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



Beginning the Autumn Season with a bit of satire.



A Modest Proposal: Let's All Stop Riding Bikes and Start Driving Cars Instead

by: Thomas Stokell

So, I ask you to imagine a parallel universe where everyone rides bicycles to get around. The cities are clean. The air smells like trees, fresh bread, and optimism. People get to work while getting fitter, avoiding traffic jams and saving money in one glorious multitasking manoeuvre. The world runs on quads and calves.

And then, one day, a rogue engineer named Chad rolls into town with... a car.

"Wait," you say. "What's that enormous, metal sofa you're sitting in, Chad?"

“Oh, this? It’s a car. It’s amazing. You just sit there, and it moves you around.”

“Like... a bus?”

“No, no — much less efficient than that. This only moves one or two people at a time, usually just me, sometimes my dog.”

“Tell me, Chad, how does it work?”

“Well,” says Chad, unlocking his enormous rolling box, “you pour in a smelly, highly flammable liquid that comes from deep underground—sometimes under oceans, sometimes under war zones. Then you set fire to it, thousands of times per minute, just inches from your feet.”

“Um... Go on.”

“This fire powers dozens of metal parts to whirl around at high speeds. You’ll need an entire network of pipes, filters, radiators, pistons, belts, lubricants, and a monthly prayer to keep it from falling apart.”

“So it’s like a bike, but... heavier, louder, more complicated, smells worse, needs a mechanic and quietly drains thousands from your savings every year?”

“Exactly. But the real magic? You can spend a fifth of your income covering all the costs of using it!”

“But surely it must be more efficient?”

“Well, the engine turns about 20% of the fuel’s energy into movement. The other 80% becomes heat, noise, and pollution.”

“Wait, wait — our bikes are powered by croissants and turn almost all of it into motion, plus cardio.”

“Yeah, but with cars you get cupholders.”

“What about the environment?”

“OK sure, each one of these belches out invisible chemicals that slowly roast the planet. But we can build tens of thousands of miles of smooth black tarmac to make it *look* cool. Oh, and we’ll remove trees to do it.”

How much does one of these wonders cost?”

“About 100 bikes. Plus insurance, taxes, fuel, and repairs. But if you’re lucky, you can spend a whole hour a day sitting in traffic inside one.”

“What about parking?”

“Oh, easy. Just clear out sidewalks, gardens, parks, and half the city. Then fight your neighbors for the remaining space.”

“And health?”

“Did I mention you'll no longer need to move your body at all to get around? You just sit there. We'll make gyms to compensate.”

“What about the weather?”

“Oh yeah,” says Chad, nodding seriously. “Sometimes it rains. Sometimes it's cold. You wouldn't want to feel... weather, would you?”

“Feel weather?”

“Yeah, you know—wind on your cheeks, raindrops on your nose, sun on your back. It's all very primitive. Much better to sit in a temperature-controlled metal box, sealed off from the natural world.”

“Right... but isn't it kind of amazing to feel alive? To push your body through a challenge? I mean, our ancestors walked barefoot across savannas and hunted mammoths in the snow with sticks.”

“And now we drive three blocks to get milk in an SUV.”

See, modern science says what ancient wisdom already knew: doing hard things—like going outside when it's a bit nippy—is *good for you*. It releases endorphins, sharpens the mind, and reminds you that you're not just a sentient lump designed to chase dopamine on a couch. You're a creature of the Earth! You're built to thrive in the elements, not hide from them.

“Help me out here, Chad. Where's the upside?”

“Well... if you don't mind climate change, noise, congestion, obesity, financial stress, geopolitical instability, and early mortality... it's incredibly convenient!”

“Hmm. Think I'll stick with my bike.”

The bicycle: powered by breakfast, improves your health with every ride, and cleans the air with every trip.

Published on: 1, Oct 2024



PRODUCT

You Build Bike Infrastructure... Will Residents Use It?

by: Thomas Stokell

Around the world, millions of dollars are being invested in **bike infrastructure** - protected lanes, trails, and shared-use paths designed to improve safety, mobility, and quality of life.

But building the lanes is only half the job. The real question for every city planner, DOT director, and sustainability officer is:

How do we ensure people use it?

If bike infrastructure isn't actively used, it becomes harder to justify the next round of **funding to expand your network**. That risks stalling your city's long-term vision for a safe, bike-friendly, and more sustainable community.

Beyond Concrete: The Barriers to Riding

Cities often focus on the physical network, but **behavioral and access barriers** can keep residents from riding - even when safe bike lanes exist.

Common barriers include:

- Not knowing how to ride safely.
- Low confidence or comfort navigating traffic.
- Lack of bike ownership or access to bike share.
- Their bike needs repairs before it can be ridden.
- Not knowing safe routes through the city.
- Limited motivation or perceived inconvenience.

These challenges are as real as potholes or missing bike lanes - and unless they're addressed, infrastructure alone won't shift mobility patterns.

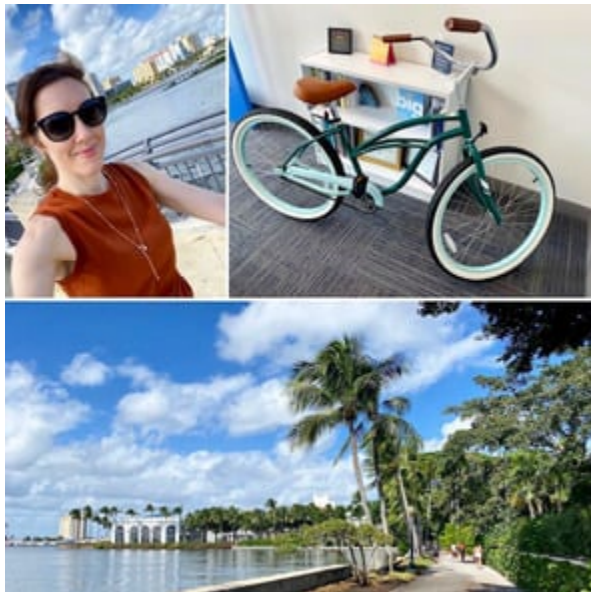
Building Psychological Infrastructure

To make bike infrastructure successful, cities must invest not only in **concrete and paint**, but also in **programs that change behavior**. This is what turns infrastructure into actual ridership gains.

Proven approaches like [Love to Ride](#) help local governments:

- **Engage** people who are 'interested but concerned' about taking up biking.
- **Encourage** people to take up riding, ride more often, and ride for transportation.
- **Educate** residents on safe riding skills.
- **Connect** people with low-cost access to bikes.
- **Build** motivation through community challenges and campaigns
- **Guide** new riders toward the safest routes.
- **Support** maintenance and repair access.

These programs complement physical infrastructure, helping residents overcome personal barriers while your city [demonstrates measurable increases](#) in ridership.



*"Excited to start bicycling again! Thanks to the Love to Ride Florida Challenge I (and my coworkers) have been encouraged to start bicycling again - to/from work for those who can and also outside of work / during lunchtime.
Thank you!"
- Valerie*

Why This Matters for Your City and Region

When residents use your bike infrastructure, governments see:

- Higher ROI on capital investments.
- Safer streets with fewer car trips.
- Better public health and air quality.
- Stronger justification for **funding opportunities**.
- A visible commitment to **sustainable mobility** and quality of life.

Industry Wisdom

As Randy Neufeld, a long-time bike advocate, emphasizes: *"Infrastructure alone doesn't create mode shift - you also need behavior change programs that support getting more riding and using your bike infrastructure."*

Let's Get More People Riding

At Love to Ride, we partner with [local and regional governments around the world](#) to design cost-efficient, results-driven bike encouragement and mode shift programs that bring your infrastructure to life.

Want to increase ridership on the network you've built - and secure funding for the next phase?

Let's talk! We'd love to hear from you! hello@lovetoridde.net

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Broome County has started using its first battery electric buses on regular BC Transit routes.

The buses arrived at the bus system's base on Old Mill Road in Vestal in July. They were driven cross-country from California, where they were manufactured by Gillig.



Behind the wheel of a BC Transit battery electric bus on September 18, 2025. (Photo: Bob Joseph/WNBF News)

Over the last several weeks, the six buses underwent post-delivery inspections and final preparations before they were placed in service.

Without any fanfare, the electric buses began making the rounds on Binghamton-area streets this week.

The new electric buses have 37 seats and room for two passengers using wheelchairs. (Photo: Bob Joseph/WNBF News)

Drivers who've operated the "next-generation" vehicles like them. BC Transit riders in downtown Binghamton were happy to see the brand new vehicles were now in operation.

Six 180-kilowatt chargers now are in place at the Vestal BC Transit complex.



Broome County's new battery electric buses will use these Heliox Flex Chargers. (Photo: Bob Joseph/WNBF News)

Seven more battery electric buses are expected to be added to the Broome County fleet in the next year or so.

Each battery electric bus and its charger cost \$1.3 million. That compares to \$800,000 for a hybrid electric bus and \$600,000 for a diesel bus.

The county's original plan called for the first electric buses to go into service in October 2023. Those vehicles were to

have been produced by Nova Bus in Plattsburgh but the company decided to end operations in the United States.



There is a law that is now in place in New York State that requires a report to be filed if you are in an accident while riding an e-bike/e-scooter.

As we roll through July, there are bikes everywhere you look! It might be little ones on a small bike or it could be a large group on a cycling tour! No matter where you drive in New York, you will encounter a person on a bicycle.

Bout among those on a two-wheel adventure, are the popular electric powered bikes and scooters and New York State is paying close attention to them.

It seems daily we are seeing more and more news coverage of e-bikes. However, much of the coverage seems to be surrounding an accident or dangerous event that is reported.

There is now a requirement for those in an accident on an e-bike in New York State according to a recent post from the New York State DMV.

"Starting today, if you are driving in New York and are involved in a crash that involves an e-bike or e-scooter, you must file an MV-104 crash report if a person is injured or killed".

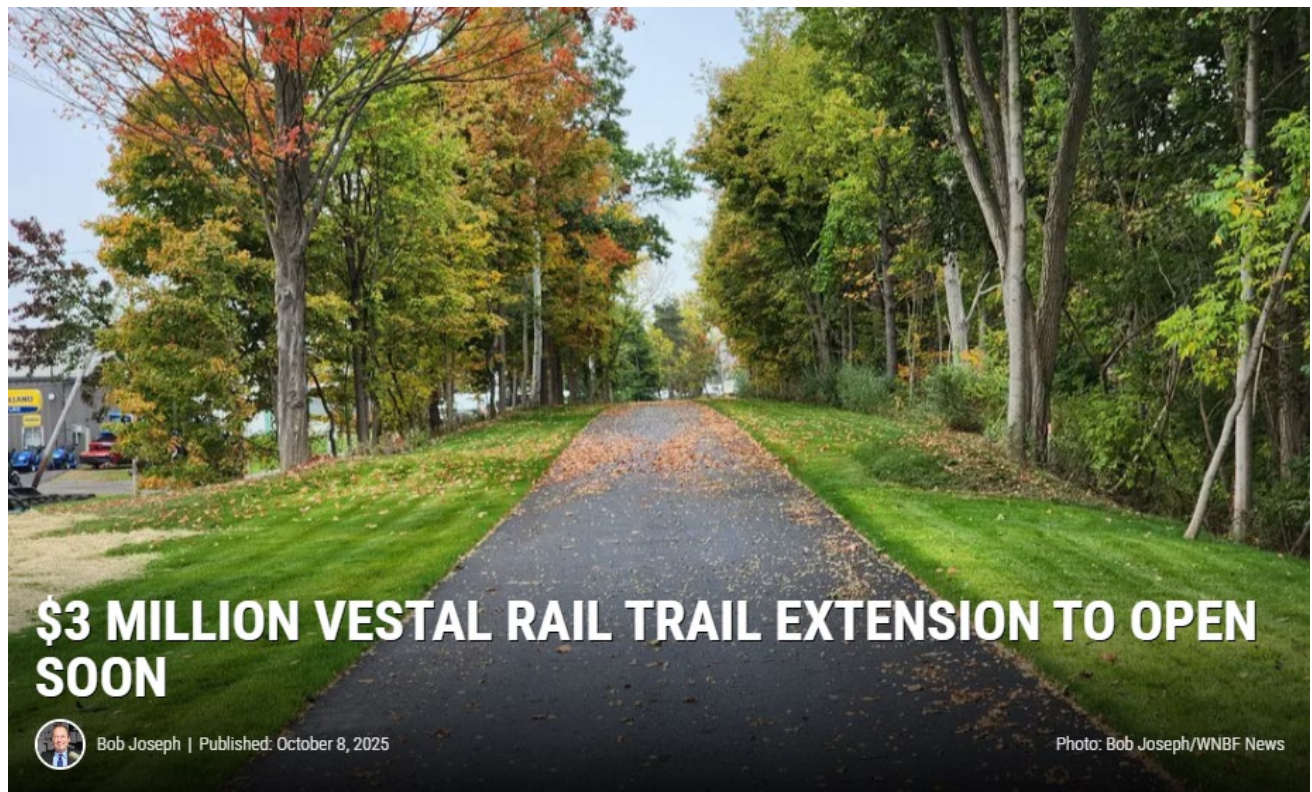
What is the New York State MV-104 crash report?

If you are involved in some sort of accident on an e-bike and an injury is involved, you'll need to [file an MV-104 crash report](#). New York State says you'll need to add the following:

“At the top of Section 1, check the “Vehicle 2” box for an e-bike or e-scooter. In section 2, enter any brand or model information in the “Vehicle Year & Make” box.

In section 4, complete “How did the accident happen?” by entering the description of the accident along with any other relevant information about the e-bike or e-scooter (ex: brand, model number, etc.).”

Be safe this summer and for those in a car or truck, make sure you are following the laws and keeping an eye out for people on bikes and scooters. Share the road!



Finishing touches are being applied to the next section of the popular Vestal Rail Trail.

The \$2.9 million project had been discussed for years. It adds 3,500 feet to the east end of the multi-use pathway.

The walking and biking trail has been extended to run along Vestal Road between African Road and Sycamore Road. The new section runs behind the Town Square mall.



FLASHBACK: Construction work was underway for the Vestal Rail Trail extension on June 11, 2025. (Photo: Bob Joseph/WNBF News)

A parking lot on the southeast corner of Vestal Road and African Road has been repaved.

Improvements have been made at a busy intersection as part of the project. A right-turn lane has been added for eastbound drivers on Vestal Road turning onto Sycamore Road.

A crosswalk will enable trail users to access Harold Moore Park on the north side of Vestal Road.

Users of the new Rail Trail section will be able to park in this Vestal Road lot. (Photo: Bob Joseph/WNBF News)

A sidewalk also has been constructed from the east end of the trail to an entrance to the Town Square Mall.

Drivers traveling on Vestal Road between Sycamore and African Roads on Thursday should be prepared for delays because of a planned pavement milling operation. That work is scheduled to occur between 6 a.m. and 6 p.m.



Delays can be expected on Friday while the same section of Vestal Road is repaved.



A view of the Rail Trail addition looking toward African Road on October 7, 2025. (Photo: Bob Joseph/WNBF News)
