



BMTS Article Digest September - October 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 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 Plaza Redevelopment Project - 2nd Public Engagement Meeting.

Date: Thursday, October 22

Time: 5:30 to 7:00 PM

Location: East Middle School, 167 E Frederick St, Binghamton, NY 13904 (final location TBD)

The consultants will share what has happened since the last meeting, show you updated ideas for the plaza, and take your questions and comments. It's also a good chance to talk with your neighbors and the City/consultant team.

An email with the final location and a flyer will be sent out closer to the date. In the meantime, you can visit the project website to learn more, share feedback on the vision board, and read past updates: <https://engagemksk.mysocialpinpoint.com/binghamton-plaza-plan>
Hope to see you there!

If you want to be on our mailing list, [complete the form here](#).

Sent From:

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October 2, 2026

Could Secure Bike Lockers Make More People Choose Cycling?

For many people, the biggest obstacle to cycling somewhere isn't the ride itself—it's what happens after they arrive. That question sparked a recent discussion on Reddit, where a simple proposition was posed: Would people be more likely to bike to their destinations if secure bike locker boxes were available? The response was overwhelmingly positive. For [...]

Written by: **Ron Johnson**

For many people, the biggest obstacle to cycling somewhere isn't the ride itself—it's what happens after they arrive.

That question sparked a recent discussion on **Reddit**, where a simple proposition was posed: Would people be more likely to bike to their destinations if secure bike locker boxes were available?

The response was overwhelmingly positive. For many commenters, secure bike storage could make cycling practical for trips that currently feel inconvenient or risky, particularly when bikes need to be left unattended for several hours.

“Bike lockers make so many more trips viable via bike,” one commenter wrote, adding that they are “thrilled when lockers are available near my destination.”

For bicycle commuters, the benefits go beyond simply protecting the bike from theft. One commenter described the daily hassle of preparing a bike for a trip—mounting bags, attaching lights and securing the bike once arriving. Unlike a car, where belongings can generally be left inside the vehicle, cyclists often have to worry about everything attached to or carried on the bicycle.

“Having a way to quickly & easily secure the entire vehicle + accessories + miscellaneous crap would be very useful,” the commenter explained.

That distinction is important. A secure locker isn’t just a place to put a bicycle; it can provide cyclists with something cars already offer almost by default: a secure space for the vehicle and its belongings.

The fear of bike theft is very real and a huge deterrent.



For commuters using public transportation, secure storage could be particularly valuable. A locker near a train station would allow someone to cycle to the station, safely store the bike and continue their journey without worrying about whether it will still be there when they return.

Bike Locker Toronto

New York City Is Putting the Idea Into Practice

Secure bike parking is not theoretical, it is available in cities around the world. New York City is now moving toward a citywide network of secure bicycle storage.

Last spring, the New York City Department of Transportation announced plans to build 500 secure bike parking locations across the five boroughs. The agency launched a public feedback process asking New Yorkers where the facilities should be located and what kinds of bicycles and amenities they should accommodate.

The program is intended to address a problem that extends beyond theft: many city residents simply have nowhere practical to store a bicycle at home. That can be especially challenging for people with heavier e-bikes and cargo bikes who live in apartment buildings.

New York City Council Majority Leader Shaun Abreu called secure storage “a missing link in our city’s cycling infrastructure,” while Eric McClure of StreetsPAC argued that a secure parking

network could make bike ownership safer and more convenient for people who cannot easily store bikes indoors.

Transportation advocacy group Transportation Alternatives also pointed to the connection between storage and people's willingness to cycle. Its executive director, Ben Furnas, said that lack of secure bike parking was the second-most cited reason New Yorkers give for not riding, after concerns about safety.

While security is central to this ongoing discussion, some emphasise that lockers themselves need to be convenient.

Several people expressed enthusiasm for a system with lockers distributed throughout downtown areas, potentially accompanied by an app showing which spaces are available. Others called for more bike valet services at major ticketed events.

Another commenter made the point even more bluntly: secure lockers would be appealing only if they were actually easy to use. They described previous lockers that were difficult to access with wide handlebars or rear panniers and argued that a locker that is technically secure but physically awkward may not be useful to many cyclists.

Bike locker



Cost was another consideration.

The bottom line is that the discussion shows how many commenters view secure bike storage as something that could change their transportation choices.

Several simply answered "Yes," while others described secure lockers as a "game changer." One commenter said that having them available at a local shopping center would make them more likely to ride there. Another suggested that widespread availability—potentially with lockers on every downtown block—could make cycling substantially more practical.

The New York City program puts that idea into a much larger context. A city can build protected bike lanes and map cycling routes, but the trip still has a weak point if riders have nowhere safe to leave their bicycles at the other end.

Secure parking can help connect those pieces of infrastructure.

New York City's decision to pursue 500 secure bike parking locations demonstrates that the concept is moving from an idea discussed by cyclists into a component of transportation planning. Whether such programs ultimately change travel behavior will depend on factors including location, security, cost, capacity and ease of use.

But the basic premise is clear: a bike trip doesn't end when the rider arrives. If the destination doesn't provide a safe place to leave the bicycle, the trip may never happen in the first place. And that's a huge opportunity lost for cities.



BINGHAMTON, N.Y. (WIVT/WBGH) – Binghamton Police are investigating a hit-and-run that happened over the weekend involving a child, Binghamton Mayor Jared Kraham says.

The mayor says that the child was struck on Binghamton's Southside and was taken to the ICU at SUNY Upstate Medical Center in Syracuse.

Kraham further confirmed that the child was in and out of the ICU and is currently in stable condition. The child is expected to make a full recovery.

Police spent the weekend canvassing the neighborhood and reviewing neighbor's camera footage of the incident.



A Binghamton woman faces a felony charge after she allegedly struck a young child and drove away.

Authorities late Wednesday announced an arrest had been made in connection with the hit-and-run investigation into the incident that occurred on the city's South Side.

A 4-year-old child was struck by a sport utility vehicle on Pennsylvania Avenue around 4:45 p.m. Friday.

The injured child, who initially was unconscious, was taken to Wilson Medical Center in Johnson City before being transferred to Upstate University Hospital in Syracuse.

Witnesses told police officers the child ran into Pennsylvania Avenue and was hit by a southbound light-colored SUV. The vehicle did not stop and continued heading south on Pennsylvania Avenue.

Investigators used automated license plate recognition software to located a possible suspect vehicle matching the description provided by witnesses.

Detectives located the SUV that is believed to have struck the child at a home on Progy Road in the town of Binghamton.

Police said 83-year-old Mary J. Kostyshak, the owner of the vehicle, admitted she had driven the SUV but was unaware that she had hit anyone.

On Monday, Kostyshak was charged with leaving the scene of an accident with personal injury, a felony.

Authorities said the child remains hospitalized in Syracuse in stable condition.

People with information about the hit-and-run incident may contact the Binghamton police detective bureau at (607) 772-7080.



A Town of Binghamton woman has been cited in connection with a hit-and-run on Pennsylvania Avenue.

Police say on October 9, at approximately 4:45 p.m., they received multiple reports of a child struck by a vehicle on Pennsylvania Ave. It was also reported that the vehicle did not stop after striking the child.

Upon arrival, officers located a 4-year-old child unconscious in the road on Pennsylvania Ave between Sheldon Street and Hotchkiss Street in the City of Binghamton.

The child regained consciousness and was transported to a local hospital. They were subsequently transferred to Upstate Medical University Hospital for further care.

After investigating, BPD utilized the Automated License Plate Recognition (ALPR) software to locate a possible suspect vehicle that fit the description provided by witnesses.

Investigators then responded to a residence on Progy Road in the Town of Binghamton where the suspect vehicle was located.

The owner of the vehicle, 83-year-old Mary J Kostyshak, admitted to operating the vehicle, but said she was unaware that she had struck anyone.

She was issued a Uniform Traffic Ticket for Leaving Scene of an Accident with Personal Injury. Police say that due to the serious physical injury sustained by the victim, the issued citation is a Class E felony.

The child remains at Upstate University Hospital in stable condition.

This is an active investigation.
