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**.

Go All Out
BROOME COUNTY

See the **Two Rivers Greenway Pedestrian & Bicycle Count Information** at http://bmtsonline.com/data/bikeped-counts.

LOCAL

$43.1M Gateway Project Set to Start in Binghamton

Sunshyne Lynch
Binghamton Press & Sun Bulletin
Updated Feb. 12, 2026, 1:49 p.m. ET

Key Points

- A $43.1 million project to improve pedestrian access and connect downtown Binghamton to its waterfront has been approved.
- The project will add new paths for walking and biking, greenspace, and improved access to the Susquehanna and Chenango Rivers.
- Construction will redesign parts of the state Route 363 corridor, including replacing a ramp with an intersection.
- The project, funded by federal and state dollars, is expected to begin during the 2026 construction season.

A $43.1 million project to increase pedestrian accessibility and connection throughout downtown Binghamton has been approved, and construction is set to begin this year.

Gov. Kathy Hochul announced Feb. 12 that the Federal Highway Administration approved the final design of the $43.1 million 363 Gateway Project.

The project will include "additional greenspace, improved access to the waterfront and better multimodal connections throughout the city," according to a release from the governor's office.

“People across Binghamton have advocated for years for stronger connections to the beautiful waterfronts and vibrant downtown destinations, and with this final design approval now in hand, their wait is over,” Hochul said. “We are now one step closer to transforming state Route 363 into a gateway that makes the city more walkable, bikeable and accessible, all while improving safety for drivers and kickstarting the next chapter for recreational and economic opportunities across the Southern Tier.”

Centered on the confluence of the Susquehanna and Chenango Rivers, the project will re-envision the way in which downtown Binghamton is connected to its waterfront using sustainable construction materials.

Assemblymember Donna Lupardo said the project marks "one of the most consequential redesigns the City will undergo in recent memory," while State Senator Lea Webb called the project "a game-changer for the City of Binghamton."

Here's what to know about the 363 Gateway Project, including design details and the anticipated starting time for the project.

363 Gateway Project will increase mobility, connections in downtown Binghamton

A rendering of the final design for the 363 Gateway Project, a $43.1 million effort to modernize a critical corridor in the City of Binghamton. *Provided By Gov. Hochul's Office*

The project has redesigned the state Route 363 corridor, which includes the replacement of its existing ramp with an intersection with state Route 434 in both directions.

A non-motorized path will be implemented along the Susquehanna River in order to create a direct connection to the South Washington Street Bridge and the Chenango River Walk. The path will be 12 feet wide and half a mile long, and will "enhance pedestrian and bicycle access" to downtown Binghamton.

As part of the project, North Shore Drive eastbound will be directly connected to state Route 363 northbound, east of Exchange Street, and be further reduced to one lane in each direction. In doing so, the length of pedestrian crossings will be shortened, and traffic is expected to be calmer with decreased long-term maintenance costs.

Another 12-foot-wide path will be constructed from Confluence Park to Rockbottom Dam, along with new sidewalks and upgraded curb ramps.

Further, state Route 363 southbound will be removed over the state Route 363 northbound bridge, bringing the roadway down to grade level, which increases the level of pedestrian access.

In turn, the Carroll Street ramp to state Route 363 will ultimately be permanently closed, but the pedestrian tunnel will stay open, and the state Route 363 bridge over Exchange Street will be rehabilitated.

A design rendering of a shared use path on Central Lawn looking east for the 363 Gateway Project, a $43.1 million effort to modernize a critical corridor in the City of Binghamton. *Provided By Gov. Hochul's Office*

Susquehanna Street and Washington Street, near Visions Veterans Memorial Arena and the Binghamton University Downtown Center, will be improved as well in order to enhance access to local roads from state Route 434 and state Route 363.

The 363 Gateway Project also includes highway and bridge upgrades, using a New York State Department of Transportation standard known as Performance Engineered Mixes.

Adopted in 2024, PEMs "reduce the total amount of cement needed," according to the governor's office, which reduces carbon emissions and creates stronger, more durable concrete.

“By addressing decades-old infrastructure and improving accessibility, this project will be transformative in opening up access to greenspace and our waterfront," City of Binghamton Mayor Jared Kraham said. "This gateway project will strengthen connections throughout the city. It's an historic investment, and I thank Governor Hochul and NYSDOT for advancing this project.”

When will construction start for the 363 Gateway Project?

Construction is expected to begin during the 2026 construction season.

The public engagement process for the project began back in 2018. The final design was chosen from several initial concepts and incorporated public feedback.

A rendering of the Binghamton Gateway Project, looking northeast. *Provided By Gov. Hochul's Office*

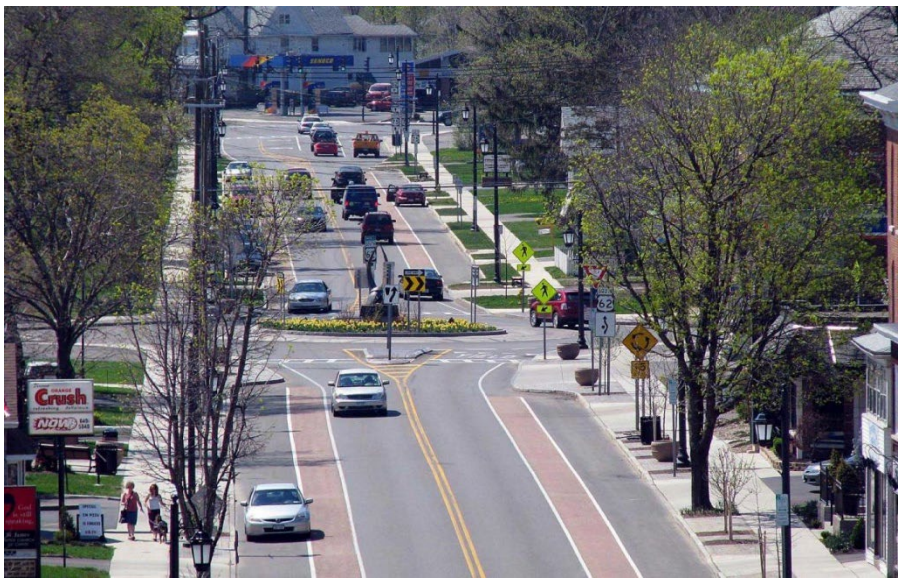
“I’m proud that nearly $30 million from my Bipartisan Infrastructure & Jobs Law is helping build a more seamless connection between Downtown Binghamton and the Susquehanna River Waterfront to increase access to recreation and boost local businesses," said Senate Minority Leader Chuck Schumer (D-NY). "I’m grateful the feds have approved this project and for Governor Hochul’s commitment to using federal and state dollars to build a safer, accessible and more connected New York.”

Once completed, "the 363 Gateway Project will unite Binghamton’s downtown and neighborhoods to miles of scenic shoreline," stated the governor's office, "delivering unprecedented opportunities for recreation, ease of mobility and economic vitality."

County Executive Jason Garnar said the 363 Gateway Project is a "transformational investment that will reconnect downtown Binghamton to its waterfront, improve safety and create a more accessible and vibrant corridor for residents and visitors alike."

PUBLIC SQUARE

A CNU Journal



Route 62 in Hamburg, New York. Photo by Dan Burden.

How could Complete Streets policies be more effective?

The Complete Streets movement has largely failed in practice, but a focus on networks and context could make it more effective.

ROBERT STEUTEVILLE FEB. 10, 2026

In a 2011 planning advisory board meeting for a county where I lived, I delivered the exciting news about New York State's then-new Complete Streets Act, which "requires state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding."

I told the group this policy would be revolutionary because it applies to all thoroughfares that receive transportation funding. The state had already funded a few good projects that served as examples of Complete Streets, such as Route 62 in Hamburg, New York, which improved safety and the local economy (see image at top). I had visions of such projects being built in every town in the state. Others in the room were skeptical. The state Department of Transportation (DOT) would never change, some said.

Fifteen years later, I can definitely report they were right, and I was wrong. The state's thoroughfares look and function almost exactly the same in 2026 as they did in 2011. A small handful of *transformative* projects have been built, but they represent a drop in the bucket compared to the state's thoroughfare system. I would have to drive at least an hour to get to a one, and I would only find it because I know where to look.

The streets in New York State are constantly maintained and reconstructed, but as far as I can tell, nobody pays much attention to the Complete Street Act, with one exception. Streets in larger cities with historic grids, such as New York City and Buffalo, are often given a makeover that includes bicycle lanes, curb extensions, and similar features. These streets had a history of serving many users, and some have been improved. But I doubt that has much to do with Complete Streets, and more to do with engineers following the NACTO design guide.

More than 1,700 Complete Streets policies have been adopted nationwide, including 37 states that account for most of the nation's population, and a tremendous number of counties and municipalities. According to the Complete Streets Coalition of Smart Growth America, the movement is for safer streets that meet the needs of all users. At least in theory, Complete Streets policies should apply "to all new projects, retrofit or reconstruction projects, maintenance projects, and ongoing operations." What this movement shows is tremendous political will to have streets that are not just drivable, but also accommodate pedestrians and bicyclists. In practice, the number of policies dwarfs the number of streets redesigned to meet the Complete Streets promise.

Most of these policies have been in place long enough to make a substantial impact—33 states have had policies for at least 10 years. I've been through enough of these states to know that most are just like New York. To give a few examples, Maryland adopted Complete Streets in 2000, Pennsylvania and Virginia in 2004, and New Jersey in 2009. I have driven, walked, and bicycled around these states a considerable amount over the last quarter century, and I would know if there has been a substantial change (I'm pleasantly surprised whenever I see Complete Street elements that have been added, which I don't fail to notice).

I recently read a Substack post comparing Complete Streets to 1950s aircraft cockpit design changes that increased flexibility for pilots, making flying safer. Complete Streets are an "engineering principle" that acknowledges that people don't just drive, they also switch modes and become pedestrians, transit riders, bicyclists. Complete Streets are more flexible to human needs.

And yet the writer acknowledges the reality: implementation has been "frustratingly slow across the country. Despite widespread policy adoption, most local governments have struggled to translate policies into actual street improvements. Planning and designing transportation systems for real, mode-switching humans instead of phantom average drivers creates safer, healthier, more livable communities. The question isn't whether Complete Streets works—it's whether we'll finally implement it at scale."

He's right—Complete Streets work, when they are implemented. They are not being implemented nearly enough, especially where they are most needed. The policies may even have been counterproductive—allowing planners, designers, and funders to claim that they are solving a problem, when they are doing almost nothing. In fact, pedestrian deaths skyrocketed in this period. From 2010 to 2023, pedestrian fatalities rose nationwide from 4,302 to 7,314. In light of that, I'd say Complete Streets have been effective in policy adoption, but have failed in practice. So, how could Complete Streets policies and the movement be more effective?

1. **Start with a network.**

Almost all great streets, even good streets, are part of a well-connected network of small blocks and streets. That is the fundamental condition that allows for human-scaled streets. Christopher Alexander explained this in his seminal 1965 essay "A City is Not a Tree." Modern street networks are dendritic—i.e., tree-like—rather than variations on a grid, and therein lies the rub. Well-connected networks are a prerequisite for Complete Streets.

As a recent study shows, only 12 percent of US census blocks are walkable. Geographically, these are small, dense census blocks in traditional cities. The vast majority of these walkable census blocks are built on a street grid. The Charter of the New Urbanism acknowledges this reality by stating that "Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy."

The idea that we can create many genuine Complete Streets without establishing better street networks is pure fantasy, yet that is what the Complete Streets movement proposes. The Complete Streets Coalition offers 10 essential policies and 10 physical elements, but none of them address networks. Street networks are the system that allows Complete Streets to function. I get it that sometimes you just want to build a Complete Street. But that effort won't get you far unless the government is simultaneously trying to establish better networks. Without doing that, you are missing the forest for the trees and doomed to fail.

Complete Streets policies need to acknowledge that street networks are not just an element of Complete Streets (they mostly don't even go that far) but a *prerequisite* for the movement's success. Crosswalks, sidewalks, bus lanes, bicycle lanes, and similar measures will not make much difference if the underlying street network is poor. In many places, these improvements will be rejected because the network doesn't support them.

2. **Respond to the present *and* future context**

The lack of network understanding highlights a larger problem with Complete Streets policies: their failure to adequately address context. Every street in America is part of a context as defined by the Rural-to-Urban Transect. Maybe it's a main street or a downtown core, a walkable neighborhood, a suburban commercial district or subdivision, or a rural area. A street needs to be designed differently according to this context.

Users and how people use a street will change depending on the context. At the very least, Complete Streets policies need to acknowledge that reality. No Complete Streets policies that I am aware of mention the Transect.

And there's another problem, maybe a bigger problem, regarding context when you are trying to build streets that accommodate a wide range of uses. And that is that streets have two contexts: The existing context and the context that the community is trying to create. That's the future context.

The present and future contexts are often not the same. Many communities are trying to create walkable places where there is currently little or no walkability. That is understandable and admirable, especially in communities with very limited walkability (most of America). In such cases, the future context is walkable, but the existing context is not. I would add that creating more walkable places is aligned with building more Complete Streets. At the least, there is significant overlap in the two goals.

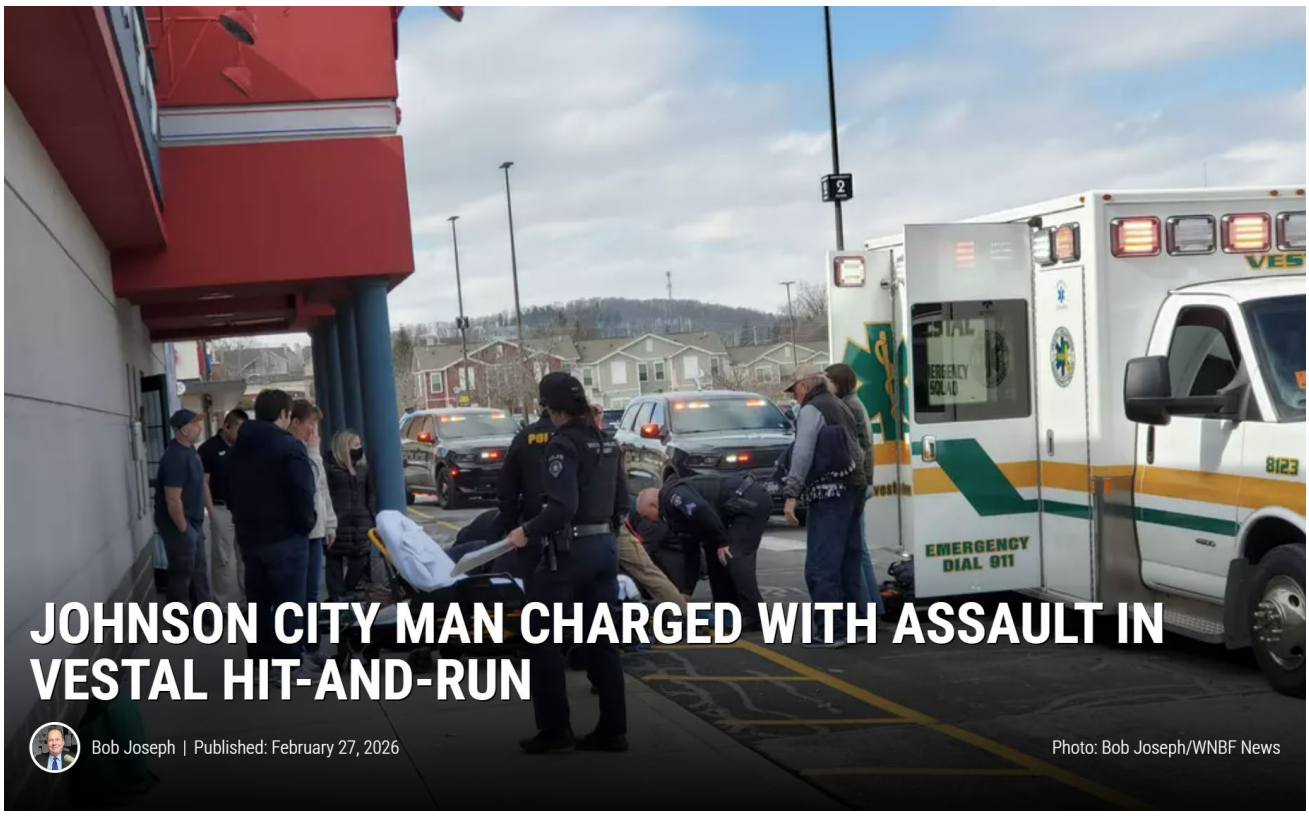
Street design is a critical component to creating walkability. Complete Streets policies should be tools for meeting that goal. A football analogy is in order: the quarterback throws the ball where the receiver will be, not where the receiver is when the ball is thrown. Similarly, the street design should meet the needs of the kind of place the community is trying to create—especially since streets are a critical component of that place.

Recall that Complete Streets projects are mostly implemented in older communities that were historically walkable. DOTs have come around, sometimes reluctantly, to the idea of restoring walkability to historic streets.

However, when a community tries to create a walkable place from scratch, or transform a place without a history of walkability (the vast majority of our built environment), DOTs generally won't even consider it. I have sat in meetings when DOT representatives made this exact point. If you had a historic Main Street, they *might* consider an alternative design. Trying to create a Main Street where there never was one? That's not their job. They will not throw the ball to where the receiver (the community) is headed. The result, in football, is an incomplete pass or an interception. For a community, it might be the death of a pedestrian or driver.

That explains why Complete Streets policies have failed. In most of America, DOTs simply ignore them, because the existing context is not walkable and the network, built with outdated transportation ideas, is poorly connected. These are the places that need Complete Streets the most. That assertion is supported by the stubborn rise in pedestrian fatalities nationwide and by numerous knowledgeable observers.

For the Complete Streets movement to be effective, it must start by acknowledging that well-connected street networks are essential to support. And it must respond to both present and future context. Both networks and context must be incorporated into the Complete Streets movement to fulfill its promise.



JOHNSON CITY MAN CHARGED WITH ASSAULT IN VESTAL HIT-AND-RUN

Bob Joseph | Published: February 27, 2026

Photo: Bob Joseph/WNBF News

A Johnson City man faces several felony charges after two women were struck by a sport utility vehicle in Vestal.

Authorities say 30-year-old Andrew T. Weiskopff is the suspect in the hit-and-run-incident that occurred near Tully's Restaurant in the University Plaza on the Vestal Parkway.

Two pedestrians were injured when they were hit by an SUV that raced away from the scene. They were taken to Wilson Medical Center in Johnson City. The names of the women and their conditions were not released by Vestal police.

Medics evaluated two pedestrians who were struck by an SUV in front of Tully's restaurant in Vestal's University Plaza complex on February 26, 2026. (Photo: Bob Joseph/WNBF News)

Investigators say Weiskopff was taken into custody as he returned to his Johnson City residence.

Weiskopff has been charged with two counts of first-degree assault and two counts of second-degree assault. He also faces additional felony counts of reckless endangerment and leaving the scene of a personal injury accident.

Ambulances were staged near the main entrance to Tully's restaurant on the Vestal Parkway on February 26, 2026. (Photo: Bob Joseph/WNBF News)

Police say he also was charged with reckless driving and issued two traffic tickets.

Weiskopff was arraigned and sent to Broome County Jail.

Vestal police were assisted by the Johnson City Police Department and the Broome County Sheriff's Office.