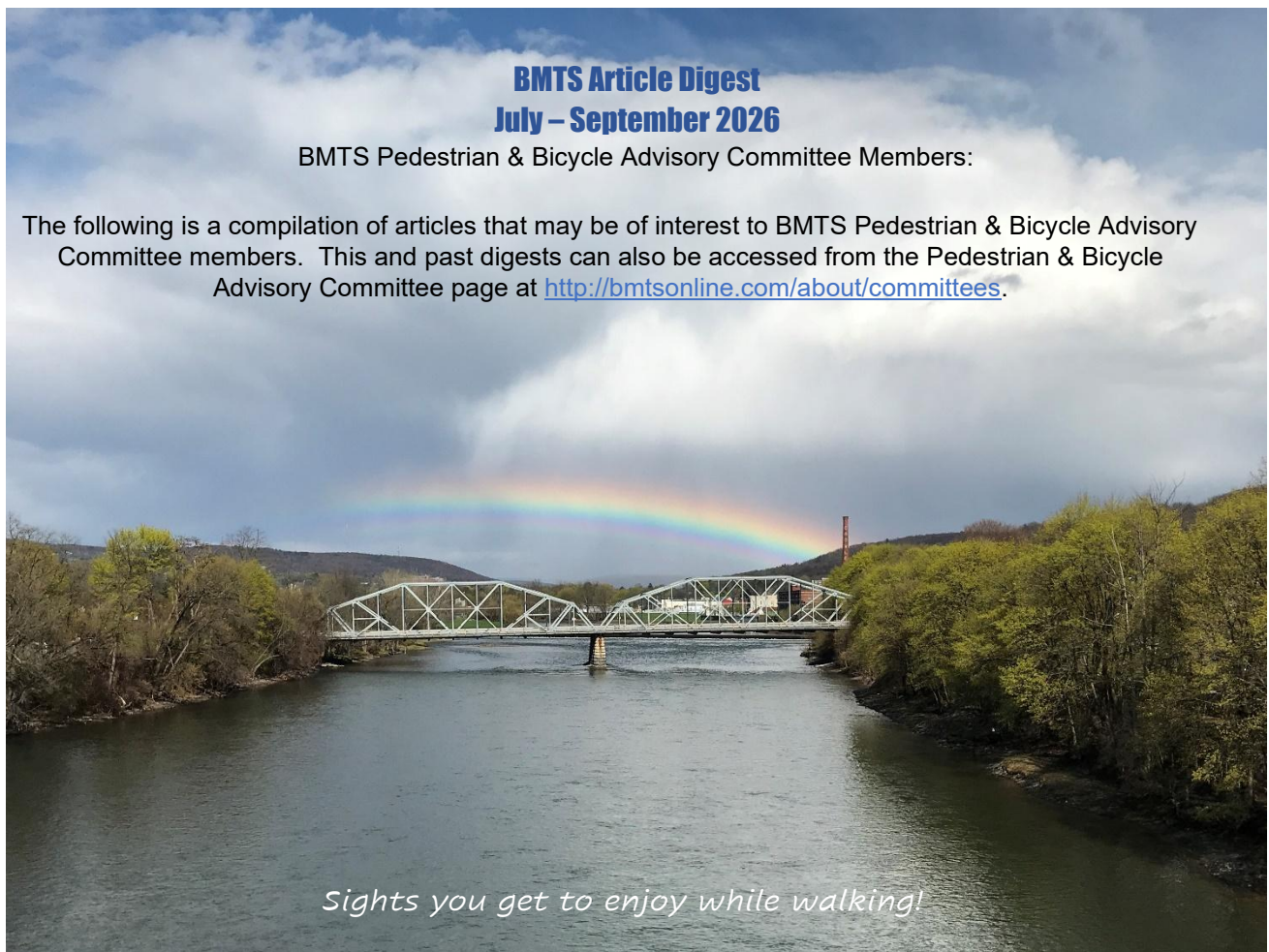


BMTS Article Digest July – September 2026

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>.



Sights you get to enjoy while walking!

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>.



July 15, 2026

Permanent Raised Crosswalk on Oak St. at Binghamton High School!

It's great to see this permanent installation after a successful demonstration project which was made possible by hard-working partners including Binghamton High School & School District, the City of Binghamton, and the Broome County Health Department.

Health

Popular pastime sending more Americans to ER with devastating injuries

Trauma cases in NYC emergency rooms rose from less than 10% in 2018 to more than 50% by 2023, researchers found

By [Angelica Stabile Fox News](#)

Published [July 26, 2026 2:18pm EDT](#)

The [Detroit, Michigan](#), metro area is reporting an uptick in serious incidents related to electric bikes (e-bikes).

Police are seeing a rise in e-bike crashes, while doctors say they're treating a growing number of related injuries, [Fox 2 Detroit](#) reported.

These incidents have reportedly led some communities to seek restrictions on e-bikes or to ban them altogether.

Some e-bikes can reach speeds of up to 28 miles per hour, increasing the potential severity of crashes on sidewalks and streets.

Fox 2 Detroit spoke with [emergency room](#) doctor Robert Sherwin of the Detroit Medical Center, who reported seeing everything from minor injuries to major trauma related to e-bike incidents.



Police are reportedly seeing a rise in e-bike crashes, while doctors say they're treating a growing number of related injuries. (iStock)

"These Class 3 bikes are probably more like motor vehicles," he said. "They travel up to 28 miles an hour, and a lot of riders aren't expecting that, might not be experienced in that."

"These e-bikes are heavier than regular bikes, and they travel much faster, but the human body doesn't change just because a bike has a motor."

Local bike shop owner John Hughes suggested the "real issue" has always been sharing the road with cars, Fox 2 Detroit also noted.

"Cars aren't looking out for bikes. ... People don't respect bikes as a form of transportation, and that's where it gets dangerous."

Hughes continued, "There's a ton of traffic out there. Everyone is on their [cellphones](#). They're texting and driving constantly."



An e-bike rider told Fox 2 Detroit that e-biking is "way better than a car." (iStock)

E-bike rider Cam Cason told Fox 2 Detroit that he takes his e-bike to work and school, crediting it as a "very efficient way" to get around.

"Way better than a car, in my opinion," he said. "When you don't have to spend \$30 or \$40 just to get some gas, use the electric bike to get where you need to go."

As concerns over e-bike safety grow nationwide, states are beginning to tighten regulations.

In New Jersey, a new law enacted this year requires e-bikes to be registered, and riders must be at least 15 years old and possess either a valid driver's license or an e-bike license to operate one.

The law was enacted amid growing concerns about e-bike crashes, including the [death of a New Jersey teenager](#). Supporters argued that licensing, helmet and registration requirements would promote responsible riding and reduce bodily harm.

NYU Langone Health released an advisory in April on the surge in [brain and spine injuries](#) related to e-bikes and scooters among riders and pedestrians in New York City.

A study published in the journal Neurosurgery found that medical emergencies involving pedal-powered and electric bikes and scooters accounted for nearly 7% of trauma patients admitted to NYC Health + Hospitals/Bellevue.



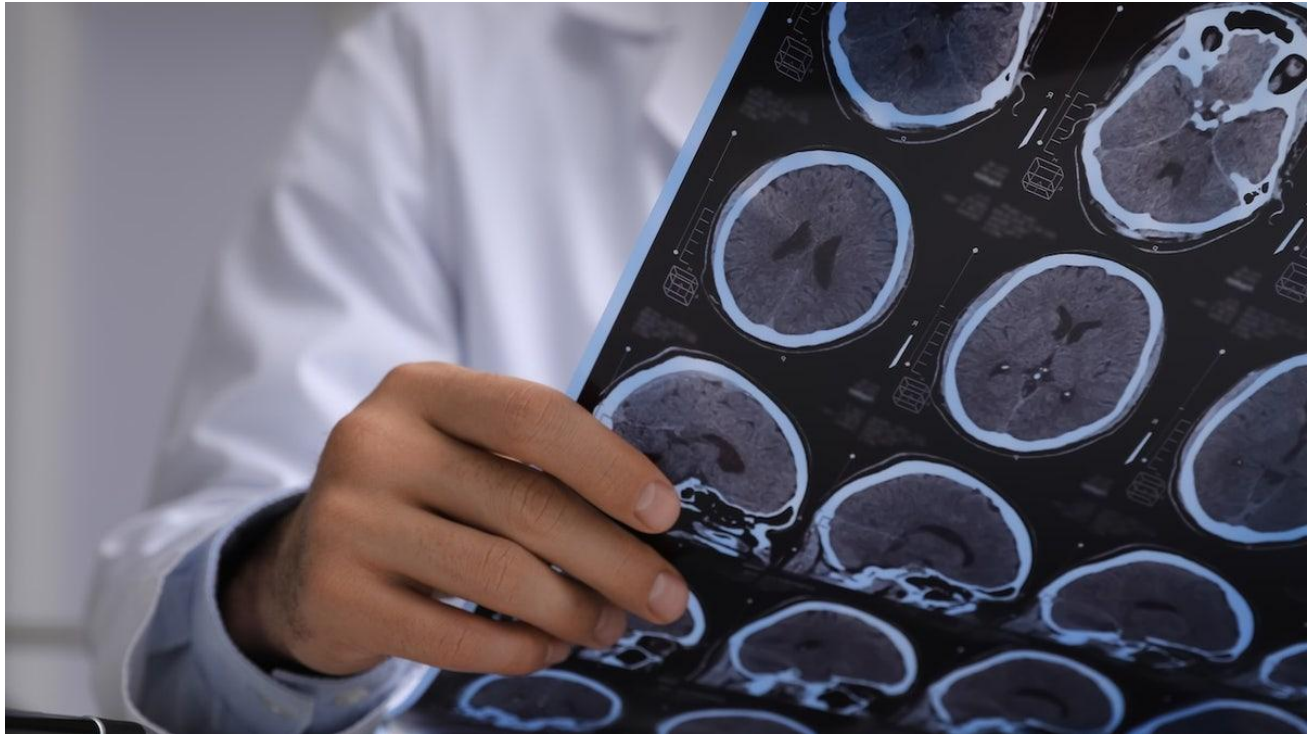
Trauma cases related to e-bikes seen in the emergency room increased from less than 10% in 2018 to more than 50% by 2023. (iStock)

One-third of the 914 patients treated for injuries involving pedal-powered and electric bikes and scooters suffered a [traumatic brain injury](#). More than two-thirds required hospital admission and about 30% needed intensive care.

Physical harm linked to electric bikes and scooters increased from less than 10% of cases in 2018 to more than half by 2023, according to the study. The most common cause of injury, accounting for about half of all cases, was a collision [with a car or truck](#).

"People don't respect bikes as a form of transportation, and that's where it gets dangerous."

Fewer than one-third of riders wore helmets, which was linked to a "significantly higher rate" of brain and facial injuries. The study found that 20% of patients tested positive for alcohol, which was associated with more severe head trauma and lower rates of helmet use. Pedestrians struck by electric vehicles suffered brain injuries at nearly twice the rate of riders, according to an analysis of 69 pedestrian cases.



Pedestrians struck by electric vehicles suffered brain injuries at nearly double the rate of riders, researchers found. (iStock)

Corresponding author Hannah Weiss, M.D., a resident in the Department of Neurosurgery at NYU Grossman School of Medicine, commented in a statement that these findings suggest "micromobility injuries are producing serious [brain and spinal trauma](#) that demands neurosurgical care at a scale we haven't seen before."

"In a busy urban setting, we are seeing more and more of these injuries firsthand," she went on. "The data point to actionable solutions – helmet use, safer bike lane design and enforcement — that could prevent many of these injuries and better protect both riders and pedestrians."

Paul P. Huang, M.D., associate professor in the Department of Neurosurgery at NYU Grossman School of Medicine and chief of neurosurgery at NYC Health + Hospitals/Bellevue, added that the study highlights that "urban infrastructure must continue to improve to keep pace with the rapid rise of electric bikes and scooters."

"[Future studies](#) should track these injuries across multiple cities and measure whether protected bike lanes, helmet programs and speed enforcement actually reduce the number of brain and spine surgeries we perform," Huang said.

Angelica Stabile is a lifestyle reporter for Fox News Digital.

Walton Heritage Trail to open with interactive walking tour and QR code history stops



Interactive trail sign mockup featuring the conversational digital town historian QR code.(Walton Heritage Trail)

By [Jolie Jenkins](#)

Published: Jul. 26, 2026 at 3:39 PM EDT|Updated: 19 hours ago

TOWN OF WALTON, N.Y. (WBNG) -- A new technology-driven walking tour is opening in Walton this week, designed to make exploring history as easy as scanning a code.

The Walton Heritage Trail is set to officially open Tuesday, July 28 at 10 a.m., starting at 150 Delaware Street in Walton.

Organizers describe the project as a new nine-stop, 1.7-mile interactive walking tour designed to change how residents and visitors explore Walton's history.

The project was developed by [Jerzoda LLC](#), a woman-owned, Walton-based technology company founded by Tina Kokoszka and Albert Zoll, which says the model could be replicated in other rural communities.

Instead of relying only on traditional maps or plaques, each stop features signage with a QR code that links to [Walton Historical Society](#)-verified pages with historical text and archived photos.

Visitors can also choose an interactive option billed as the world's first "conversational digital town historian," allowing users to ask questions and receive answers tied to the location they're standing at.

The trail also includes a community “Recollections” feature, where people can submit personal memories and family stories to specific stops using their phones, creating a growing digital oral history archive.

Organizers say the trail was built without government grants and funded through local business sponsorships and community support.

A built-in “Heritage Trail Savings” system also offers opt-in discounts at participating businesses, with an automated follow-up designed to encourage customer reviews.

Visit waltonheritagetrail.us/ for more details about the trail map and its stops.

<https://www.facebook.com/share/p/1DHrFzcjKA/>

Village Of Endicott

What's Happening at the Oak Hill Avenue & Witherill Intersection?

We've received several questions from residents after we installed the Traffic Signal to Be Removed signs at the intersection of Oak Hill Avenue and Witherill. We'd like to explain what's planned and why.

The existing traffic signal is nearing the end of its service life. After an engineering review, it was determined that this intersection does not meet the federal Manual on Uniform Traffic Control Devices (MUTCD) warrants required to replace the traffic signal with state or federal funding.

Instead, the Village plans to improve the intersection by installing an all-way stop with flashing stop signs, creating a controlled intersection designed to improve safety.



The project will also include:

A third crosswalk to improve pedestrian access.

New ADA-compliant curb ramps at each crosswalk.

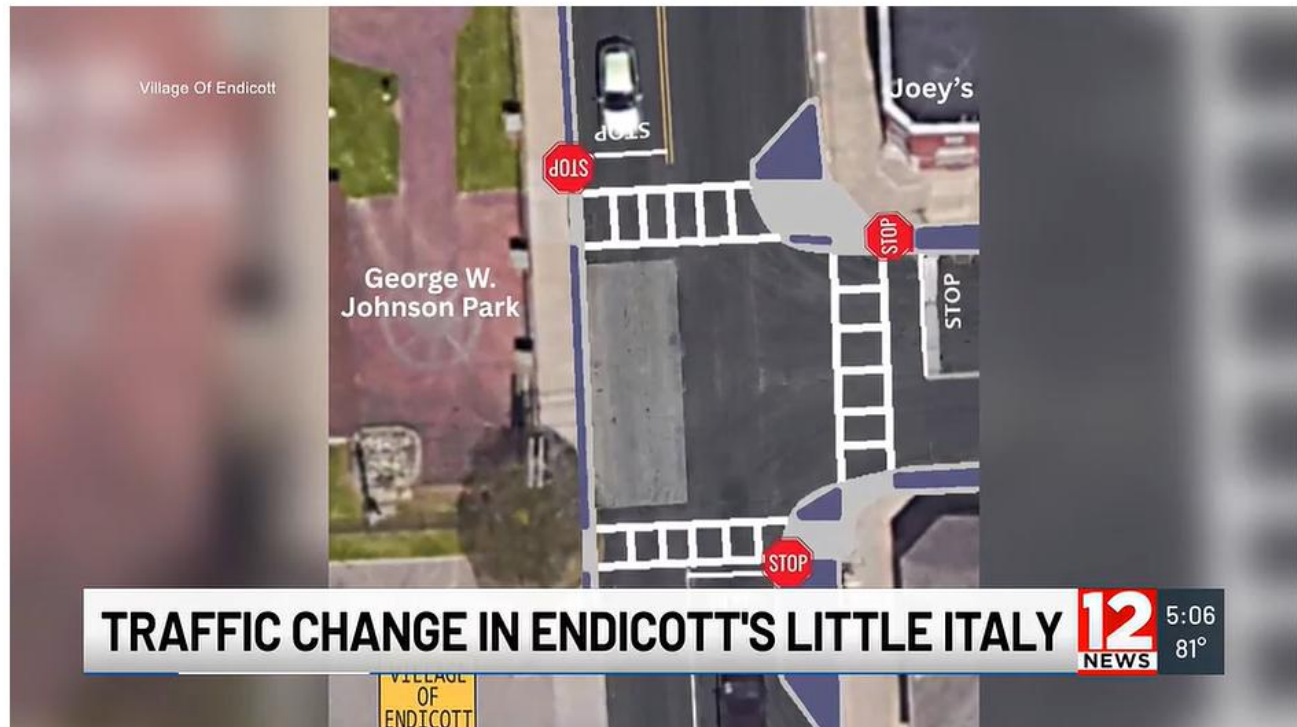
We are also exploring pedestrian safety improvements, such as curb bump-outs, to shorten crossing distances and help reduce vehicle speeds near the park and local businesses.

Our goal is to create a safer, more pedestrian-friendly intersection while continuing to provide safe traffic control for motorists.

The sketch shown below is for illustration purposes only to help visualize one possible design. The final layout is still being developed and may change before construction begins.

We appreciate everyone's questions and feedback and will continue to share updates as the project moves forward.

Endicott plans all-way stop with flashing signs at Oak Hill Avenue and Witherill Street



By [Jolie Jenkins](#)

Published: Jul. 27, 2026 at 5:29 PM EDT | Updated: 16 hours ago

VILLAGE OF ENDICOTT, N.Y. (WBNG) -- The Village of Endicott announced it will improve the intersection of Oak Hill Avenue and Witherill Street by installing an all-way stop with flashing stop signs.

The announcement was made in response to several residents' questions regarding the installation of "Traffic Signal to Be Removed" signs at the intersection.

According to the Village of Endicott, the existing traffic signal is nearing the end of its service life.

An engineering review found that the intersection did not meet the federal Manual on Uniform Traffic Control Devices (MUTCD) warrants required for signal replacement funding.

The stop signs will create a controlled intersection designed to improve safety.

In addition, the installation project will include:

- A third crosswalk to improve pedestrian access.
- New ADA-compliant curb ramps at each crosswalk.

Pedestrian safety improvements are also being considered, including curb bump-outs, to shorten crossing distances and help reduce vehicle speeds near the park and local businesses.

“Our goal is to create a safer, more pedestrian-friendly intersection while continuing to provide safe traffic control for motorists,” the Village of Endicott said in a [Facebook post](#).

The sketch (shown below) is for illustration purposes. The final layout is still being developed and may change before construction begins.



The village appreciates resident feedback and will continue to share project updates on [Facebook](#).



Scroll through any Broome County community Facebook group lately, and you'll find the same complaint on repeat: dirt bikes buzzing through neighborhoods at all hours, kids weaving between cars on machines that were never meant for pavement. The Broome County Sheriff's Office has noticed the same thing, and they're done letting it slide.

Why Broome County Deputies Are Cracking Down on Illegal Off-Road Riding

The Broome County Sheriff's Office announced a targeted enforcement initiative aimed at illegal use of motorcycles, dirt bikes, and e-bikes. Over the past few months, deputies say they've received reports and personally witnessed dirt bikes and e-motorcycles being ridden illegally on public roads, sidewalks, and railroad tracks, often by juveniles.

Sheriff Fred Akshar said the goal is to get ahead of a tragedy rather than respond to one. Dirt bikes, he said, *"are not road vehicles, and they simply don't belong on the highway or roads in our community."*

What Counts as an Illegal Off-Road Motorcycle

Under New York law, off-road motorcycles, including e-dirt bikes, have no pedals and can reach speeds over 40 miles per hour. They're built strictly for off-road use, which means riding one in the street is illegal regardless of age. These vehicles also can't

be operated on sidewalks, bike paths, power line trails, right-of-ways, public lands, in parks, or on any public property.

Two-Phase Enforcement Starts With Warnings, Moves to Citations

The crackdown will run in two phases over the next month. The first phase focuses on education and warnings for first-time offenders. The second phase shifts to active enforcement, including tickets, citations, and possible seizure of the vehicle or bike, depending on the violation. The Sheriff's Office instituted a similar measure in 2025 targeting illegal ATV and UTV use.

Akshar made it clear that the initiative isn't aimed at riders who follow the rules. *"We're not after riders lawfully navigating our community's streets and roads,"* he said, adding that the concern is juveniles treating dirt bikes like cars and putting themselves and others at risk.

Town of Union Backs the Crackdown, Weighs New Fines

Town of Union Supervisor Robert Mack voiced support for the operation, citing repeated complaints about unsafe behavior and damage to town parks and ball fields from illegal use of e-scooters, e-bikes, mini-bikes, and e-dirt bikes. The Town of Union will hold a public hearing on August 12, 2026, at 7 p.m. to discuss a proposed law that would impose new fines for unlawful use of these vehicles on parks and town property.

Helmet Requirements by Age and Vehicle Type

Helmets are required by law for anyone riding a bicycle up to age 14, and for all ages on any motorcycle, mini-bike, or ATV. For e-bikes and e-scooters specifically, helmets aren't universally required, but they are mandated for 16- and 17-year-olds operating an e-scooter or a Class 3 e-bike in New York City, and recommended everywhere else.

Where E-Bikes and Mopeds Are Legally Allowed to Ride

E-bikes are permitted in bike lanes and on streets with speed limits no greater than 30 miles per hour, including bridges. Mopeds, classified as limited-use motorcycles, are restricted to the right lane or shoulder, including bridge vehicle lanes, except when making a left turn. Speed caps vary by classification, ranging from 20 miles per hour for a Class 1 e-bike up to 40 miles per hour for a Class A moped, and licensing and registration requirements increase accordingly. Mopeds require a driver's license, DMV registration, and license plates. E-bikes and e-scooters do not.

How to Report Illegal Riding in Broome County

Residents can submit anonymous tips to the Broome County Sheriff's Tip Line at (607) 778-1196, or through the department's smartphone app. In an emergency, the Sheriff's Office asks residents to call 911.

Also see:

- [BC Sheriff's Office launches e-bike crackdown](#)
 - [Broome County sheriff launches targeted enforcement in Town of Union over E-bike and dirt bike misuse](#)
 - [2026 BCSO Guide to E-Bikes, E-Motorcycles, E-Scooters, Dirtbikes.pdf](#)
-



Construction is underway on the \$46.6 million Binghamton 363 Gateway Project, which state officials say will improve safety, accessibility, and connections between downtown Binghamton and the city's waterfront.

The project will replace the aging State Route 363 cloverleaf ramps with a modern, ADA compliant intersection at State Route 434. It will also include roadway improvements, bridge rehabilitation, and changes designed to make the corridor safer for drivers, cyclists, and pedestrians.

A new pedestrian pathway will also run alongside the Susquehanna River, expanding the Two Rivers Greenway and improving access to downtown businesses, parks, trails, and other public spaces.

New York State Department of Transportation Commissioner Marie Therese Dominguez said the project is about more than improving traffic flow.

“We often say that we are in the business of connecting people and communities to absolutely everything that matters — home, school, health care, recreational opportunities, jobs, and economic development,” Dominguez said. “Today, we’re taking a huge step forward by strengthening these connections right here in Binghamton.”

State officials said the project was shaped by years of planning and community input.

Assemblywoman Donna Lupardo said reaching the construction phase is an important milestone after years of work.

“To know that we finally are here is so, so rewarding,” Lupardo said. “I trust the group behind me and all the people involved because we’ve seen them do complicated things in the past.”

Crews are expected to focus on excavation, drainage work, and site preparation during the remainder of the current construction season.

The project is scheduled to be completed by the end of 2028.

Also see:

- <https://www.wbng.com/2026/07/30/construction-begin-46m-binghamton-gateway-project-creating-new-pedestrian-access-downtown/>
 - <https://www.binghamtonhomepage.com/news/top-stories/construction-underway-for-binghamton-gateway-project/>
-



A busy intersection in Binghamton should soon be safer for pedestrians and drivers.

Crews from Binghamton Road Electric have been working to install a new signal system at Henry and Water streets near the Lost Dog Café.

An antiquated traffic signal was placed on a Water Street sidewalk on May 14, 2026. (Photo: Bob Joseph/WNBF News)

Specially-constructed support poles were put into place a few weeks ago and sensing equipment has been installed in the pavement.

The traffic pattern was changed on Water Street near Boscov's department store almost five years ago.

Binghamton Road Electric employees are installing new traffic and pedestrian signals at Henry and Water streets. (Photo: Bob Joseph/WNBF News)

Water Street was made one-way to permit on-street parking while an old city-owned parking garage was torn down and a replacement structure was built.

The intersection at Henry and Water was controlled by four-way stop signs after the old traffic signal was taken out of service.

The new signal recently was installed at the intersection, along with signals to direct pedestrians using the crosswalks.

Mayor Jared Kraham has said it's expensive to install new traffic signals at city intersections. Systems can cost \$300,000 or more depending on their configuration.

It's not known when the signals at Henry and Water streets will be put into service.



“Helmet First, Ride Second” program distributes free bicycle helmets to Tioga County youth



FREE HELMETS FOR TIOGA KIDS

12 4:02
NEWS 84°

By [Jolie Jenkins](#)

Published: Aug. 5, 2026 at 4:38 PM EDT

TIOGA COUNTY, N.Y. (WBNG) -- With a focus on preventing serious head injuries, a new county initiative has already put hundreds of free helmets on young riders in Tioga County. Tioga County Public Health (TCPH) [introduced its “Helmet First, Ride Second” program](#), which offers free bicycle helmets and helmet safety education to children ages 14 and younger throughout Tioga County.

The program aims to expand access to helmets and prevent head injuries. It is funded through a grant from the [Floyd Hooker Foundation](#), an organization that supplies grants for nonprofits that benefit Tioga County children.

TCPH staff have visited multiple Tioga County summer camps and recreation programs since the helmet initiative launched this summer.

So far, approximately 225 properly fitted helmets have been distributed to children in the county.



(Tioga County Public Health)

The program’s message surrounds all wheeled activities such as biking, skateboarding, scootering and more, despite the primary attention on bicycle helmets.

According to TCPH, wearing a properly fitted helmet is one of the most effective ways to reduce the risk of severe head injuries.

It also supports New York State law, which requires [children 14 and younger](#) to wear an approved helmet while riding a bicycle and when participating in other applicable wheel activities.

Every child who receives a helmet is individually fitted by trained staff and learns the 2-V-1 method for proper helmet fit:

- 2 finger-widths above the eyebrows.
- Straps forming a “V” just below each ear.
- 1 finger between the chin and the fastened chin strap.

TCPH says the Floyd Hooker Foundation has helped remove financial barriers, educated families on proper helmet use and helped prevent injuries before they happen.

For more information or to schedule a helmet distribution event, please contact TCPH at 607-687-8600 or visit ph.tioga-county.ny.gov.



The first of hundreds of Binghamton University students have moved into Retreat at Bunn Hill, a 44-acre development south of the main campus in Vestal.

Even as construction continues on sections of the 161-unit complex, many of the cottage-style buildings are serving as home as fall semester classes get underway.

Landmark Properties of Athens, Georgia acquired the property between Bunn Hill and Jensen roads from the Kradjian family. The site was sold in October 2024 for \$6.8 million.

Landmark moved forward with the project after some Vestal residents who opposed the development lost a legal battle to block it.

What had been a heavily-wooded area has been transformed into a high-density residential community that eventually will house about 700 students.

"Move-In Day" for the Retreat at Bunn Hill was last Friday. It's not known how many students are already living in the community.

Although much of the basic construction work including paving of streets has been completed, crews remained busy at the site on Tuesday.



A shuttle bus transported Retreat at Bunn Hill residents to the Binghamton University campus on August 18, 2026. (Photo: Bob Joseph/WNBF News)

The new streets off Bunn Hill Road bear the names like Retreat Way, Brookshire Drive, Birchmore Drive, Artisan Way and Thornberry Drive.

A few students were seen walking toward the Binghamton

University campus Tuesday morning along the shoulder of Bunn Hill Road.

Some Retreat at Bunn Hill residents took a shuttle bus to reach the campus, which is located about a mile away. *[Emphasis mine]*

New D&H Rail Trail section opens in Susquehanna County



By [Andrew Fried](#)

Published: Aug. 18, 2026 at 6:22 PM EDT | Updated: 16 hours ago

SUSQUEHANNA, PA (WBNG) -- A new section of the D&H Rail Trail is now open in Susquehanna County, bringing the community one step closer to a fully connected trail system.

The Rail-Trail Council of Northeastern Pennsylvania celebrated the completion of three-and-a-half miles from Stevens Point south toward Melrose and Starrucca.

“But we are full speed ahead. And I hope within the next 3 years, we will be done,” said Lynn Conrad, executive director of the Rail-Trail Council of Northeastern Pennsylvania.

Decades in the making

The council has been working for more than three decades to complete the 38-mile D&H Trail. This latest section was made possible through state and federal funding and partnerships.

Officials say every new mile means more opportunities for people who live in the area.

“Because this is more than a trail. It is an investment in quality of life. It gives our residents a place to walk, ride, exercise, and spend time outdoors,” said Alan Hall, Susquehanna County commissioner.

Connecting communities

The trail also connects communities and attracts visitors, supporting local businesses along the way.

The goal is to keep building.

“Three and a half miles is worth celebrating as the Rail Trail Council continues to contribute mile by mile to the kind of communities our residents are proud to call home,” said Staci Wilson, Susquehanna County Promotion and Tourism.



Tioga County Health Department Offers Warnings, Tips of Proper E-Bike Usage

David Barr, Assignment Editor | August 24, 2026

Tioga County Public Health officials say local healthcare providers and emergency responders in the county have seen an uptick in crashes and injuries as a result of improper e-bike usage and offering advice for riders.

Officials say under state law, e-bikes are treated like bicycles and are allowed on streets with posted speeds of 30MPH or less and in bike lanes where available. Riding on sidewalks is illegal.

A legal e-bike has operable pedals, a motor no greater than 750 watts, and motor assistance is limited to 20MPH. Devices that exceed these limits or lack pedals are not considered legal e-bikes and are not permitted for use on public roads.

Officials add that many of the incidents they've seen involve young riders. E-bike users must be at least 16 years old. Additionally, officials say there are a few things riders should keep in mind:

- Purchase e-bikes from trusted retailers that clearly describe motor power, maximum speed, and device classification
- Wear a properly fit helmet every time they ride
- Never use your phone, earbuds, or engage in other distractions while riding
- No riding at night without lights or reflective gear
- Slow down near people, driveways, and cars
- Always follow the manufacturer's instructions for device charging and use only the manufacturer's original equipment to charge the device

Also, they recommend that parents/guardians ensure the bikes are legal, stress importance of helmet use, enforce the age limit and store the bike safely.

For more information, see <https://dmv.ny.gov/registration/electric-scooters-and-bicycles-and-other-unregistered-vehicles>.



More than a year after a new type of pedestrian crossing signal was installed in front of Union-Endicott High School, some motorists remain confused about the system.

Endicott Police Chief Patrick Garey says his department is "ramping up traffic enforcement" on East Main Street near the school as classes begin next week.

The speed limit around the school is 20 miles per hour. Garey said officers will closely monitor the area for compliance.

A "High-Intensity Activated Crosswalk" or "HAWK" pedestrian signal now is in place near the high school's main entrance.

The police chief said village officers are working to educate drivers about the proper use of the crosswalk signal.

Drivers will notice a yellow caution signal followed by a steady red light when a pedestrian pushes a button at the crosswalk. Motorists must stop to allow people to

cross. After several seconds, the red signal will start to blink. When the red light is blinking, drivers may proceed if it's safe to do so.



A bus turned into an entrance at Union-Endicott High School on East Main Street on September 4, 2025.
(Photo: Bob Joseph/WNBF News)

Garey told WNBF News some motorists are confused by the blinking red lights and remain stopped even after pedestrians have crossed the street. That can lead to unnecessary traffic backups.

A woman who had worked for years as a crossing guard at the high school was seriously injured in March 2021 when she was struck by a vehicle. That incident happened only three days after state DOT workers installed new speed limit signs on East Main Street.

Students also have been hurt when they've been hit by cars near the high school in recent years.

[WNBF NEWS VIDEO](#): A look at how the new system worked when we first checked it out on September 2, 2025.

LISTEN: Endicott Police Chief Patrick Garey discussed traffic issues in village school zones during a WNBF News interview on September 2, 2026.



Carroll Street Tunnel Closes for Rehabilitation Work Beginning September 14th

September 9, 2026

David Barr, Assignment Editor

A pedestrian tunnel in Binghamton will close for approximately three months starting next week while rehabilitation work is performed.

According to the NYSDOT, the Carroll Street pedestrian tunnel will close starting at 7 a.m. Monday, September 14th for work that is part of the Binghamton 363 Gateway Project. Work involves replacement of the tunnel's existing ceramic tile, installation of new lighting, and improvements to the tunnel entrances.

Work will take place during daylight hours and pedestrians will be directed to follow the posted detour. This tunnel provides access between both sides of Route 363 as well as to the Rockbottom Dam and kayak and boat portage area along the Susquehanna River.



A dark and dirty tunnel in Binghamton is about to get a big facelift as part of a \$47 million infrastructure project.

Rehabilitation work is planned for the Carroll Street pedestrian tunnel over the next three months.

WATCH: Video of today's visit to The Tunnel by clicking this [link](#).



A graffiti-covered wall in the Carroll Street pedestrian tunnel on September 9, 2026. (Photo: Bob Joseph/WNBF News)

According to the State Department of Transportation, the walkway will be shut down starting Monday morning to allow crews to make a series of improvements.

The tunnel's makeover is part of the 363 Gateway Project that has been in the works for more than a decade. The initial phases of construction for the project began this summer.

This image shows the Carroll Street ramp to Route 363 and the sidewalk leading to the pedestrian tunnel. (Photo: Bob Joseph/WNBF News)

The Carroll Street walkway starts at the southeast corner of the Woodburn Court II apartment complex.

A DOT news release notes the tunnel provides access between both sides of Route 363 as well as to a kayak and boat portage area along the Susquehanna River near the Rockbottom Dam.



The upcoming rehabilitation work will include replacement of the tunnel's ceramic tile, installation of new lighting and improvements to its entrances.



The poorly-lighted Carroll Street tunnel is littered with a wide array of discarded items. (Photo: Bob Joseph/WNBF News)

The work will occur during daytime hours. Pedestrians should follow a posted detour.

Eventually, the Carroll Street ramp to Route 363 will be permanently closed but the pedestrian tunnel will remain open.

A half-mile-long pedestrian pathway will be built along the Susquehanna River

running from the Rockbottom Dam to Confluence Park.

[NEW YORK STATE](#) [TRANSIT](#)

Upstate New York's Biggest Cities Are Building for Bikes

Buffalo, Rochester, Syracuse, and Albany are starting to invest in safer streets for cyclists, advocates say.

[Benjy Sachs](#) · September 9, 2026



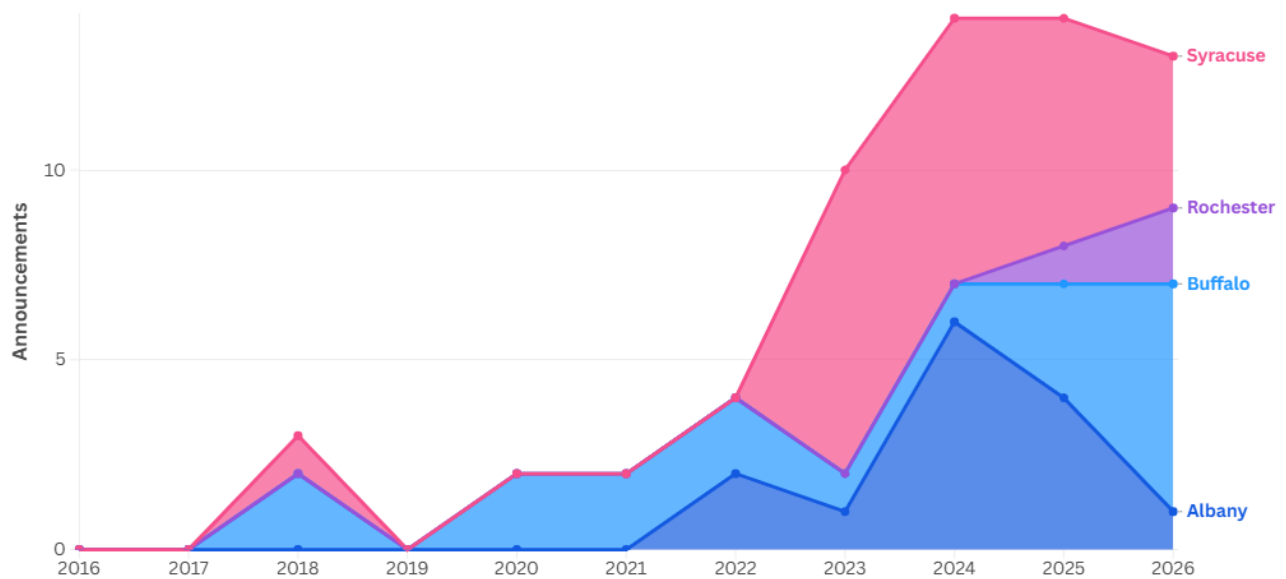
Buffalo, Rochester, Syracuse, and Albany are reshaping their streets to make cycling less dangerous and more practical. | Photo: mikdam / Getty; Map: AdShooter / Getty | Illustration: Leor Stylar

NEW YORK'S BIGGEST UPSTATE CITIES are making room for bikes.

Buffalo, Rochester, Syracuse, and Albany — three of which are headed by progressive mayors elected last November — are reshaping their streets to make cycling less dangerous and more practical. In the past two years, three of the cities joined Vision Zero, a campaign that aims to reduce and eventually eliminate traffic deaths. And in the past few years, all four cities dramatically increased the pace of bike infrastructure projects, a New York Focus analysis of announcements on their government websites found.

Upstate Cities Are Making More Bike Infrastructure Announcements

10 years ago, the cities hardly mentioned cycling improvements online. In the past few years, they've shared over a dozen projects per year.



Sources: albanyny.gov, buffalony.gov, cityofrochester.gov, syr.gov



Made with Flourish • Create a chart

A large part of the state's plan to reduce emissions relies on drastically cutting down on car usage. Bikes, including e-bikes, can be an attractive alternative to cars — if residents feel safe enough to ride them.

The early days of the Covid pandemic sparked renewed interest in two-wheelers across the country. Bike sales boomed across the state as people looked for ways to get some exercise while socially distancing. Yet many newfound cyclists soon discovered the lack of safe places to ride around their cities, and crashes involving bikers have ticked up in the years since.

While redesigning streets and building permanent safety improvements can be a yearslong process, advocates are optimistic that the wheels are in motion for safer streets.

“For those four cities, it’s absolutely a high-water mark,” said Jon Orcutt, advocacy director at the cycling education nonprofit Bike New York and former policy director at the New York City Department of Transportation.

“There was almost no conversation going back five or 10 years ago, or it was still at that advocacy-led stage instead of government-led. Advocacy is great, but it doesn’t get you infrastructure. You need government to lead on this stuff.”

BUFFALO

Under recently elected Mayor Sean Ryan, an avid cyclist, Buffalo has begun redesigning public spaces and improving bike lanes. Bike advocates hailed Ryan’s appointment of Justin Booth, former leader of the advocacy organization GObike Buffalo, as the city’s parking commissioner,



a key role in streets and transportation policy.

“It makes a big difference to have somebody who’s really watching what’s going on in city hall and inside the agencies, while offering a perspective that’s different from what’s traditionally existed inside government,” Orcutt said.

In late July, Ryan announced a plan to transform Niagara Square, the area in front of Buffalo City Hall, from an unwieldy roundabout into a bike-accessible public space. And in May, his administration broke ground on a \$70 million overhaul of a stretch of the city’s Main Street after years of planning — including significant improvements for bikers.

GObike Buffalo's Open Shops are regular events in which people can bring in their bikes to use the organization's tools and get guidance from their mechanics for free. Photo courtesy of GObike Buffalo

“There will be dedicated protected bike lanes at the sidewalk level, which will be a first for the City of Buffalo,” Booth told New York Focus.

“There’s going to be a lot more stuff coming down the line,” Booth added.

Not everyone in Buffalo is thrilled with the bike-friendly agenda. After Booth warned police not to park their squad cars in the square illegally, the city’s police union called for his dismissal, according to the Investigative Post. The union’s vice president reportedly took issue with GObike Buffalo’s “anti-vehicle agenda” and association with “radical groups,” including Buffalo

World Naked Bike Ride, an organization that runs an annual clothing-optional protest against car dependency.

But recent years have seen more grassroots excitement for cycling in Buffalo. One sign of the changing tide: “bike buses” — a mode of transit sweeping across the state, in which groups of parents defensively bike around their children as they head to and from school — have become very popular in the city.

“These bike buses are the revolution that our city and region, as well as the country, is going through,” said Kevin Heffernan, interim executive director of GObike Buffalo, which helps coordinate the groups. “Once these children get hooked on biking to school, and it’s their favorite day of the week, they’re not just gonna be like, ‘I grew out of it now.’”

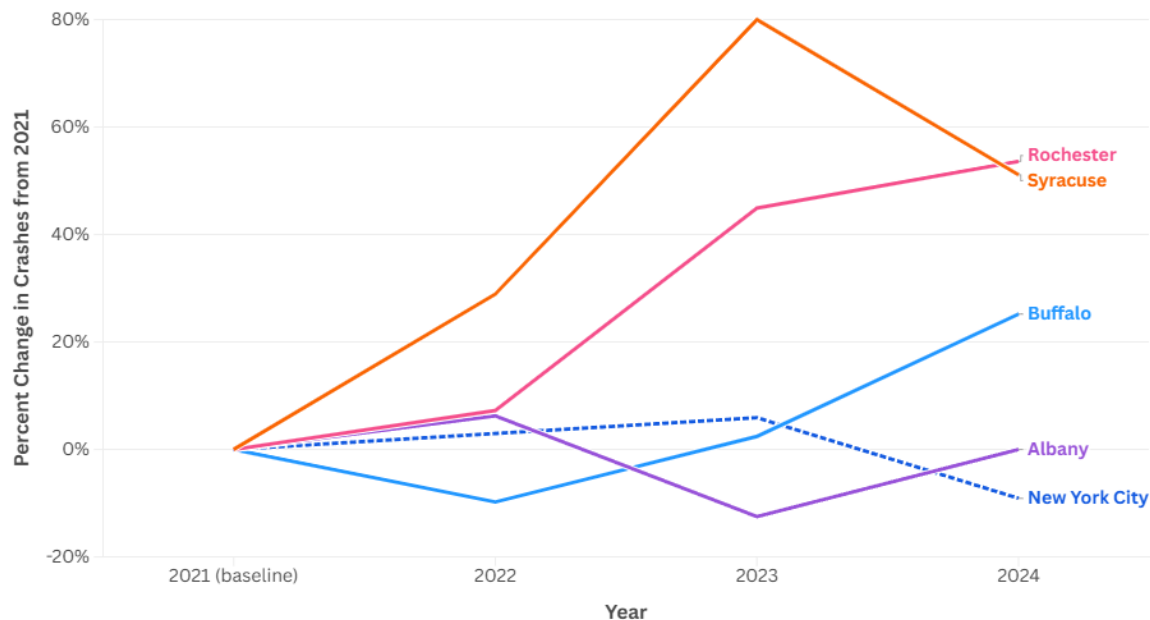
ROCHESTER

Seventy-five miles east of the Queen City, Rochester became one of the first upstate cities to join Vision Zero.

Mayor Malik Evans committed in 2024 to the program, which involves identifying streets with the most injuries and deaths and using the data to implement strategies like road diets, protected bike lanes, and lower speed limits. (New York City embarked on the initiative in 2014.)

As part of its Vision Zero plan, Rochester is working on a host of safety measures, including lowering the speed limit on residential streets from 30 to 25 miles per hour. The city is also considering reintroducing cameras — after removing them a decade ago — to crack down on drivers who violate speed limits and run red lights.

Upstate Car Crashes with Bikes Jumped Up in Recent Years



Source: [NYS Department of Motor Vehicles](#) • Data shows serious crashes involving an automobile and bike.



Made with Flourish • Create a chart

The city received \$24 million in 2024 from the federal Department of Transportation for its Safe Streets and Roads for All program, which is building protected bike lanes and seeking

ways to better maintain roadways in the winter. That's no small feat, given Rochester is one of the snowiest cities in the country.

The federal grant money has helped the city fund several major bike safety improvement projects, such as an effort to accelerate a planned 63-mile "bike spine" network of connected bike lanes.

Darin Ramsay, a transportation specialist for the Rochester government, said the city is upgrading or planning improvements for many streets in the network, such as North Clinton Avenue, Lexington Avenue, Chili Avenue, and parts of East Main Street, Culver Road, University Avenue, and Genesee Street.

"The direction of bike infrastructure has been overall very positive," said Cody Donahue, co-executive director of the transportation and cycling advocacy group Reconnect Rochester.

"We're building more. We're connecting more."

SYRACUSE

Syracuse signed onto Vision Zero late last year under former Mayor Ben Walsh, leaving the plan's implementation to the newly elected Mayor Sharon Owens, who served as Walsh's second-in-command.

In February, Owens appointed a Vision Zero coordinator and created a new city position, a transportation and mobility director, to centralize street safety and cycling efforts.

Syracuse first released a bike plan in 2012, but the city completed only a small portion of the envisioned network. Now, the city is starting to make steady progress, according to Alex Lawson, a member of Syracuse's Moving People Transportation Coalition, a transportation-focused community group.

"There's been real progress over the last 10 years," said Lawson. "Syracuse didn't used to have any dedicated bike infrastructure, but a few major projects have created the start of what you'd need for a citywide network."

This year, the city is making over 100 city blocks safer for cyclists through a mix of painted bike lanes, pavement markings, and traffic-calming measures. Also, as part of the ongoing removal of I-81's downtown section, the state government is building dedicated bike lanes along the route of the defunct highway.

Lawson pointed to James Street as an illustrative example of how Syracuse has changed. A few years ago, after a driver hit a friend of Lawson's while biking on the street, the friend decided to stop biking and bought a car to get around instead. Incensed, Lawson reached out to the mayor's office about James Street's danger to bikers.

"They were sympathetic," Lawson said about the city employee who responded to him. "But then they pointed to their 'bike suitability map' — which rates every street's suitability for biking based on traffic data — and told me James Street just isn't very safe to bike on, so maybe I should suggest an alternative route to my friend."

Lawson said he was delighted to hear that the city government is working on a plan to improve the street.

"I'm glad to see the shift from 'don't bike on that road' to 'how do we make it safer,'" he said.

ALBANY

The state's capital has seen new biking improvements, too.

Albany's bike advocates have a street safety ally in Mayor Dorcey Applyrs, who took office at the start of the year. Applyrs successfully pushed to lower the residential speed limit to 25 mph as a city councilmember. Last year, she wrote an opinion piece advocating for cameras and road-calming infrastructure to rein in speeding drivers, especially in school zones.

Albany joined Vision Zero in 2024 under former Mayor Kathy Sheehan as part of the broader Capital Region Vision Zero plan, which includes nearby cities such as Troy. (Sheehan, who served from 2014 to 2025, supported several bike safety measures during her tenure.) The county government has joined in on the push for cycling safety. In March, the Albany County Legislature enacted a law requiring drivers to give a three-foot berth to bikers when passing them. In May, the county legislature pledged its support to implementing the region's Vision Zero plan.



Albany community members set off at Capital Streets's annual Cranksgiving event, where cyclists buy grocery items to donate to the South End Children's Cafe. | Photo courtesy of Capital Streets

Local bike boosters are optimistic about Albany's progress. James Rath, the executive director of Capital Streets, an organization that

advocates for safer streets, highlighted improvements to Washington Park and the addition of a shared-use path on the new Livingston Avenue Bridge under construction. The new route will span the Hudson River, connecting the Empire State Trail and the Albany Skyway to neighboring Rensselaer.

"That's going to be a crucial connection for people crossing the Hudson to get to Rensselaer," said Rath.

Founded three years ago, Capital Streets is learning a lot from its more experienced counterparts in other upstate cities.

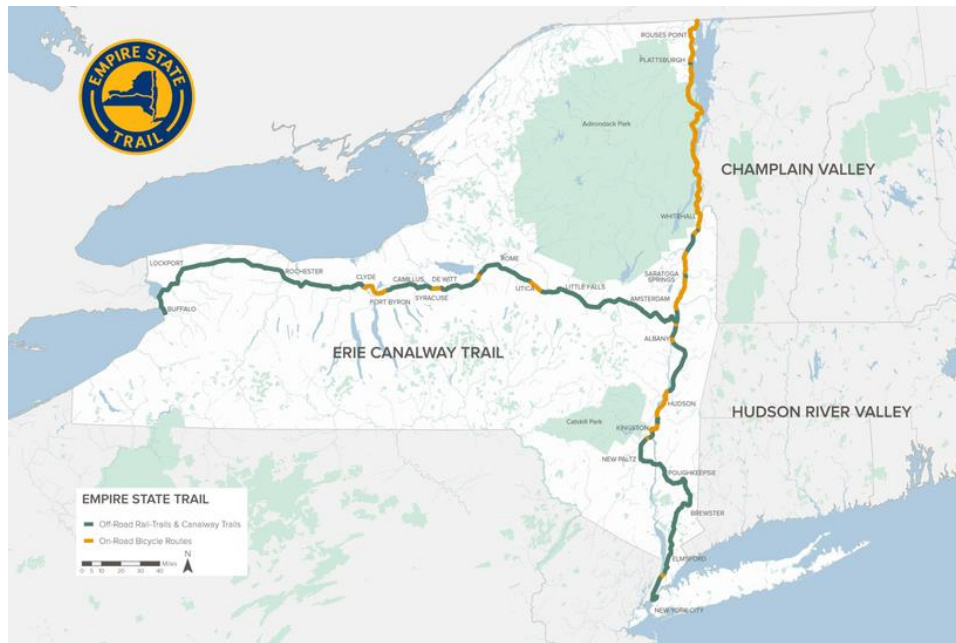
"GOBike Buffalo has really inspired us, and we've been working closely with Reconnect Rochester over the past three years," Rath said. "It's helpful to learn from one another, share successes and lessons learned, and also just have solidarity that there's a movement for this across New York State."

Albany sits at the eastern terminus of the original Erie Canal and its Erie Canalway Trail.

According to Rath, many commuters bike on the trails surrounding the city, weaving their way through the constellation of municipalities around the capital.

THE ERIE CANALWAY TRAIL

Stretching more than 350 miles from the Hudson River to Lake Erie, the Erie Canal wends its way across the Empire State. Opening in 1825, the canal became a lifeblood of American trade, playing a pivotal role in the development of Albany, Syracuse, Rochester, and Buffalo.



The 750-mile Empire State Trail sees nearly 10 million visits a year.

Image: Empire State Trail

Today, though the Erie Canal is no longer the quintessential commercial artery of its golden days, the waterway still connects New York's major upstate cities. In late 2020, the state completed the 750-mile Empire State Trail network, a long

segment of which runs along the original canal's path. The trail now sees nearly 10 million visits a year.

In addition to making streets more accessible to bikes, Albany, Syracuse, Rochester, and Buffalo have promoted their proximity to the trail, which has proven to be a boon for tourism and a hit among hardcore bikers.

"The Canalway Trail and the Empire State Trail is the spine across the state," Ben Walsh, director of the New York State Canal Corporation and former Syracuse mayor, told New York Focus. "We're seeing communities all along it build upon it. Really, it's about connecting the dots."

For example, Buffalo is building a new waterfront recreation space "which will be a significant connection among the Empire State Trail," according to Booth.

Paul Steely White, the executive director of Parks & Trails New York, a nonprofit that seeks to improve access to outdoor recreation, said many parts of the trail could also be improved to avoid crossing over roadways.

"There's a couple hundred miles of those [gaps] in the Empire State Trail alone that need to be bridged," he said.

The trail also provides a controlled environment for less experienced bikers, White said.

"We used to have a word for bicyclists who would go to the street grid from the greenway: greenway graduates," he said. "We're seeking to create that same sort of safety experience on the street."