

BMTS Article Digest May – June 2023

BMTS Pedestrian & Bicycle Advisory Committee Members:

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New Community Walking Paths Around Windsor High School

by: [Roy Santa Croce](#)
Posted: May 16, 2023 / 05:52 PM EDT
Updated: May 16, 2023 / 06:54 PM EDT

WINDSOR, NY (WIVT/WBGH) – Yesterday, school officials cut the ribbon on a new effort to improve community health.



The district collaborated with the Broome County Health Department to establish the Community Walking Path around the high school's campus.

There are three different paths. A beginner path measuring approximately half a mile, a one-mile intermediate path that traverses the athletic fields, and the advanced path which is about a mile and a half and goes around the perimeter of the high school and leads to the lower fields exiting onto Kent Street.

A Public Health Educator at the Health Department, Aimee Chaluisant says that in rural communities such as Windsor, it makes sense to leverage the school's location as a focal point for better health.

Chaluisant says, "One of the major goals of this grant is to create complete streets and active routes to destinations. That means, creating more walkable, bike-friendly communities. And, as Doctor Andrews mentioned, being in a more rural community, it's great to have this walking trail at the school district so it can be open to students, staff members and community members."

Signage has been installed throughout the walking paths to inform visitors about trail options, and to guide walkers along their fitness journey.

The walking path was made possible through the health department's Creating Healthy Schools and Communities Grant.

Press and Sun-Bulletin | Page A07
Sunday, 21 May 2023

Push for walkable communities grows

ATLANTA – On the weekend in March when Brittany Glover would have turned 34, her mother stood on the same busy road in Atlanta where her daughter died six months earlier.



Valerie Handy-Carey stands along Donald Lee Hollowell Parkway in Atlanta, where her daughter was hit and killed by a car while she was trying to cross the road. "Brittany didn't have to die," Handy-Carey said. Atlanta, she said, needs to do

Glover, a flight attendant with a passion for clothes, was coming from an entertainment venue during the early morning of Sept. 19, 2022. She had lived in Atlanta for only 48 hours when she was hit by a driver while crossing Donald Lee Hollowell Parkway, which elected officials and activists call one of the most dangerous streets in the city. The driver fled and hasn't been identified.

'Brittany didn't have to die,' her mother Valerie Handy-Carey said, surrounded by friends and supporters as speeding cars whizzed by. Atlanta, she said, needs to do more to protect pedestrians and cyclists.

She's far from alone in her call to action.

With pedestrian deaths in the U.S. at their highest in four decades, citizens across the nation are urging lawmakers to break from transportation spending focused on car culture. From Salt Lake City to Charlotte, North Carolina, frustrated residents are pushing for increased funding for public transportation and improvements that make it safer to travel by bike or on foot.

'We already hit the point of diminishing returns,' said Roby Greenwald, a public health professor at Georgia State University. 'We're going to have to examine other transportation modes that make that easier or else we're just going to have to deal with increased congestion, increased traffic fatalities and increased air pollution emissions.'

Nationwide, the number of pedestrians killed in 2022 rose 13%, and cyclist fatalities were up 2% for the year, according to the National Highway Traffic Safety Administration.

'There are plenty of people who must bike and walk for transportation because that's their only means of transportation,' said Rachael Panik, a Georgia Tech transportation systems engineering researcher.

Panik previously worked as a transportation planning consultant for cities across the southeast. She said there was unmet demand for biking and walking in most of them.

'More people want to bike, more people want to walk, but they can't because it's either not safe or the destinations that they need to get to are too far and they can't,' she said.

Quanisha Ball, 31, was struck by a car and killed in November while crossing a street on her way to work in the Atlanta suburb of Decatur. The driver was identified but never charged.

'I wanted to cross that street to see how dangerous it is. It's dangerous,' said Courtney Thompkins, Ball's mother. Pushing a button gives pedestrians less than a minute to cross seven or eight lanes of traffic, adding that speed bumps, better lighting and longer crossing times would help.

Atlanta City Councilman Jason Dozier said he realized he could have been another victim – he was hit by a car while riding a bike.

'That experience really did a lot to radicalize me,' Dozier said.

He and 10 council members have proposed zoning legislation to prevent drive-thrus and gas stations from being built around the Atlanta BeltLine, a bike and pedestrian trail that runs through numerous city neighborhoods.

In 2021, the city council in Charlotte, North Carolina, adopted a plan to expand their transit system by adding shaded bikeways, bus routes and commuter rail lines in the next two decades. One goal is to reduce single-person trips by 25%, said Shannon Binns, president of Sustain Charlotte, a nonprofit organization focused on local sustainability.

'It's an ambitious goal, but of course it will require us to really make a lot of different decisions budget-wise to give people those opportunities to get around without a car,' Binns said.

Salt Lake City Mayor Erin Mendenhall has made pedestrian safety a priority for 2023 after her city saw an increase in fatalities in 2022 and a tragic start to 2023. In the span of a few weeks, two sets of kids on foot and a pair sharing a bicycle were all hit by drivers but fortunately survived, she said.

'The accidents that have happened from vehicles increasing means that we have to go beyond the way we've been operating,' Mendenhall said.

A local mobility advocacy group called Sweet Streets Salt Lake City has worked with the city council to drop the speed limit on residential streets and is pushing the city to create a network of byways that cater to walking, biking and jogging.

'We really do believe our policy choices are killing people, and the way we stop doing that is by changing those policies,' Sweet Streets Board member Benjamin Wood said.

Despite some encouraging signs, advocates face high hurdles to creating walkable and transit-friendly communities.

The Utah Transit Authority implemented an on-demand service that is a combination of a public bus and ridesharing.

'We didn't realize it would be as wildly popular as it is, and now, we're turning away rides because we can't afford to run more service,' the transit authority's transportation division director, John Larsen, said during a January work session.

In Charlotte, city council members have complained about the lack of progress with the 2030 Transit Corridor System Plan.

The city must gain local funding to access federal dollars for the mobility plan. One option is to create a referendum for a local sales tax, but city officials are already hearing it would be unlikely to win approval from the state legislature. Dana Fetton, a lobbyist for Charlotte's city government, recently told council members if they presented the transit plan as is to the legislature, it would be 'dead on arrival.'

Standing on a corner of the busy street with a handful of birthday balloons and flowers, Handy-Carey said she was worried about whether any improvements would come.

'I'm feeling that the state of Georgia, the city of Atlanta, Fulton County, didn't value me or my daughter's life,' she said. 'Even after Brittany was killed, you still have more people dying. How many more people have to die?'

Boston debuts a digital pop-up libraries pilot program at 20 bus stops

By [Aya Elamroussi](#), CNN

Published 2:02 AM EDT, Sun May 21, 2023



The QR codes can be found this week on sidewalks at 20 bus stops and on bus paths owned by the Massachusetts Bay Transportation Authority throughout the city.

Lane Turner/The Boston Globe/Getty Images/FILE

CNN —

Boston is making reading on-the-go more accessible through a pilot program that will allow riders to access digital content from audiobooks to newspapers at some bus stops across the city – no library card required.

The program – dubbed “Browse, Borrow, Board” – gives riders access to books, magazines and other material through QR code links, and doesn’t need an app, according to a [news release](#) from the mayor’s office.

“This pilot program builds on our efforts to make public transportation more enjoyable, while also connecting our residents to the resources the Boston Public Library already offers,” Boston Mayor Michelle Wu said in the news release.

ADVERTISING

The decals containing the QR codes can be found this week on sidewalks at 20 bus stops as well as on bus paths owned by the Massachusetts Bay Transportation Authority throughout the city.

The QR codes direct scanners to the digital pop-up library website, and the [city has also released a map](#) of where they're located. The decals are accessible through the end of August, the news release noted.

The program was launched after the city conducted a survey about public transit last year and found that bus riders expressed high interest in accessing the Boston Public Library digitally on commutes, according to Maddie Webster, a program manager at the Mayor's Office of New Urban Mechanics.

Five titles may be checked out at a time for a two-week period. After two weeks, patrons can rescan the QR code to register again and checkout more materials.

"We share in the value that knowledge and transportation could both be 'Free to All.' This opportunity connects public library and public transit offerings around learning and movement in our city," said David Leonard, Boston Public Library president.

IIHS: Trade-Offs when Mandating Slow E-Scooter Speeds

May 26, 2023



Many cities are turning to speed limiters for electric scooters to address concerns about rider safety and conflicts with pedestrians, according to new study conducted by the Insurance Institute for Highway Safety. Yet mandating low travel speeds may push more-scooter use onto sidewalks, the group's research suggested.

[Above photo via IIHS]

"Our results show that restricting scooters to low speeds offers a trade-off," said Jessica Cicchino, IIHS vice president of research and

the study's lead author, in a [statement](#).

"At slow speeds, riders are more likely to choose the sidewalk over the road," she added. "That puts them in less danger from cars but could mean more conflicts with people on foot."

IIHS noted that e-scooter use has blossomed in the United States since the first shared e-scooter program officially launched in 2017. But as ridership has increased, so have injuries and citizen complaints. In response, many towns and cities have required speed limiters for shared e-scooters, with a 15 mph maximum speed the common limit.

To help understand the effect of different maximum speeds, IIHS researchers compared rider behavior in Austin, TX, and Washington, D.C. Austin caps shared e-scooter speeds at 20 mph, while Washington, D.C., makes the maximum speed 10 mph — one of the lowest in the United States. Neither city has an effective way to require speed limiters on privately owned scooters, IIHS noted in its study.

In both cities, e-scooter riders overwhelmingly rode in bike lanes where they were available. Where there were no bike lanes, however, riders in Washington, D.C., were 44 percent more likely than Austin riders to choose to ride on the sidewalk – and were more likely to favor the sidewalk despite lower vehicle traffic volumes when compared to the 16 Austin observation sites.

Overall, however, riders tended to choose the sidewalk when motor vehicle traffic was heavier, as well as on arterials and two-way roads. In contrast, the researchers recorded an increase in e-scooter riders in vehicle travel lanes on weekends, possibly because of lighter traffic.

IIHS researchers found that E-scooter riders are often safer from fatal injuries when not sharing the road with motor vehicles. However, the net impact of sidewalk riding on less serious injuries to e-scooter users and pedestrians is unclear. A [previous IIHS study](#) showed that most e-scooter rider injuries in Washington, D.C., happened on the sidewalk but also that injuries occurring on the road were more severe.

“E-scooter users clearly take risk into account when choosing where to ride,” said IIHS’s Cicchino. “Many are also conscious of the risk of hitting a pedestrian. [But] slowing down the fastest sidewalk riders should help prevent crashes and reduce the severity of injuries when e-scooters hit pedestrians. The clear preference for bike lanes also gives communities another reason to focus on expanding their bicycle networks.”

The researchers also analyzed rider behavior in the central business district of Washington, D.C., where sidewalk riding is prohibited. Despite the ban, IIHS found that two-thirds of e-scooter users rode on the sidewalks at locations without bike lanes that area – noting that riders in the central business district without bike lanes were also 38 percent more likely than riders in Austin to choose the sidewalk over the street.

There’s little evidence sidewalk bans are any more effective elsewhere. Nevertheless, two-thirds of U.S. communities are considering them or have them in place already, according to a [2022 survey](#) by the Behavioral Traffic Safety Cooperative Research Program. Others are mulling banning e-scooters from all or certain roads.

Improvements in e-scooter technology could offer an alternative solution, IIHS noted, with some e-scooter companies now deploying systems that can detect when their e-scooters are on sidewalks. As this technology matures, it could be used to apply separate speed restrictions for sidewalk riders or prevent sidewalk riding altogether in key locations, IIHS noted.



BINGHAMTON POLICE FOOT PATROLS DEPLOYED IN CITY NEIGHBORHOODS



Bob Joseph | Published: May 26, 2023

Photo: Bob Joseph/WNBF News (file)

Binghamton residents may notice more police officers walking near the homes in the coming weeks.

Mayor Jared Kraham said the additional foot patrols are part of a community policing initiative. He told WNBF News it's part of the effort to reduce gun violence and to respond to growing concerns over crime in neighborhoods.

The mayor said the city has not reduced the number of car patrols. He said there now is an additional opportunity for police officers "to work overtime shifts where they're walking the beat on neighborhood streets." He said the officers on foot patrol are able to interact with city residents who "may be out mowing their lawn (or) hanging out on their front porch."

Binghamton police headquarters on May 23, 2019.
(Photo: Bob Joseph/WNBF News)

Kraham said the approach can have "a positive proactive type of communication with them." He said the initiative appears to be "wildly successful" based on the feedback he's received from police officers who have worked the shifts.

The mayor said "it's very seldom in cities across America that you see beat cops walking neighborhood



streets." He said "it is an old-school style of policing that works" that has returned in Binghamton.

Kraham said the approach "builds a relationship between the community and the police." He said the city will employ the approach during "the nice-weather months" in Binghamton.

Press and Sun-Bulletin | Page A02

Sunday, 28 May 2023

History shows Binghamton's Plan to Go Under Doesn't Go Over Well

The best-laid plans of mice and men often go awry. Somehow the poem with its Scottish flair by Robert Burns has a little more flavor, but through many generations that quote has come to mean that even with the best intentions, things can go wrong. In this instance, it was with the best intentions to keep people, especially children, safer, and to make travel easier for pedestrians without fear from a possibly horrible fate. Yet, that is not how it turned out.

Let's take a trip back to the early 1930s, when railroads were an everyday and common experience in the Triple Cities. Both passenger and freight trains transverse the community, traveling at good speed pulling thousands of pounds of weight as they made their way from station to station. Add to this part of the equation, the increasing number of vehicles and people who needed to cross the railroad tracks to get to a store, school, or home.

While those numbers were increasing, so were the numbers of accidents between moving trains and people. Local officials were not alone in this concern, and New York State government established the Public Safety Commission to handle requests from locations that safety measures were required at one physical location or another.

Starting around 1930, plans were put in motion to create not only underpasses for vehicles, but pedestrian underpasses. The vehicle underpasses would eliminate at-grade crossings that were the locations of most accidents between trains and cars. Some of these new underpasses also included sidewalks for people to use, but many did not. In those locations, the creation of pedestrian underpasses seemed to be the best solution.

The concept was easy. The execution was not. The local officials, residents and the Public Safety Commission would find those locations where people needed to cross and create an underpass to take those people under the tracks, rather than over them. In 1932, the Commission approved three such underpasses located along the Erie railroad tracks. They were located at Oak Street, Murray Street and Crandall Street – all leading over to Clinton Street.

A similar underpass was approved between Elizabeth Street and Allen Street in Johnson City, and in Vestal, an underpass along the Lackawanna railroad lines was approved by North Main Street. All of these underpasses were

planned to eliminate people from crossing over the tracks. While designs were similar, each had to conform to the space and land. Some were merely a passthrough, while others contained stairs and lengthy walkways to the entrances. The one in Vestal was built in a 'u' formation.

In Endicott, petitions were made to build another underpass at North Loder Avenue, but attempts in the 1930s, 1940s, and early 1950s all failed as sidewalks were available at the Nanticoke Avenue underpass. Everyone agreed these appeared to be a good idea, and the cost of each one would be approximately \$80,000. While it seemed to be good, problems began shortly after completion.

By the 1940s and into the 1950s, graffiti was painted on the walls. Users were often accosted by drunks, and at least one rape occurred in one Binghamton underpass. In Vestal, the tracks were abandoned and the underpass was closed in 1960s. In Binghamton and Johnson City, the underpasses were closed with gates to prevent access and to prevent even more crimes from occurring. What was a good idea had become a serious problem only a few years in existence, yet the closures took up to four decades to occur.

While all this was happening, we were not done with pedestrian underpasses, as two more were constructed in the 1960s. The first was located at the end of Carroll Street and under the then newly constructed North Shore Drive. While better in design, fencing had to be placed to prevent drivers of small cars from using the underpass to avoid the police. In Endwell, a large tube-like underpass was built at the end of Davis Street and under Route 17 to take walkers toward the Susquehanna River. It remains to be seen if these are any more successful than those built in the 1930s. Only time will tell.

PUBLIC SQUARE



A CNU Journal

A park-like downtown and riverfront connection with native planting, seating, distinctive pavement and protective barriers and panoramic views. Within the 26-foot cross section, emergency vehicle access had to be maintained. Source: Stantec

[FREEWAY](#)
[TRANSFORMATION](#)

Freeway ramp becomes park, connecting city to its river

Albany Skyway in Albany, New York, reclaims an "ugly chunk of highway" to reconnect downtown with the Hudson riverfront via a new linear park. Stantec Consulting Services won a CNU 2023 Charter Award in the Neighborhood, District, and Corridor category.

[ROBERT STEUTEVILLE](#) MAY. 30, 2023

Note: Urbanists are gathering from around the world as [CNU 31](#) takes place in Charlotte.

Cities across America have been damaged and disfigured by urban freeways—and the recently completed Albany Skyway shows how they can begin to heal.

The \$15 million Skyway—converting an Interstate ramp into a half-mile bike-ped corridor and park—realizes part of a long-held community vision to take back the waterfront as an accessible urban amenity. Connections between the City and the Hudson River have long been impeded by the I-787 elevated highway built in the 1960s. The highway severed neighborhoods, and along with concurrent “urban renewal” related to a state office complex that the highway serves, displaced an astonishing 7,000 people. One long-term goal is to [demolish the freeway](#), but that process could take many long years.

In the meantime, the City now has secure and direct access to the Hudson River, including the Corning Riverfront Park and a regional trail system that extends 750 miles in three directions. Prior to the Skyway, reaching the waterfront from downtown required passage through public parking areas, a tangle of highway lanes, multiple signalized intersections, and unmarked and unlit walkways. The Skyway itself is a fantastic amenity—both a journey and a destination—that supports active lifestyles and restores historic connections between downtown and underserved neighborhoods.



The downtown gateway at Broadway features an illuminated arching entry portal. Photo by Kate Glicksberg

"The completion of the Albany Skyway is a game-changer for the City and the perfect example of a transformative infrastructure project that promotes equity and connectivity," agrees New York Governor Kathy Hochul. "Infrastructure can be more than just building roads and bridges—like the Skyway, it can be about improving quality of life and righting the wrongs of the past."

The Skyway is a continuous, uninterrupted, and safe link to the waterfront— and for all the travelers passing through on the Empire State Trail, it invites quick and intuitive access into downtown Albany.

The new park totals 3.3 acres and 2,680 feet in length from the intersection of Clinton Avenue and Broadway in downtown to US Route 9 by the river. Along the way are a 3,000 square foot outdoor art gallery, seating capacity for 600 people, 90,000 square feet of softscape park space with over 20,000 native plants and trees, and a 5,000-square-foot shaded area. Eight outdoor pop-up event spaces

(totaling 50,000 square feet) satisfy the community's desire for flexible spaces that change over time.

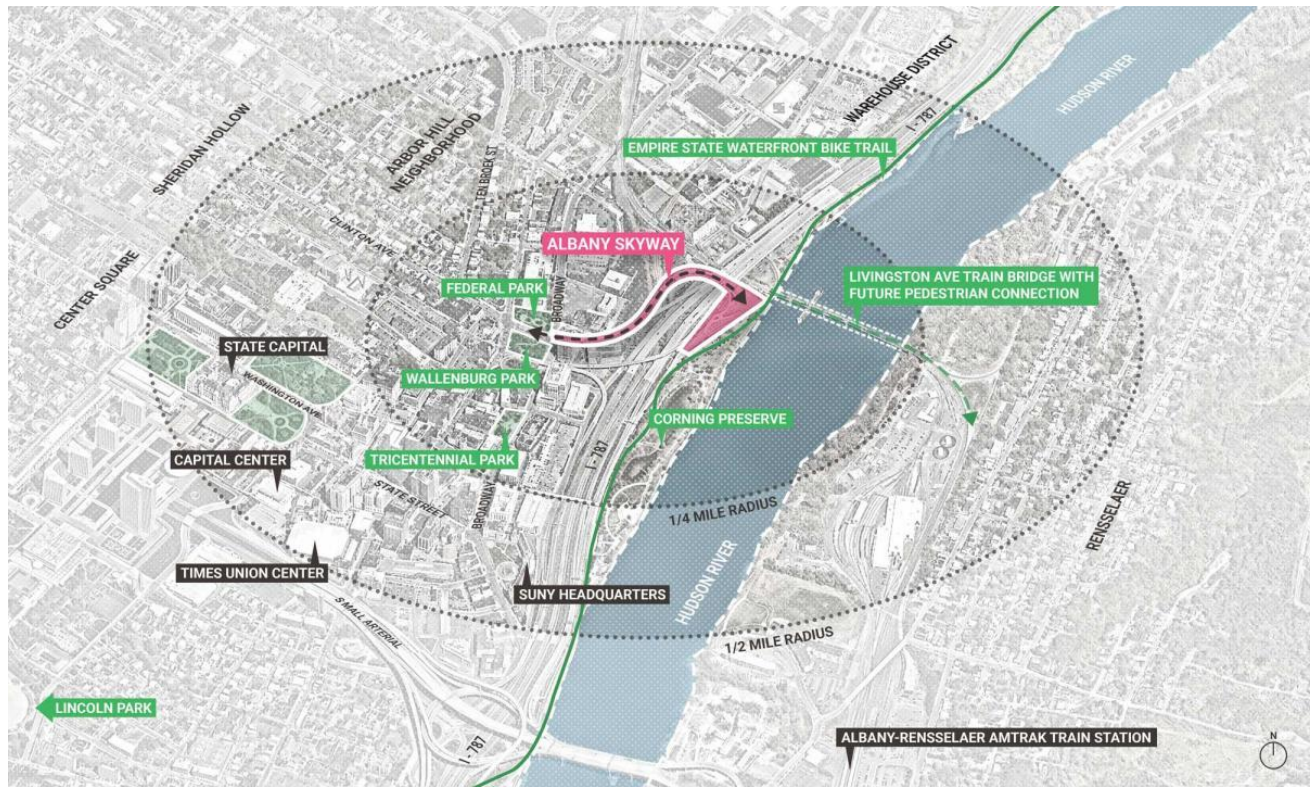


Close to \$200 Million dollars in new private development is happening directly around the Skyway and the Livingston Avenue Bridge Project is underway exploring the feasibility of replacing the existing bridge and providing new pedestrian connections to Rensselaer and the Amtrak Station. Source: Stantec Consulting Services

Open areas on the Skyway provide opportunities for informal performances and activities.

Environmental gains include light-colored materials and landscaping that reduce heating in the summer and reflect solar radiation. More than 50,000 square feet of impervious surface area was also removed.

“The Skyway not only provides a connection to the water, but also serves as a much-needed passive recreation and event space and an economic driver for downtown investment,” notes the design team, which provided quantitative research to evaluate the project's financial viability and to ensure that the City would see a return on investment for residents, workers, and businesses.



Big picture context: In the 1960s, construction of the 1-787 elevated highway system cut off Albany neighborhoods from the Hudson River. The Skyway re-imagines a highway off ramp as an iconic connection and park, re-uniting Downtown with its waterfront. Source: Stantec Consulting Services

Because Albany is a mid-sized city with limited resources, the team had to work with a modest budget—considering the original condition of the infrastructure and the task at hand. “Working to this budget was among the achievements of the project,” notes the team.

How it happened

The Skyway emerged from a 2014 downtown revitalization plan, which envisioned a lively city center connected to the waterfront and its regional trail system, and to an adjacent warehouse district. “The design team recognized an opportunity in a section of elevated highway infrastructure that touched down within the city center and stretched uninterrupted over parking areas and under highway lanes to the riverfront,” the team explains. The Charter Awards jury was impressed with the difficulty of getting such a project built, involving a piece of federal highway, changes to which require coordination at all levels of government.

Initially, the idea seemed far-fetched, but it gained early endorsements from Albany Mayor Kathy Sheehan and the NYSDOT Commissioner. Governor Hochul, who came into office in 2021, also supported the idea, as did her predecessor, Andrew Cuomo. The ramp had been lightly used—only two thousand vehicles per day needed to be rerouted. This negligible impact on travel time made a good trade for a new destination park in the heart of downtown and vital pedestrian connections to City resources.



The ramp prior to transformation. Source: Stantec Consulting Services

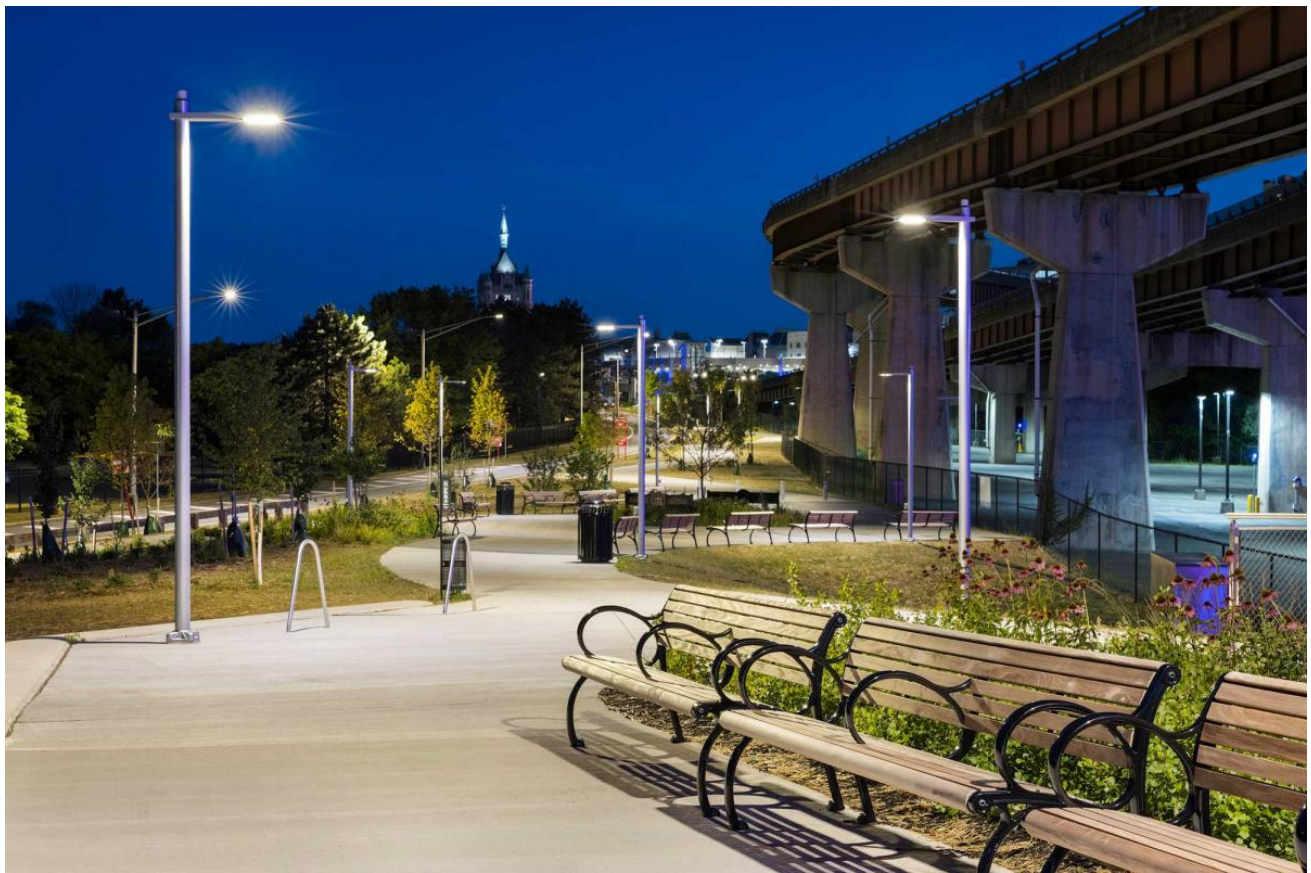
Physical and technical challenges

The existing ramp's loading constraints posed difficulties. The primary design elements—surfacing, planting beds, seat walls, and lighting—were coordinated with structural limitations, the design team explains. Another major technical issue was the slope and tilt of the highway deck, which was flattened to create a universally accessible corridor.

The elevated, 26-foot-wide piece of concrete, steel, and asphalt would not seem like much to work with—it was described as an “ugly chunk of highway” snaking

under an Interstate and over rail lines, surrounded by the noisy spaghetti of travel lanes and elevated ramps. It took real vision to see it as a park. The Skyway maximizes its limited resources by reclaiming an underutilized asset in a way that is aligned with Albany's vision for the future: an equitable and connected pedestrian and bicycle-friendly community.

Today, the Albany Skyway remains a thoroughfare, but it's now one that welcomes people on foot, on bike, or in wheelchairs. The jury observes, "The designers have transformed a forgettable off ramp into a place worth visiting, and reconnected a city to its waterfront."



Evening view of the east gateway to the Albany Skyway utilizing the former highway ramp at Quay Street. Photo by Kate Glicksberg

The Charter Awards will be presented at a ceremony on June 1, 2023, at [CNU 31](#) in Charlotte.

Albany Skyway, Albany, New York

- **Stantec Consulting Services Inc.**, Principal firm
 - **New York State Department of Transportation**, Client
 - **Capitalize Albany**, Client
 - **HR&A**, Economic and social impact analysis
 - **Creighton Manning Engineering**, Traffic impact analysis
-

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Saturday, 3 June 2023

Middle School Student Killed

Eighth grader struck while walking Monday

Neal Simon

Binghamton Press & Sun Bulletin USA TODAY NETWORK

A Binghamton West Middle School eighth grader is being remembered as a “lovely student” who enjoyed drawing, TikTok and the outdoors, after she and her cousin were struck by a car and killed on Memorial Day.

Maliya Hardenbergh, 14, died while walking along Gulf Road in the Sullivan County Town of Callicoon.

Liberty-based New York State Police said William Hardenbergh, 22, was also killed in the crash, which was reported at about 3 a.m. Monday.

Troopers said the 24-year-old driver of the 2012 Honda that struck the pair called 911 and remained at the site of the crash.

Both Maliya Hardenbergh and William Hardenbergh were pronounced dead at the scene.

State Police said the investigation into the crash is continuing.

Counseling available at school following ‘tragic loss’

Binghamton School Superintendent Dr. Tonia Thompson said, “Our hearts go out to Maliya’s family as they grieve this tragic loss.”

In a message to the school community, Thompson said, “Maliya was a lovely student who will be sincerely missed and warmly remembered by her classmates, as well as our faculty and staff.”

Thompson noted that counseling services are available at West Middle School for anyone seeking support.

“The death of a young person is always tragic, and we are here to support our students and colleagues as they cope with this terrible news,” Thompson added.

In a Facebook post, Maliya’s General Music teacher Robert Crissman said the young student “would usually drive the energy in the classroom and loved to question me.”

He added, “I told her (she) would make a great teacher one day. Such a sad loss. I am praying for her, her family and all involved.”

Cousins were ‘kindred spirits’

Maliya loved to draw, explore TikTok, bake, watch videos and solve puzzles, according to an obituary published by the Stewart-Murphy Funeral Home.

The obituary describes the cousins as “kindred spirits,” especially in their love for the outdoors, camping and “anything to do with the water.”

A joint memorial service will be held at 1 p.m. Sunday, at the Stewart-Murphy Funeral Home, 5068 state Route 52, Jeffersonville, N.Y. Calling hours are 11 a.m. to 1 p.m., Sunday at the funeral home.



The pedestrian and bicyclist pathway along Route 434 in Binghamton and Vestal should be ready for use this summer, more than a decade after planning for the project began.

Workers are putting the finishing touches on the \$25 million paved trail between Pennsylvania Avenue in the city and Murray Hill Road at the Binghamton University campus in Vestal.



A section of the future Greenway on the south side of the Vestal Parkway near Plaza Drive on June 2, 2023. (Photo: Bob Joseph/WNBF News)

A specific completion date has not been announced by the state Department of Transportation but the opening may occur around the time students return for the start of fall semester classes.

Long traffic delays on the Vestal Parkway had been a daily occurrence when work on the project resumed about two months ago. Backups are happening less frequently now that new signals have been installed at key intersection near the Binghamton city line.



Signs warn people against using Greenway sections before the project has been completed. (Photo: Bob Joseph/WNBF News)

Work remains to be done on pedestrian signals at crosswalks along the Greenway route. Guide rails are being installed along portions of the path that are not elevated.

Not everyone has been a fan of the project. Some residents of Binghamton's South Side spoke out against it during the planning process.



FLASHBACK: A sign protesting the 434 Greenway project in front of a Vestal Avenue residence on November 30, 2020. (Photo: Bob Joseph/WNBF News)
