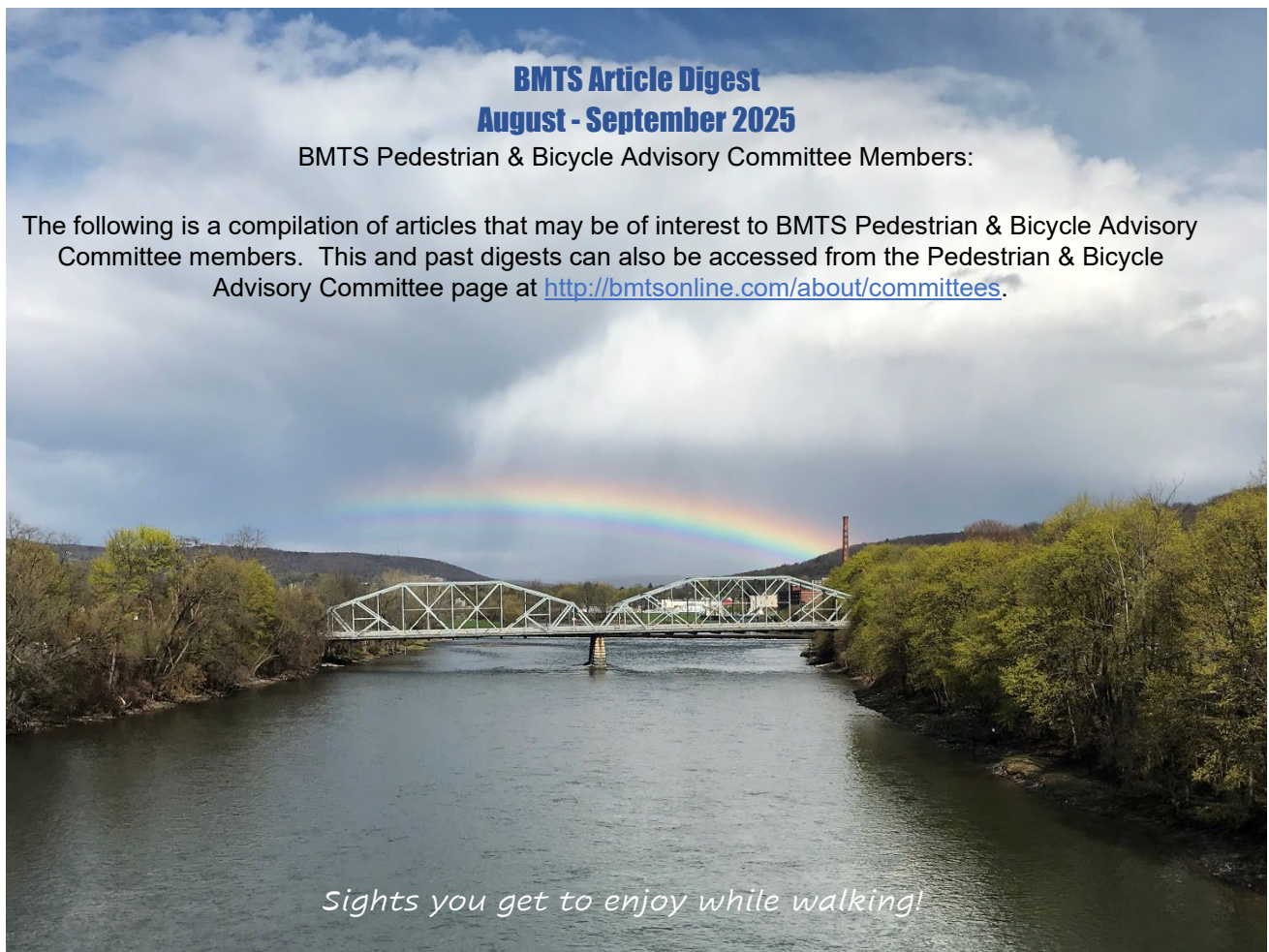


BMTS Article Digest
August - September 2025

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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FREE Webinars

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

Come out and play in Broome County

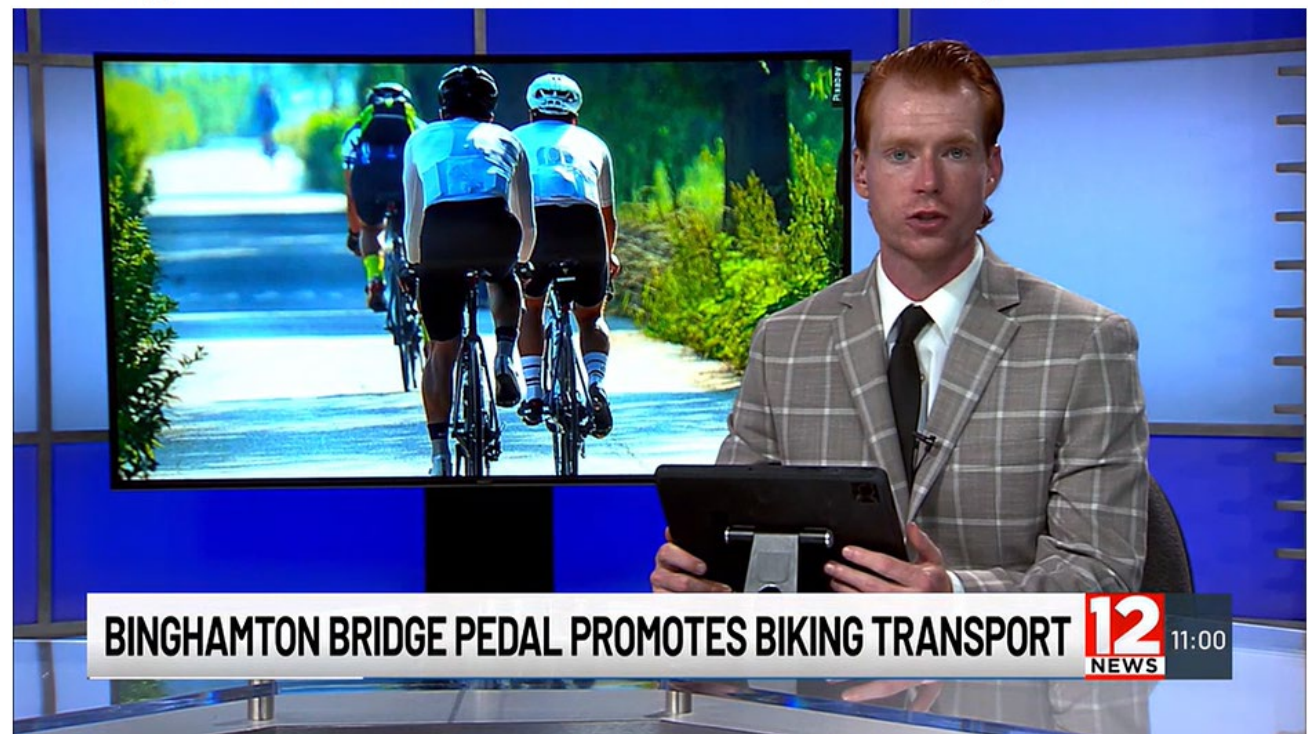
Go All Out Broome County is your simple guide to hundreds of places and thousands of acres in your own backyard or just down the road. Easily locate hidden gems and local favorites then map your next outdoor adventure in Broome County. Go to www.GoAllOutBroome.com.



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



Binghamton Bridge Pedal looks to promote biking as an efficient method of transportation



By [Brian Melanson](#)

Published: Aug. 10, 2025 at 8:30 AM EDT

BINGHAMTON, N.Y. (WBNG) -- People may consider biking as more of a hobby or form of exercise than a way to get around. Scott Reigle, Senior Transportation Planner for the Binghamton Metropolitan Transportation Study, is trying to change that with the annual Binghamton Bridge Pedal.

“The idea is to try and get as many people out as possible who are new to biking or haven’t biked in a while to show them that it’s nice and fun to bike here in Binghamton,” said Reigle

The ride started in 2006 when a member of the BMTs modeled it after a similar bridge pedal in Portland, Oregon.

The pedal’s route changes every year but falls within the 10-12 mile range of Binghamton.

The ride also highlights different stops each year, like the Cutler Botanic Gardens and MacArthur Park.

“I guess it’s just showing the community the resources that we have here,” Reigle told 12 News.

He said the ride has grown exponentially since its first year.

“We ask at the beginning of the ride how many people is it their first time doing the bridge pedal, and it’s usually around that 50 percent mark,” he shared. “Which is great because we’re seeing many people come back, but also a lot of new people joining the ride.”

The goal is to develop local transportation systems to show that it is safe, comfortable, and efficient to get around by bike regardless of how old you are.

“I think it shows that really age is not too much of a factor for biking. It’s great for the youth. I think many of us can remember our childhood,” he told 12 News. “That was our way of getting around and having fun getting to our friends’ house, but it still is a great form of transportation as well as recreation. “

Reigle encourages as many people as possible to join future pedals to show the benefits of a bike-based transportation system.

Man Arrested for Hit-And-Run In Sidney That Left A Child Injured

By [Madeline Adams](#)

Published: Aug. 18, 2025 at 3:45 PM EDT

SIDNEY, N.Y. (WBNG) -- A man has been arrested in connection with a [hit-and-run accident](#) that occurred in Sidney last week.

On Aug. 11, a child was struck by a vehicle on West Main Street while attempting to cross the street.

The driver of the vehicle did not stop and left the scene.

After an investigation, police have identified the driver as Mark A. O’Neill, 66, of Sidney.

O’Neill was charged with reckless endangerment, leaving the scene of a personal injury accident, and failure to yield to the right of way to a pedestrian in a crosswalk.

He was released on an appearance ticket and will appear in court at a later date.



Deacon John Roberts of Father Joe's Villages leads a weekly bicycle ride with the unhoused and volunteers in downtown San Diego.
Photographer: Ariana Drehsler/Bloomberg

[CityLab](#) / Transportation

For Homeless Cyclists, Bikes Bring an Escape from the Streets

People living in homelessness who rely on bikes are part of the ranks of “invisible cyclists” in US cities. A program in San Diego helps bring these riders out into the open.

By Patrick Sisson

August 12, 2025 at 11:24 AM EDT

On an overcast Thursday morning in late June, a group of men gathered outside of Father Joe's Villages, a low-slung complex of salmon-colored, Spanish-style structures at 16th Street and Imperial Avenue in San Diego's East Village neighborhood. Founded by a Catholic bishop in 1950, it's now the city's largest homeless services provider, offering many things for the more than 10,000 people living on the streets: compassion, food, help with housing and social services.

But the nearly two dozen men milling around and swapping stories on the sidewalk simply want to ride.

“Cycling frees me from worries,” said Lamar, 36. Sporting a blue Lycra cycling jersey and gray Trek 1200 road bike, he is currently living on the street; like several other members of this group, he asked Bloomberg CityLab not to use his full name. “When I’m riding, none of that matters.”

Since 2020, Deacon John Roberts, an avid cyclist, has led weekly cycling trips that offer a different type of assistance to San Diego's homeless. Cutting a tall, lanky figure in his riding outfit, the crew-cut former missionary spent the morning handing out pastries and fixing bikes for riders with a crew of volunteers, swapping pedals, raising seats, and testing brakes. Today's ride will be a 20-mile circuit on bike lanes and riverfront paths from Father Joe's to Ocean Beach. He sees these trips as a way to open the world and help heal those willing to pedal together.

“Somebody who’s on the street, usually they’ve experienced a certain amount of trauma to get there, and also a lot of rejection,” said Roberts. “We’re here building a community, a place to belong and people to belong to and with.”



Deacon John Roberts, center, with participants ahead of a weekly bike ride in downtown San Diego. *Photographer: Ariana Drehsler/Bloomberg*

This weekly ride, which started with a handful of donated bikes in 2015, is just one example of the ways that cycling and homelessness intersect in North American cities. For those living on the streets, a bike can be essential transportation, a means of earning money or a kind of currency in itself. It can also serve as a vehicle for escaping the stigma and social isolation that the state of homelessness breeds.

“This is a way to rediscover childhood joy,” said Doug Hoffman, cofounder of Rebike San Diego, a charity that provides repaired and refurbished bikes for Roberts’ program. “This is a tool to meet and see the community.”

Basic transportation is a huge issue for this population, said Margot Kushel, director of the University of California San Francisco’s Benioff Homelessness and Housing Initiative. According to the organization’s study and survey on homeless Californians, mobility challenges and lack of reliable ways to get around hindered progress and prevented many from keeping jobs and accessing social services. “Transportation came up in our statewide study as a huge barrier to jobs, a huge barrier to everything,” said Kushel.

[Other research has also shown](#) that transportation access can be a game changer for escaping poverty.



Daniel, a retired customs officer who has been riding with Deacon Roberts' group. *Photographer: Ariana Drehsler/Bloomberg*

Cheap to own and operate, the bicycle can play a critical role in addressing a number of challenges faced by unhoused Americans, from trips to jobs and social services to experiencing the simple freedom that residents of car-dependent urban areas take for granted. The cardio benefits of riding don't hurt, either: [The 2023 Benioff study](#) found at least 60% of California's homeless had at least one chronic health issue such as diabetes, asthma or a heart condition.

During the run-up to Roberts's ride that morning in San Diego, a number of the men waiting to pedal out spoke about what the rides meant to them. Daniel, a retired customs officer who has been riding with the group for eight weeks, lived in subsidized housing nearby. These rides were his workout program, he said animatedly, and they helped him feel more at ease. For D'Ray Brown, 42, the bike doesn't just help him get around — it helps him make it through addiction recovery. Any time he feels a trigger, he hops on and takes a 20-mile ride.

Breaking the Cycle

There isn't much research on the biking habits of those living in homelessness in US cities, but data suggests they use bikes much more than the population at large. Cory Parker, a researcher at the University of California, Davis who has studied homelessness and transportation in California cities, found that of the homeless population he observed, about 21% of trips made utilized bikes, versus 8% for the general population. (Roughly half of homeless trips taken through cities are via walking.)

They're part of a population of so-called [invisible cyclists](#): low-income riders who use two-wheelers as an affordable necessity to get around or do delivery work, in contrast to Spandex-clad fitness bikers and pannier-equipped professionals who ride to office jobs. Their bikes don't live in suburban garages or storage sheds — they're locked to fences and covered in tarps, often heavily loaded with bags and belongings, in the sidewalk encampments and tent cities seen in many US cities. And their voices are largely absent from policy conversations about bike infrastructure and regulation between advocates and city leaders.



Desmond Perkins, who is homeless, prepares to work on bikes he stores in vacant lot in the Watts section of Los Angeles. *Photographer: Genaro Molina/Los Angeles Times*

For this cohort, cycling can be particularly dangerous. Kushel doesn't have conclusive data, but she's noted that many survey participants report that they have been injured while cycling. That's not surprising: In most US cities, the geography of bike infrastructure like protected lanes doesn't line up with the disinvested areas where homeless residents tend to sleep and congregate. Invisible cyclists often find themselves riding on sidewalks or high-speed arterials with heavy traffic. Safety equipment like helmets and lights are in short supply, too.

And access to a bike doesn't always free people from judgement; many homeless riders find themselves targeted not only by motorists but by pedestrians and other cyclists who assume they've stolen their ride. In Vancouver, Canada, researcher Jeanette Steinmann [surveyed local low-income riders](#) in 2021, including the "binners" who use bikes to collect recyclable materials, and found a constant refrain of harassment from residents and police who reflexively ID'd them as criminals.

But biking can also offer a means of helping lift people out of homelessness.

"Bikeshare passes are dirt cheap compared to giving people cars or giving people transit passes," said Jacob Lawrence Wasserman, a researcher at the UCLA Institute of Transportation Studies who studies low-income mobility. "But it requires getting over that stigma of thinking every unhoused person on a bike must have stolen it."

Simply put, there aren't a lot of easy ways for the homeless to get around. Even bus fare can be a significant barrier, especially for someone taking multiple rides every day. Public transit agencies are under growing pressure to crack down on homelessness and [fare evasion](#) on vehicles and properties — issues that flared during the Covid-19 pandemic as regular commuters sheltered in place. Homeless transit users have been stigmatized and seen as a safety risk by many fellow riders and operators; [a 2024 American Public Transportation Association study](#) found 73% of systems identified homelessness as negatively affecting their

system. And even the most robust transit systems don't serve the often far-flung corners of cities where homeless people can find resources, shelter or places to sleep.

A sturdy mountain bike can be a means of closing the gap, enabling independence and helping connect the unhoused to the wider community.

"Transportation is relational," said UC Davis' Parker. "The car severs us from that. One of the reasons that homeless people rely on bikes so much is because they need to be talking to people. They need to be listening to other people as they move through the landscape. On a bike you can stop on a dime and talk to someone."

At Father Joe's, participants in the group ride can earn their own bike after riding 100 miles — roughly five weeks of cycling. The program includes a refurbished bike, helmet and lock. So far, 87 riders have earned a bike, and Roberts hopes to hit 100 by the end of the year. The goal is to instill a passion for riding, as well as the exercise and mental health boost that comes from a long bike ride.

On our recent ride, which left at 10 a.m. and returned two-and-a-half hours later for lunch at the cafeteria, we wound past Petco Park, home of the San Diego Padres, and northwest along Harbor Drive and the Gaslamp Quarter, along busy roads to the Mission Valley Preserve, and ultimately Ocean Beach. The peloton of unhoused riders and volunteers grew and shrank as some participants tired out or turned toward home. The pace was brisk; I sometimes found myself struggling to keep up with the pack on the small blue mountain bike I'd borrowed for the day.

The ride was not without incident. Deacon John fixed a flat near a highway underpass, and one rider nicked a curb a few blocks from the finish and took a tumble. On one ride a month ago, Roy — a tall, gangly regular who showed up on this ride wearing an "I Do My Own Stunts" T-shirt — fell and broke his hip, according to Roberts; the next week he was back trying to throw his walker over the handlebars and saddle up.



Deacon Roberts leads his bike group on their weekly around through San Diego. *Photographer: Ariana Drehsler/Bloomberg*

What stood out was the camaraderie within the group, which mirrored the relaxed vibes of any other crew of two-wheeled weekend warriors. Participants talked about future rides, their experiences moving to San Diego, the different party scenes in SoCal cities, and simply catching up with friends. At intersections, the group stopped and motioned to pedestrians, who gave a friendly wave back and crossed the street in front of them.

It was an unremarkable interaction, noteworthy only in that this might be a rare case when city-dwellers in Southern California, presented with a group of a dozen homeless men, smiled and waved instead of averting their eyes or moving away.

Uneasy Riders

A common assumption made of a homeless cyclist is that they're riding on a stolen bike. Nearby homeless populations are often blamed when neighborhood bikes go missing, and [encampment clearances](#) can turn up large numbers of bikes and bike parts. When a [cache of more than 1,000 bikes](#) was found inside a tunnel in Orange County, California, in 2017, county authorities were quick to point to residents of an encampment (which was [more than 2 miles away](#)).

But firm numbers about the link between bike theft and homelessness are hard to come by: Requests for data from police and social services agencies in San Diego and Los Angeles resulted in no concrete figures.

"The property crime offender is going to be hanging out in areas where homeless people are, so it's hard to differentiate," said Rob Brunt, chief outreach officer of [Project 529](#), an online platform to retrieve stolen bikes. "That's the hard thing with this issue. Police departments don't ask for people's income when they arrest them. It's something people have never really studied. I've seen people from all walks of life steal bikes."

The cycle connecting unsheltered homelessness with involvement in the criminal justice system [is well established](#), and a [2022 report](#) from the San Diego County District Attorney's Office concluded that homeless individuals were 175 times more likely to be charged with robbery compared to the general population; they're also 15 times more likely to be robbery victims. [Research on encampments in Seattle](#), however, found no association between the camps and property crime rates nearby.

To combat thefts, lawmakers in some California cities have targeted so-called bicycle chop shops — street-based, mobile bike vendors that operate outdoors. A Los Angeles ordinance enacted in 2022 [banned street repairs of bikes](#), and similar legislation advanced [in San Francisco in 2017](#). Easy to transport and lacking a universal identifying system like the VIN numbers on cars, bikes can essentially function as currency on the street, making them easy targets. And as cities install more bike infrastructure that encourages residents to travel by bicycle, more bikes are getting stolen: A report by Bike Index suggests bike theft increased 15% in 2024, [totaling \\$1.4 billion in value](#). Only about 40% of thefts are ever reported to police.

One thing is undisputed when it comes to homelessness and bike theft: Unsheltered people are the ones who are most vulnerable to losing their ride. Roy, one of the Father Joe's group, told me that he's had eight locked bikes stolen in the last nine months.

Unsheltered people are the ones who are most vulnerable to losing their ride. *Photographer: Ariana Drehsler/Bloomberg*



Parker said the fear is very prevalent among those he's spoken to; while a handful of missions or service centers have bike racks, most riders store their bikes inside their tents or lock them together with other homeless riders. "Theft is a huge issue for them," said Parker.



D'Ray Brown, a rider with Father Joe's cyclists. *Photographer: Ariana Drehsler/Bloomberg*

While San Diego doesn't officially have a homeless transportation policy, there are some cities making a more concerted effort to address this cohort's mobility needs. In San Francisco, for example, when someone is entered into the coordinated entry system that tracks and processes aid, they're provided a free transit pass. Seattle offers [discount ORCA LIFT transit fares](#) to low-income residents, who can get enrolled in the program when they pick up food stamps. But none have added bikes or bikeshare memberships for this purpose, said Wasserman.

Kushel wants to see a more holistic strategy around bikes, mobility and the unhoused. Along with [scooters and e-bikes](#), bikes could have a bigger role to play in providing accessible mobility. Shelters, clinics and transitional housing, for example, could be sited along safe biking routes and designed with better bike infrastructure, including secure bike parking and garages.

Despite the dangers and challenges, the benefits of cycling hold an unshakeable allure for many. Parker recalls interviewing a crew of homeless bike messengers in Santa Cruz who took a keen interest in bike mechanics, and who would brag about how far they could ride. "They were just thrilled about the bike, the thrill of speed," he said. "They found that to be quite joyful."

When the Father Joe's cyclists hit the halfway point, having rolled through the riverfront paths of the Mission Valley Preserve to reach Ocean Beach, they stopped in front of the public showers to gather for a group photo before heading back. Roy, D'Ray, Lamar, and others smiled as they posed in front of their bikes, catching the ocean breeze that would propel them back to Father Joe's Village.

"Riding is the beginning of something positive," said Roberts. "You start to realize you can control something, some aspect of your life. As that changes, you begin to change the way you think about your environment. I can conquer this, right?"



A newly-installed pedestrian-activated traffic signal is now in operation in front of Union-Endicott High School.

The system was put in place on East Main Street over the last several weeks at one of Broome County's most dangerous school crossings.



FLASHBACK: A crossing guard at work at Union-Endicott High School on March 10, 2020. (Photo: Bob Joseph/WNBF News)

The speed limit around the high school was reduced to 20 mph in March 2021. Three days after state Department of Transportation workers erected new signs to alert motorists to the speed restriction, a veteran crossing guard was struck by a car and seriously hurt.

A high school student walking to a football game was critically injured in October 2022 after being struck by a vehicle while crossing Main Street.

A speed limit sign on East Main Street in Endicott on September 2, 2025. (Photo: Bob Joseph/WNBF News)

Village officials have been working for years for the installation of the "red light" pedestrian system at the crosswalk.

Endicott police have stepped up traffic enforcement operations in the area of the high school in recent years.



The new crosswalk traffic signal in action on September 2, 2025. (Photo: Bob Joseph/WNBF News)

Despite high-visibility patrols, some motorists have persistently ignored the 20 mph school zone speed limit. At times, police have pulled over speeding drivers traveling east and west past the high school.

With this week's start of classes, the village department again plans to aggressively enforce traffic regulations near the school.

According to Union-Endicott School District superintendent Nicole Wolfe, a crossing guard will still be

posted at the crosswalk "for additional safety during arrival and dismissal time."

Endicott Police Department Announces New Crosswalk Light at Union-Endicott High School



The Endicott Police Department Announces New Crosswalk Light at Union-Endicott High School

The Endicott Police Department announces the installation of a new traffic signal near the high school, ahead of the start of the school year.

The new traffic signal is meant to make the walk across East Main Street safer for Union Endicott students and staff.

The signal was installed by the New York State Department of Transportation and will be monitored by local law enforcement to start the school year.

Union-Endicott School Resource Officer Brandon Leonard says, "If you look around the area, these bigger crossing signs with the traffic lights are becoming more common because of visibility. The old ones, or little flashing lights, people might not realize you might not be able to see, but the big lights up top get drivers to pay attention. But it's both drivers and pedestrians."

The light will alert drivers to pedestrian crossing with a blinking yellow light before turning red, and then switching to a blinking red, allowing drivers to proceed as if it's a stop sign if there are no pedestrians on the crosswalk.

Local law enforcement is also cracking down on school speed zone infractions and other safety issues.

Endicott Police Chief Patrick Garey says, "We're going to have heavy traffic enforcement, unmarked vehicles that are monitoring speed, and a bunch of different enforcement efforts just to make sure that people comply. The school zone has been down to 20 enough that I don't feel it necessary that we're going to be giving out warnings this year."

Local law enforcement is anticipating that overall safety will be improved throughout the year and is looking for a crossing guard for the rest of the school year.

Anyone interested should call the Endicott Police Department.



For many families in Broome County, getting food from a pantry isn't the hardest part, it's getting it home. Carrying several bags on a bus can be tricky. Food sometimes falls out, which can make the ride unsafe for drivers and passengers. Some food pantry clients struggle with this problem when they would use public transportation.

A Simple Solution: Zippered Bags

To help fix this, the Broome County Health Department's Creating Healthy Schools and Communities ([CHSC](#)) Grant stepped in. They donated about 1,400 insulated bags with zippers. The bags help keep food contained, safe, and easier to carry on buses.

The Community Joins In

Once word got out, other local groups wanted to help too. The Community Foundation for South Central New York and the Junior League of Binghamton added more bags, which were shared with CHOW and the Food Bank of the Southern Tier. Together, these groups made sure that families using food pantries along [bus routes](#) could benefit.

More Than Just Bags

Mark Bordeau, President & CEO of the [Food Bank of the Southern Tier](#), explained it well by saying that fighting hunger isn't only about food, it's about making sure people can access it safely. These zippered bags do that as they remove barriers and show that the community cares.

Looking Toward the Future

The Broome County Food Council's Transportation Workgroup is still working on long-term solutions for food access and transportation. For now, these zippered bags are making a real difference for hundreds of families. If you'd like to learn more about the Broome County Food Council, go [here](#).



Click [here](#) to view the video.
