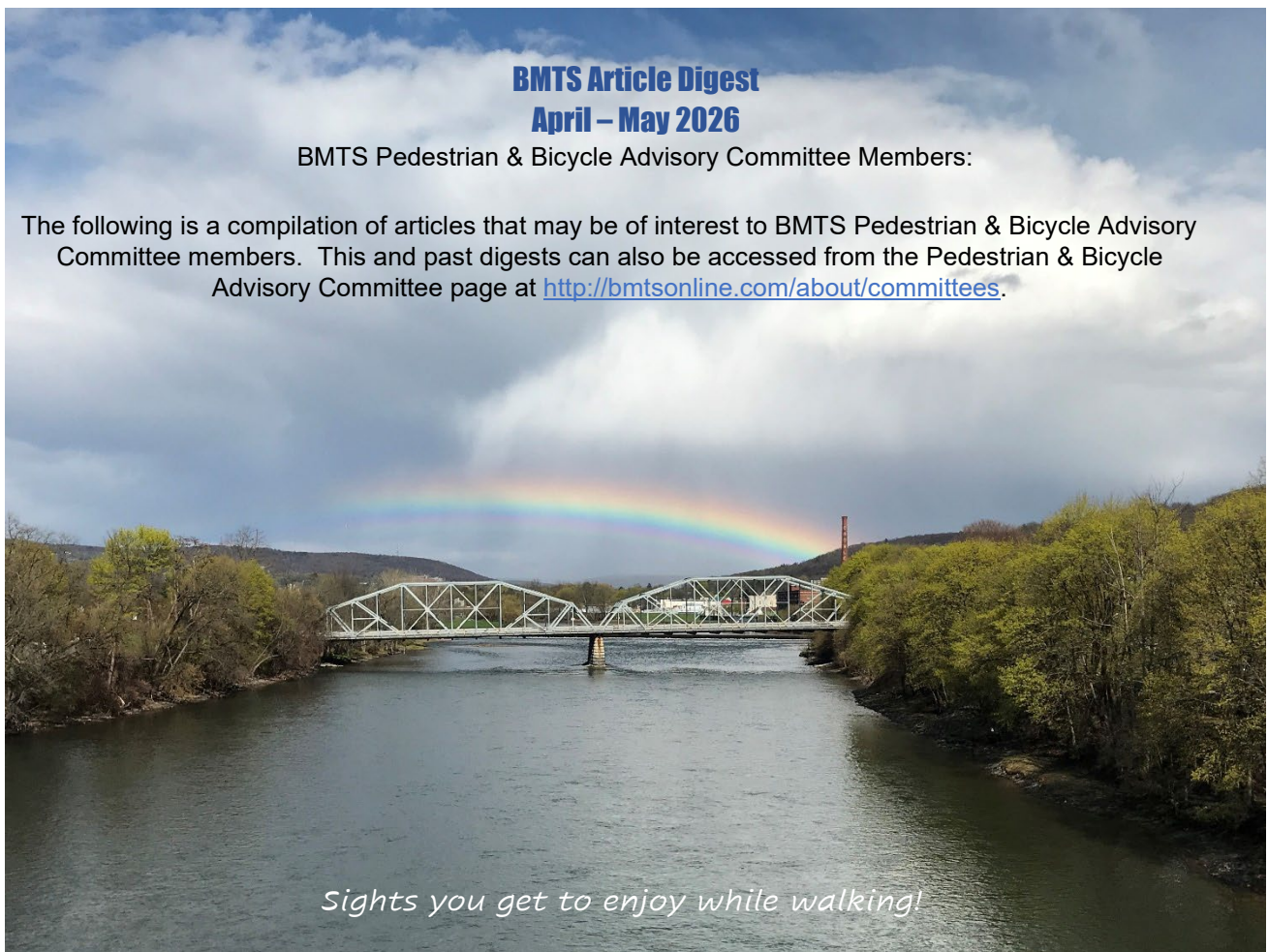


BMTS Article Digest April – May 2026

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 Counting Reports** at <http://bmtsonline.com/data/bikeped-counts>.



Project to Bring New Benches to 434 Greenway Underway

- [Ziggy Hill](#)

New benches are coming to the Route 434 Greenway in Binghamton, thanks to a donation helping the project cross the finish line.

Local company Barney & Dickinson Inc. stepped in, providing a portion of the costs for concrete after the city's parks and recreation department faced a funding shortfall.

The support allows the installation of benches to be completed this year, improving access and comfort along the popular trail along the Vestal Parkway.

The concrete was poured at seven sites earlier today, marking a key milestone for the greenway improvement project.

Barney & Dickinson Inc. President Mary Murphy Harrison said, "I think every company, especially in Binghamton and Johnson City, needs to donate, you know, do a little bit. If everybody did a little bit, then, you know, this would be an even better place to live."

KLAW Industries COO Kumpon said, "To be able to be a part of something like this and donate the concrete alongside Barney Dickinson to make a project like this happen in our communities is pretty exciting. A lot of people on our team go to Binghamton University regularly, and use 434, so to be a part of a project that we use every day is pretty cool."

The project is expected to be completed by the start of the summer.

Bloomberg

CityLab
Perspective

Searching for the 'Smoking Gun' in US Pedestrian Deaths

Why did American streets get so deadly for those on foot or bikes? A leading transportation safety researcher sees some surprising factors behind the crisis.



Sun Belt cities like Houston have some of the highest rates of pedestrian deaths in the US.
Photographer: Brett Coomer/Houston Chronicle via Getty Images)

By David Zipper
April 14, 2026 at 8:00 AM EDT

In March, the Governors Highway Safety Association [announced](#) that some 3,024 people died while walking in the US during the first half of 2025, a drop of almost 11% from 2024. It's a welcome dip, but the GHSA quickly put the figure in perspective, noting that footgoer fatalities remain 2.5% higher than in 2019, the last year before the Covid-19 pandemic coincided with a [surge](#) in traffic deaths.

Moreover, the country remains a grim outlier when it comes to pedestrian safety: Between 2013 and 2022, deaths rose by half in the US, even as 27 other rich nations [saw an average 25% decline](#).

The [New York Times](#), [Vox](#), and [NPR](#) are among the many media outlets that have asked why walking became so deadly for Americans, and they've found plenty of possible answers, including street lighting and roadway design as well as driver distractions from smartphones and vehicle infotainment systems. Another frequently cited culprit: the expanding size of trucks and SUVs, also known as car bloat. The debate continues to rage.

Nick Ferenchak, a professor of engineering at the University of New Mexico, has had a unique vantage on this conversation. He leads the [Center for Pedestrian and Bicyclist Safety](#), a federal cross-university research program that investigates the dangers that vulnerable street users face and identifies ways to mitigate them. Supported by \$10 million in funding from the US Department of Transportation, it's the first [University Transportation Center](#) to focus specifically on pedestrians and cyclists.

At a [research conference](#) earlier this year, Ferenchak sat down with Bloomberg CityLab contributor David Zipper to discuss what academics have learned about the US pedestrian safety crisis as well as the questions that continue to puzzle them. Their conversation has been edited for length and clarity.

Of all transportation topics, why did you decide to focus your research on walking and biking?

After I got my undergrad degree in engineering, I went to work at a cement plant in Pennsylvania's Lehigh Valley. The best part of my day was my commute, walking or biking on a nice trail. I wondered: "Why can't more people do that?" So I went back to grad school to try and figure it out. I'm still working on it.

How would you say the US is doing with regard to pedestrian safety, relative to other countries?

When it comes to number of deaths and the trendlines, we're number one — and not in a good way. Our pedestrian fatalities have skyrocketed by about 80% over the last 13 years. Over that time most other countries have improved.

What are the biggest reasons pedestrian deaths have risen in the US?

After digging into that question for years, I don't think there is a smoking gun. The US situation is a perfect storm, with high-speed arterials, distraction from phones, and big SUVs. In Europe, roadways are much slower, which provides a level of protection. If you have a big SUV on a street where you're driving 15 miles per hour and you hit someone, they're not going to die. The same goes if you're driving 15 mph and using a smartphone when you strike someone. But in the US, we don't have those kinds of safeguards because our roads are faster.

Also, there is a lot of evidence pointing to suburbanization of poverty being an important factor. Historically, poverty in the US was centralized in the urban core, but over the last couple of decades it has expanded to the suburbs, where [around half of all poor people now live](#). But many suburbs are not built for walking, biking and public transportation; they're built assuming everybody is going to drive. So now you have lower-income populations living there who might not have motor vehicles. They need to walk, and they're doing it in a suburban setting that is not designed to accommodate them.

Is there a particularly common misunderstanding about US pedestrian deaths?

There's a perception that a lot of the increase in pedestrian deaths is due to homelessness or people using drugs and alcohol. But the share of pedestrians who die with alcohol or drugs in their system is relatively low. [The National Highway Traffic Safety Administration [estimates](#) that around one in four pedestrians killed in a crash had a blood alcohol concentration of 0.08 or higher.] There are still plenty of people who are just walking to work or school when they get killed.

What do you think of the narrative that pedestrians should just stop looking at phones and walking around tipsy if they want to be safe?

It's not helpful. We should have a road system where people who make a mistake shouldn't have to die and shouldn't end up killing someone. But if you make a mistake on a seven-lane arterial with cars going 60 mph, someone could easily get killed. I think pinning blame on a person, assuming that people are always going to behave perfectly, is a terrible way to run a roadway system.

It would be great if we could get car bloat under control and reduce distraction. But at the end of the day, pedestrian safety really comes down to road design.

What kinds of pedestrians are especially vulnerable?

Native Americans come to mind right away. In New Mexico, we work with some of the Pueblo tribes and Navajo Nation, and a lot of these communities have very high rates of pedestrian deaths. That is unusual for rural settings. If you look at a heat map of fatalities in New Mexico, Albuquerque and Santa Fe pop up, but you

also get these hot spots in Native American regions, where people often lack access to automobiles because of their limited incomes. People are forced to walk or bike on state highways that might not even have a shoulder.

Is there a particular dataset about pedestrian safety you wish you had access to?

I'd really love some way of capturing latent demand for walking and biking, maybe through a [stated preference dataset](#). A lot of our roads are so dangerous that people often refuse to walk or bike, but we don't know how many people fall into those categories. Proximity alone isn't a great measure for latent demand, because some short trips are really dangerous, especially for youth destinations like schools or playgrounds. I'd really like to wrap my head around those kinds of topics.

When NHTSA reports [quarterly crash deaths](#), it aggregates fatalities among motor vehicle occupants, pedestrians and cyclists. Is that an appropriate way to share crash data?

It's not. We need to realize that vulnerable road users have unique needs and think about them differently. The safety of car occupants and people walking or biking can be diametrically opposed, like with car size. We're doing some research about Texas that hasn't been published yet, and we're finding that full-size SUVs stick out like a sore thumb. The mid-size and compact SUVs aren't as big of a problem, but for full-size SUVs the pedestrian fatality rates are incredibly high.

To be honest, even clumping all vulnerable road user deaths together creates issues. Pedestrians are mostly killed in mid-block collisions where they are trying to get across the road, whereas bike deaths tend to occur at intersections or along the roadway.

You coauthored a [paper](#) examining 18 cities that had signed on to [Vision Zero](#), a commitment to eliminate traffic deaths. You found that only one of those cities reduced pedestrian deaths. Why isn't Vision Zero working better in the US?

Vision Zero doesn't work well in cities where everyone has to drive. In those places it's hard for policymakers to slow down cars, which is the best way to save lives. Instead of thinking about controlling cars better, Americans need to think about mode shift — reducing the number of people who need to travel by car at all.

Right now cities often end up doing half measures that don't help much. For example, Albuquerque installed a [pedestrian hybrid beacon](#) on a dangerous stretch of road where the nearest intersection is 2,500 feet away. But research shows that people are willing to walk at most 100 feet out of their way to cross a street safely. Otherwise they'll just take a chance and dash across, even if they know they aren't supposed to.

Do you think autonomous vehicles are a solution for pedestrian safety?

Maybe they will make pedestrian safety better someday. But I'm not holding my breath, and there is really no need to wait.

I was in the Netherlands a couple years ago, and somebody asked about AVs and road safety. They said, "We'll wait to see if it works in the US. If it does, great. If not, we've already got a pretty good safety system here."

We know what it takes to get to zero deaths in a city; it's not some mystery. But if we keep using dangerous roads with bad land uses, we'll end up waiting for AVs to save the day.

We're excited to highlight a community-led initiative that's helping rethink how fans get to Citi Field.

Launched in 2024, the **Citi Field Bike Bus** is a grassroots effort organized by a local transportation advocate and Open Streets leader. The Bike Bus brings Mets fans together for a beginner-friendly group ride through Jackson Heights, arriving at the stadium ahead of select home games.

🚲 A Community-Led Way to Kick Off the Season | April 23 at 6:00 PM



This first ride sets the tone for the season, with monthly rides planned and opportunities to grow participation over time.

- A relaxed, social pace designed to be accessible to a wide range of riders
- A route that builds on existing Open Streets and bike infrastructure
- Designated meeting points to make it easy to join

This initiative is a great example of community-driven action expanding multimodal options and making biking to events more visible, social, and accessible.

Whether you're a regular cyclist or just curious about biking to a game, this is a fun and supportive way to try a new commute option.

Interested in joining?

Ride details and updates are shared via Instagram [@citifieldbikebus](https://www.instagram.com/citifieldbikebus), with additional outreach planned throughout the season.

Learn More and Get Involved

If you're interested in supporting or learning from efforts like this, please reach out to info@511nyrideshare.org

81-year-old Ithaca man to participate in the largest bike ride in America



By [Benjamin Hodil](#)

Published: Apr. 17, 2026 at 4:46 AM EDT | Updated: 4 hours ago

ITHACA, N.Y. (WBNG) -- An 81-year-old Ithaca man is gearing up to participate in the largest bike ride in the United States.

Lenny Rosenfield is originally from Brooklyn but currently lives in Ithaca.

This will be his 38th year of being apart of the 'Five Boro Bike Tour' that takes place in New York City.

"I just enjoy doing it," said Rosenfield. "It's a wonderful way to see the city. It's great to ride on the city streets with 32,000 of your closest friends."

The ride is 40 miles long and takes riders through Manhattan, The Bronx, Queens, Brooklyn, and Staten Island.

Despite many thoughts of this year being his last year participating, Rosenfield says that he may do it again next year.

“I’ve said to my friends and family, I think this is the last year, and I told my friend, who I’m doing it with this year, this is my last year,” said Rosenfield. “Then my daughter in L.A. said, daddy, let’s do it together again next year. I said, oh, looks like it may be my 39th. Maybe I’ll make it to 40.”

Rosenfield said that his secret throughout the years is that he still enjoys a challenge.

The ‘Five Boro Bike Tour’ will take place on Sunday, May 3.

How did a Dutch inspired cycle path end up in Bentonville, Arkansas?

Check out this video by [Active Towns](#) where he rides the path with local experts to discuss their growing cycle network. The city has built over thirty miles of high-comfort cycling facilities in just three years.

It would be great to see sidewalk & bike path like this on the Vestal Parkway! 😊



In this on-bike interview, I chat with Brandom Gengelbach, President & CEO, Bentonville Area Chamber, Josh Stacey, Deputy Director of Bentonville Parks and Recreation, and Jessica Pearson,

Manager of the Bentonville Moves/Arkansas Moves Coalition. We discuss how the city has been able to develop a culture where bikes mean business, employers large and small support the build out of the bike network, and how the on-street and off-street network of pathways, trails, and bikeways get treated as linear parks with the goal of creating cohesive and welcoming all ages and abilities facilities for everyone and enhancing the overall quality of life in the community.

Click on the picture or [here](#) to see the video.


Helpful Links (note that some may include affiliate links to help me support the channel):

👉 Bentonville Chamber: <https://bentonvillearea.com/>

👉 Bentonville Parks & Rec: <https://www.bentonvillear.com/1691/Pa...>

👉 Arkansas Moves:  [/arkansasmoves](#)

👉 City Thread - Learn about the Accelerating Mobility Plan that Bentonville Moves implemented:

<https://www.citythread.org/> and here:  [/ @citythread8043](#)

👉 Gnargo Bikes Bentonville: <https://gnargobikeco.com/>

👉 Buddy Pegs: <https://www.buddypegs.com/> and Pedal Kids USA: <https://pedalkids.com/>

👉 8th Street Gateway Park: <https://www.bentonvillear.com/1134/8t...>

VINES to expand community gardens with DEC funds

By [Brian Melanson](#)

Published: Apr. 22, 2026 at 6:07 PM EDT | Updated: 22 hours ago



BINGHAMTON, N.Y. (WBNG) -- Volunteers Improving Neighborhood Environments, known as VINES, is set to receive funding from the state Department of Environmental Conservation as part of its \$6 million statewide grant.

The \$200,000 will allow VINES to build two additional community gardens and maintain existing sites across more than 20 locations in the greater Binghamton area.

Amelia LoDolce, executive director of VINES, said the funding **addresses food access challenges** in the region.

“We’re taking these funds and really stretching them to make a big impact in the community,” LoDolce said.

LoDolce said food deserts exist in the greater Binghamton area, and economic status can affect access to fresh produce.

“When you don’t have personal transportation, you can’t just drive five miles to the grocery store,” LoDolce said. “People then don’t eat as well, they don’t eat fresh produce because it’s the first thing to leave their grocery list.”

The community gardens aim to increase access to fresh produce regardless of financial or transportation constraints.

VINES will use the DEC funding to construct two new community gardens and repair existing ones, some of which are nearly 20 years old.

“A community garden can be built for about \$20,000 and can last for the next 20 years,” LoDolce said. “It’s a very low-cost way to make a big difference in a neighborhood and people’s lives.”

LoDolce said the organization hopes to have both new gardens operational by fall or spring of next year.

Police crackdown on the use of e-bikes on Vestal Rail Trail



by: [Jim Ehmke](#)

Posted: Apr 28, 2026 / 05:23 PM EDT

Updated: Apr 28, 2026 / 05:23 PM EDT

VESTAL, N.Y. (WIVT/WBGH) -Vestal Police are cracking down on people using electric powered bikes and scooters on the Rail Trail.

Motorized vehicles are prohibited on the walking and biking path. Police are stepping up enforcement of the ban in an effort to promote safety. Residents have complained recently on social media about people on e-bikes and e-scooters riding fast along the trail.

Vestal police warn against use of motorized vehicles, e-bikes on rail trail

[Jillian McCarthy](#)

Binghamton Press & Sun Bulletin

Updated April 28, 2026, 3:15 p.m. ET

The Vestal Police Department is looking to remind residents that motorized vehicles are prohibited on the Vestal Rail Trail following complaints.

On April 27, the Town of Vestal Police Department sent out [a press release](#) advising residents that all motorized vehicles, including e-bikes and e-scooters, are prohibited from being operated on the Vestal Rail Trail.

The rule, according to the press release, will be "strictly enforced" by the police department.

Vestal Police Captain Corey Shirley said in an email on April 28 that the warning was prompted by complaints from residents using the rail trail who "feel unsafe due to the speeds and proximity that e-bikes pass them."

The police department previously posted a reminder [on Facebook](#) in September 2025 citing an uptick in the use of motorized bikes and scooters on the rail trail and on public roadways.

Shirley said officers will be patrolling the trail frequently and issuing tickets in accordance with the town ordinance which prohibits the use of motorized vehicles on the rail trail.

The rail trail has a [10 mph speed limit](#). If e-bike riders wish to use the rail trail, electronic assist must be disengaged, according to a recent [Vestal Police quarterly newsletter](#).



Today, Wednesday, April 29, 2026, PennDOT announced that the number of people killed in traffic crashes in 2025 decreased from 2024.

According to the Pennsylvania Department of Transportation, the number of fatalities in 2025 totaled 1,047, which is the lowest since record keeping began in 1928 and 80 fewer than in 2024.

2025 PennDOT Crash Statistics

PennDOT noted that 2025 recorded 109,515 total reportable crashes, which is the second lowest on record, only to 2020, when traffic volumes were down statewide due to the COVID-19 pandemic.

In the Commonwealth of Pennsylvania, there were 979 fatal crashes in 2025, which is the lowest on record and down from 1,060 in 2024.

Even one life lost is one too many, so while this decrease is good news, Pennsylvania remains committed to moving toward zero deaths on our roadways. PennDOT will continue to do our part to decrease fatalities through education and outreach, but we will only reach zero when we all work together. Please drive safely. Put the phone down when you are behind the wheel. Always follow the speed limit and never drive impaired. And buckle up! Your seat belt can save your life in a crash.

- PennDOT Secretary Mike Carroll

PennDOT also announced that there has been a focus on infrastructure improvements, including over \$357 million in federal Highway Safety Improvement Program funds invested in 312 safety projects from 2023 to 2025.

In addition, \$30 million in state funds was invested in low-cost safety improvements at hundreds of locations, which include centerline and edge-line rumble strips, warning signs and pavement markings, and high-friction surface treatments.

PennDOT says that the number of fatalities in impaired driver crashes dropped from 342 in 2024 to 258 in 2025, which is also the lowest number on record, noting that impaired driving mobilizations include high-visibility enforcement and education campaigns to eliminate driving under the influence.

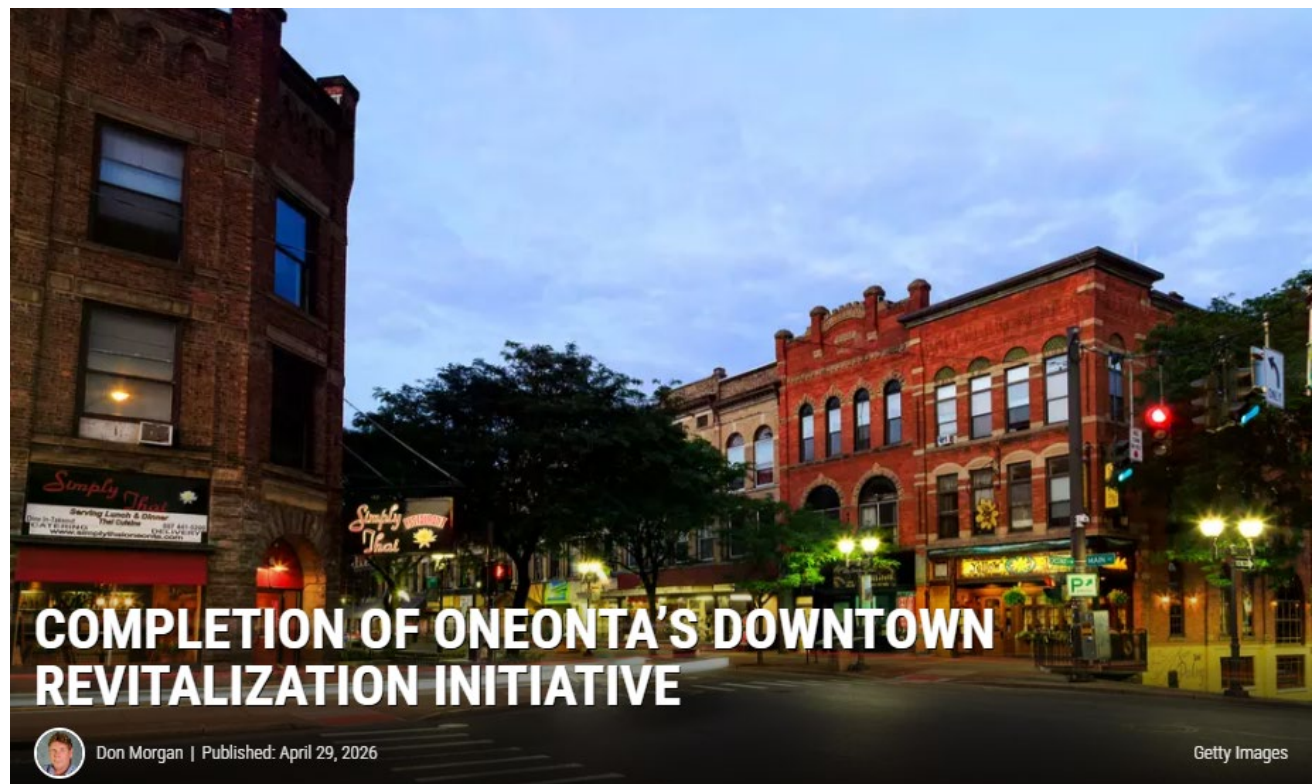
PennDOT Number Drop Statistics

- Fatalities in lane-departure crashes dropped from 537 in 2024 to 492 in 2025, which is the lowest on record.
- Fatalities in which a driver or passenger wasn't wearing a seat belt dropped from 311 in 2024 to 259 in 2025, which is the lowest number since record-keeping began.
- Fatalities in which a driver or passenger wasn't wearing a seat belt dropped from 311 in 2024 to 259 in 2025, which is the lowest number since record-keeping began.

PennDOT Number **Increases Statistics**

- **Bicyclist fatalities increased** from 19 in 2024 to 28 in 2025. **Of the 28 bicyclist fatalities, 14 were not wearing a helmet.**
- Fatalities in crashes involving a driver aged 65 to 74 years old increased from 162 in 2024 to 185 in 2025.
- Fatalities in crashes involving a teen driver aged 16 to 17 years old increased from 27 in 2024 to 31 in 2025.

For more information on these results and reportable crash data, visit PennDOT's [website](#).



Tuesday, April 28 2026, New York State Governor Kathy Hochul announced the completion of an important project in the City of Oneonta.

A ribbon-cutting ceremony was held for the **Transit Center Downtown Revitalization Initiative project**. According to the release, this marks the conclusion of all seven public and private projects funded under the New York State program, intending to invest in local businesses and public spaces and boost the overall long-term economic growth for the community.

The Market Street Transit Center project on Market Street, \$3.25 million in Downtown Revitalization Initiative funding, which included a surface parking lot that replaced a dilapidated parking garage, a stair and elevator tower connecting the lot to Water Street, and a new Transit Center facility housing Oneonta Public Transit and Trailways intercity bus services.

In addition, this project established public pedestrian access between Main, Water, and Market Streets in the city, while providing a connection between downtown public space, Muller Plaza, and other points in Oneonta.

This completed project allows access between the public parking lot and existing shops on Main and Water Streets, plus the new transit center and Foothills Performing Arts & Civic Center.

According to the release, the Transit Center is a welcome center and multi-modal facility that will allow the City of Oneonta to keep pace with shifts in transportation systems.

*The completion of Oneonta's Downtown Revitalization Initiative marks not only a major milestone for this community but also celebrates the 10th anniversary of a program that has transformed downtowns across New York State. Over the past decade, the DRI has empowered communities like Oneonta to reimagine their futures through strategic investments that support local businesses, strengthen infrastructure, and create new opportunities for residents. Oneonta's success is a powerful example of what can be achieved through strong local vision and state partnership. We remain committed to building on this progress and ensuring communities across New York continue to thrive for generations to come. - **New York State Governor Kathy Hochul***

For complete information on this major project for the City of Oneonta, visit the Governor Hochul [website](#).



PICCOLO'S PIZZERIA ON VESTAL PARKWAY PREPARES FOR GRAND OPENING



Bob Joseph | Published: May 4, 2026

Photo: Bob Joseph/WNBF News

The operator of a popular Broome County restaurant is putting the final touches on a new eatery in Vestal.

Piccolo's Pizzeria will occupy a building at 1805 Vestal Parkway East. The place most recently was home to a Subway sandwich shop.



FLASHBACK: A look at the exterior of the former Subway restaurant on the Vestal Parkway on January 29, 2026. (Photo: Bob Joseph/WNBF News)

Frank LoPiccolo acquired the property about a year ago. The work to start the big makeover in preparation for the pizza shop started last summer.

LoPiccolo, who owns Frank's Italian Restaurant in the town of Maine,

initially planned to open the new eatery in January. But it's taken a bit longer to get everything ready.

A sign for Piccolo's Pizzeria was installed recently on the Vestal Parkway. (Photo: Bob Joseph/WNBF News)

He now expects to hold the grand opening for Piccolo's Pizzeria starting Wednesday or Thursday.

The business will have an indoor dining area and a deck to provide some outdoor seating for patrons.

People walking or biking along the Vestal Rail Trail will be able to access the restaurant from the pathway. Piccolo's is located just a few steps from the trail.



A glimpse inside the soon-to-open Piccolo's Pizzeria on May 4, 2026. (Photo: Bob Joseph/WNBF News)



Now that we are in the warmer months of the year, popular modes of transportation, including bicycles, e-bikes, dirt bikes, motorized scooters, and motorcycles, are a common sight on and off our roadways.

While these motorized vehicles, including electric scooters and bicycles with electric assist, are fun to operate, being responsible and practicing safety is a top priority.

Just a few days ago, a person on a motorized scooter must have thought that the rules of the road did not apply to him, and he almost crashed into my vehicle, while I had the right of way.

Last fall, the Town of Vestal Police Department issued a safety reminder and just recently released that information again as we segue into the season when these types of transportation are prevalent the most.

According to the VPD, devices without pedals, powered solely by electric motors, fall under other vehicle categories and must meet the rules for those categories, including registration, license, insurance, and equipment, including, but not limited to, lights, turn-signals, and helmets.

These motorized vehicles should not be operated by juveniles outside of your private property. The Vestal Police Department notes that they have seen an uptick in these on public roadways, and even on the Vestal Rail Trail.

The Vestal Police Department reminds everyone of what is allowed to do and what is illegal:

- A two or three-wheeled vehicle without pedals powered purely by an electric motor, but not registered, is not legal on public roads or highways.
- Off-road or 'for trail' bikes that don't have the necessary lighting, mirrors, etc., or which are too powerful, may be illegal to ride on public roads.
- Devices that cannot be legally registered as mopeds or motorcycles (some "mini-bikes" or "off-road only" electric bikes) are often not street legal.
- E-bikes with a class 3 rating are prohibited.
- Bicycles with electronic assist are allowed on roadways when operated by someone 16 years of age or older where the maximum speed limit is 30mph or less.
- Riders utilizing a class 1 or class 2 E-bike can travel at a maximum speed of 20 mph along these roadways.
- Riders are required to obey the same traffic laws and signals as motorists and must yield the right of way to pedestrians.
- Motorized vehicles are not allowed on the Vestal Rail Trail. If a rider must use the Vestal Rail Trail, they are not permitted to operate with the electric assist and must travel at 10mph or less.

Be safe, follow the rules when operating these types of transportation. For more information on operating an electric scooter or bicycle with electric assist in New York State, visit the [NYS DMV website](#) on this topic.
