lanes increase safety for cyclists and 59% say they increase overall quality of life. Among the 58% of Americans who never use a bike for transportation, most (59%) say bike lanes increase safety for cyclists. 46% say bike lanes increase safety for pedestrians, and 43% say they increase overall quality of life.

People who live in cities are more likely than other Americans to think bike lanes increase pedestrian safety and quality of life

Do you think that bike lanes increase or decrease the following? (% who say "increase")



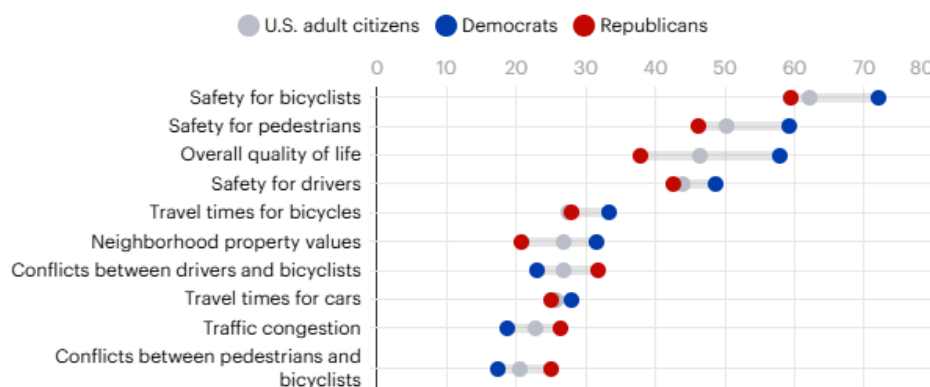
Note: Responses of "decrease," "neither increase nor decrease," and "not sure" are not shown.

YouGov

March 17 - 19, 2025

Democrats are more likely than Republicans to say bike lanes increase safety for bicyclists and pedestrians

Do you think that bike lanes increase or decrease the following? (% who say "increase")



Note: Responses of "decrease," "neither increase nor decrease," and "not sure" are not shown.

YouGov

March 17 - 19, 2025

Democrats are more likely than Republicans to say bike lanes increase quality of life (58% vs. 38%), safety for bicyclists (72% vs. 38%), safety for pedestrians (59% vs. 46%), and neighborhood property values (32% vs. 21%).

Among Americans who have bike lanes in their area, most (60%) say the lanes are in excellent (13%) or good (47%) condition. 27% say the lanes are in fair condition and 8% say the lanes are poor.

Among the 33% of Americans who want more bike lanes in their area, 35% say they would be willing to replace a parking lane for cars in order to add bike lanes. 26% would be willing to replace a traffic lane for cars, 17% would be willing to replace a sidewalk, and 16% wouldn't take any of those options to add more bike lanes. (Respondents could indicate willingness to replace more than one kind of public space with bike lanes.)

Among Americans who want more bike lanes, 35% would be willing to make one from a parking lane

Which, if any, of the following would you be willing to replace in order to add bike lanes to your local area? Select all that apply. (% of U.S. adult citizens who want more bike lanes in their area)



Note: Responses of "not sure" are not shown.

YouGov

March 17 - 19, 2025

39% of people who bike for transportation at least sometimes and want more bike lanes would replace a parking lane for cars in order to add more bike lanes. Among people who never bike for transport but want more bike lanes, 27% would be willing to replace a parking lane for cars.

[See the results for this YouGov survey](#)

— Carl Bialik, Taylor Orth, and Marcel Moran contributed to this article

Methodology: This article includes results from an online survey conducted March 17 - 19, 2025 among 1,140 U.S. adult citizens. Respondents were selected from YouGov's opt-in panel to be representative of adult U.S. citizens. The sample was weighted according to gender, age, race, education, 2024 presidential vote, 2020 election turnout and presidential vote, baseline party identification, and current voter registration status. 2024 presidential vote, at time of weighting, was estimated to be 48% Harris and 50% Trump. Demographic weighting targets come from the 2019 American Community Survey. Baseline party identification is the respondent's most recent answer given around November 8, 2024, and is weighted to the estimated distribution at that time (31% Democratic, 32% Republican). The margin of error for the overall sample is approximately 4%.

Image: Getty

A Classic Childhood Pastime Is Fading

Kids on bikes once filled the streets. Not anymore.

By [Erin Sagen](#)



Illustration by Maddie Fischer

July 1, 2025

This article was featured in the One Story to Read Today newsletter. [Sign up for it here.](#)

Walk down a quiet American street a few decades ago, and chances were good that you'd come across a vision of the Spielbergian sort: a gaggle of school-age children charging down the block on bikes, armed with a steely sense of purpose, and without any protective headwear.

You're less likely to catch that kind of scene today. Over the course of the 1990s, an average of 20.5 million children ages 7 to 17 hopped on a bike six or more times a year, according to data from the National Sporting Goods Association, a sports-equipment trade group. Only a few decades later, that number has fallen by nearly half, to about 10.9 million in 2023. Of those kids, according to the association, just less than 5 percent rode their bikes "frequently."

With this decline, kids are losing more than a potential mode of transport. Biking supports children's independence and overall health in a way that many activities cannot. It's a great way to get moving and build strength, and can improve coordination and balance. Like many types of fitness, it can help reduce children's future chances of cardiovascular disease and diabetes. But compared with some of the other ways that children get exercise, such as team sports, it's much more affordable (especially if you buy a used bike) and, crucially—once kids are trained—doesn't require as much effort from adults.

The thought of their kids traveling solo might get some parents wringing their hands, and for good reason. Biking can be risky, and finding an appropriate place to practice can be tricky in the city or in the suburbs. But if parents can find safe environments for teaching their children to navigate streets confidently on their own, the amount of freedom those kids will gain is invaluable. On a bike, a child gets to choose where to go and how to get there without having to check in with a parent, which lets them practice making decisions. As they ride more, the activity can even start to rewire their brain, helping them form spatial maps of their neighborhood and develop the kind of competence and knowledge that can seed lasting resilience and self-esteem.

Kids aren't the only ones who benefit when they start getting around on two wheels. When enough children bike—or simply get outside—whole neighborhoods can be transformed. Research has shown that when children play in the open, whether they're riding a bike, kicking a ball, or merely puttering, parents feel more of a connection to their neighbors, and many people begin to feel safer.

Read: What adults lost when kids stopped playing in the street

As fewer kids venture out, however, neighborhoods can lose those social ties. Many people blame smartphones for this trend. But as Esther Walker, the research leader at the nonprofit youth-cycling organization Outride, told me, "I've never read or heard a student say they just would prefer to be on their phone." Kids do want to bike, Nancy Pullen-Seufert, the director of the government-funded program the National Center for Safe Routes to School, told me—but conditions on many streets don't exactly inspire confidence. Walker regularly speaks with middle schoolers in Outride's programs, and she told me that although they crave mobility, many also say that the traffic in their neighborhood makes riding too dangerous or that their parents won't let them go on their own.

In many places, this fear is well founded. American roadways have gotten faster and busier. Since the 1990s, speed limits have ticked upward. Each year (minus a few temporary dips), drivers have progressively clocked more collective miles and driven ever

larger cars. According to a [2023 report](#) by the nonprofit Insurance Institute for Highway Safety, “Over the past 30 years, the average U.S. passenger vehicle has gotten about 4 inches wider, 10 inches longer, 8 inches taller and 1,000 pounds heavier.” These machines may be [protecting drivers and passengers](#), but they can be much more intimidating to people on bikes. The annual number of children killed on bikes has actually fallen, a [2021 CDC report](#) found, but the report acknowledges that this is likely in part because fewer kids are out riding. The decrease in kids’ deaths seems reflective not of streets’ safety—an SUV, [the most dominant car in the U.S. market](#), is [eight times more likely](#) than a sedan to kill a child—but rather of parents’ understanding of the danger that big cars pose.

Families haven’t always had to be this vigilant. Children in previous decades may not have had designated bike lanes, complete sidewalks, or other protective features now common on many American roads. But they had more space to wander, fewer and slower cars to contend with, and safety in numbers as throngs of children dependably roamed about the neighborhood. It wasn’t until public planning began to prioritize cars that children lost not only areas to play but also the freedom to get to places on their own. Tellingly, the share of K–8 students walking or biking to school fell from 48 percent in 1969 to just 13 percent in 2009, according to a 2011 report prepared by the [National Center for Safe Routes to School](#).

[Read: An e-bike transformed my family’s life](#)

By adding more bike-friendly infrastructure—lower traffic speeds, separated bike lanes, calmer intersections—local governments could encourage children and other residents [to start riding again](#). In the interim, teaching children how to share the road with drivers is mostly up to caregivers. Finding safe-enough spots for practice might be tough in some cities. But with a little creativity, parents can track down dead ends, streets closed to cars, unused parking lots, or parks with paved pathways to let their kids spread out and find their bearings in relatively calm surroundings.

Putting in that work may demand more of parents in the short term. But as a mom whose 9-year-old recently began riding, I would argue that the investment of time and attention is worth it. In my reporting, I’ve heard over and over from parents about how desperately they want to raise confident and resilient kids. Many opt for a packed calendar of extracurriculars, most of which require an adult to act as chauffeur and supervisor. Yet kids don’t tend to flourish when they’re being shuttled around and monitored by adults. What many need is a bit more freedom: time to do as they please, to pedal aimlessly—until, one day, they’re ready to take off.

ABOUT THE AUTHOR: [Erin Sagen](#) is a freelance journalist who covers parenting, health, and culture. She has written for *The New York Times*, *Slate*, and more.

New DOT report: How NYC streets and sidewalks are undergoing an accessibility makeover

am

By [Barbara Russo-Lennon](#)

Posted on [July 7, 2025](#)



A B41 bus stops for passengers at an island platform on the new Livingston Street busway.
NYC DOT

The city that never sleeps made its streets and sidewalks more accessible for New Yorkers over the past year, according to a city report released on Monday.

A progress report on the [first year](#) of the NYC Department of Transportation's (DOT) [five-year accessibility plan](#) shows that the city's vast networks of streets and sidewalks are not just about getting from point A to point B anymore—but getting there with more ease.

From May 2024 to May 2025, the agency made what it calls a “dramatic expansion” of accessibility upgrades to make [traversing the city](#) smoother and safer for people with disabilities and all commuters.

A buzzworthy initiative, according to the report, is the installation of accessible pedestrian signals (APS) at over 3,400 intersections. These devices display non-visual information, such as tones, speech messages and vibration aimed at assisting those who are blind or have low vision safely cross streets.



Accessible pedestrian signal (APS) Installed at Court Street in Brooklyn NYC DOT

In 2021, the U.S. District Court, Southern District of New York, mandated the city to install APS at 10,000 intersections by the end of 2031. The DOT said it is aiming for full implementation of the signals at all signalized intersections by the end of 2036.

The report also shows that some bus stops underwent big fixes since last year. Historically, riders have said that many bus stops lack continuous accessible wheelchair lifts or other accessibility needs. Other commuters have complained that hulking steel columns block bus-stop access under some elevated train lines.

In response to these issues, the agency over the past year constructed bus boarding islands or curb extensions for at least two bus stops, including one at East 228th Street in the Bronx, under elevated trains aimed at making boarding easier.

Another 45 out of the city's approximately 15,000 bus stops were made more accessible, with DOT nearly doubling its goal of 25 upgrades per year, according to the report.

"All New Yorkers and visitors deserve to safely and efficiently navigate our city streets regardless of ability," said DOT Commissioner Ydanis Rodriguez. "New York City is the national leader in pioneering street safety improvements, and we look forward to continuing our efforts building a more accessible and equitable New York."

Safer NYC streets and sidewalks

About 50% of all traffic injuries in the United States — and about 25% of traffic fatalities — occur in intersections, according to the [Federal Highway Administration](#). In response to the alarming statistic, the progress report shows, the DOT installed a total of 105 raised sidewalks across all the boroughs aimed at slowing drivers at [intersections](#) and encouraging them to yield for people crossing the street.

While sidewalk maintenance is the responsibility of property owners in NYC, DOT said it repaired approximately half a million square feet of sidewalks citywide at locations adjacent to 785 properties in total over the course of the progress report.

To fix sidewalks with uneven surfaces, cracks, collapsed concrete, and other hazards, DOT inspects sites that have received complaints and issues violations to property owners, who ultimately pay for the repairs.

Meanwhile, disability advocates in NYC applauded the work that has been done so far in the city. However, they feel more needs to be done.

Jean Ryan, president of Disabled in Action, said that she has complained to the city about broken sidewalks and inaccessible bus stops but is still waiting for improvements, specifically on Shore Road in Bay Ridge.

“I complained about the inaccessibility of bus stops and the condition of the sidewalks on both sides of Shore Road in the neighborhood of Bay Ridge, Brooklyn, from Bay Ridge Avenue to 101st Street,” she said. “Wheelchair users like me have to go in the street for that 30-block stretch of winding and hilly road next to Shore Road Park because the sidewalks are too bumpy with hexagonal raised pavers, which used to be fashionable.”

Ryan would like the city to speed up work on these issues, regardless of whether repairs or improvements are court-ordered.

“The pace is not enough,” she said.

Joe Rappaport, executive director of the Brooklyn Center for Independence of the Disabled, said he appreciates the DOT’s efforts but is skeptical of some of the street improvements made this year.

“We’re skeptical of some of the improvements, particularly the bus islands,” he said. “What they end up doing is making it sometimes harder for people with low vision or who have mobility disabilities to get to the bus stop. Everybody who has to get to a bus island has to cross the street. That is typically not the case with bus stops.”

The DOT’s five-year plan fulfills the requirements of Local Law 12 of 2023, which requires all city agencies to make an accessibility plan.



SOME BINGHAMTON DRIVERS UNHAPPY WITH MAIN STREET “BUMP-OUTS”



Bob Joseph | Published: July 10, 2025

Photo: Bob Joseph/WNBF News

One aspect of a \$6.2 million improvement project on Binghamton's Main Street is bothering a few motorists.

Some are complaining about the addition of curb extensions or bump-outs at several intersections.

Work on the two-year construction project has been underway for a couple of months.



Vacri Construction employees were working on the Main Street improvement project on July 7, 2025. (Photo: Bob Joseph/WNBF News)

Mayor Jared Kraham said the reason for the curb bump-outs is because of the goal to improve pedestrian safety along the busy street.

The mayor told WNBF News there have been "a number of fatal pedestrian and car accidents there" over the years.

He said "this is to slow down traffic on Main Street and "make it safer for people who walk, bike and also drive."

Kraham said a similar concept has been used in downtown Binghamton and in other parts of the city.

Pedestrian safety improvements are part of the two-year project underway on Main Street in Binghamton. (Photo: Bob Joseph/WNBF News)

The mayor said "if you reduce the traveling lanes, you can reduce speeds" and make it safer for people who are walking along the streets.

New curbs and high-visibility crosswalks are being installed as part of the project. Rapid-flashing pedestrian beacons will be added at ten additional locations along Main Street.



The upgrades are being performed by Vacri Construction of Binghamton.
