



**THE COUNCIL OF THE CITY OF BINGHAMTON  
STATE OF NEW YORK**

Date: June 27, 2024

Sponsored by Council Members: Hotchkiss, Middleton, Dundon, Porter

Introduced by Committee: Planning

**RESOLUTION**

*entitled*

**A RESOLUTION TO AMEND THE CITY OF  
BINGHAMTON COMPLETE STREETS POLICY**

WHEREAS, pursuant to Permanent Resolution R11-066, dated July 20, 2011, the City of Binghamton established a Sustainable Complete Streets Policy for Street and Transportation Projects; and

WHEREAS, the City of Binghamton wishes to amend the 2011 Sustainable Complete Streets Policy for Street and Transportation Projects; and

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors; and

WHEREAS, "Sustainable Complete Streets" are defined as Complete Streets with elements of design, construction and operation that also incorporate environmental sustainability; and

WHEREAS, streets that support and invite multiple uses, including safe, active and ample space for pedestrians, bicycles and public transportation, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions and improve the general quality of life; and

WHEREAS, many studies show that when roads are better designed for bicycling, walking and transit use, more people utilize them for alternative modes of transit; and

WHEREAS, the design and construction of new roads and facilities should anticipate and provide for future demand for biking, walking and other alternative transportation facilities and not preclude the provision of future improvements; and

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association and many other transportation, planning and public health professionals; and

WHEREAS, an additional checklist for new construction or reconstruction of City streets is necessary to ensure that the goals of the Complete Streets Policy are being met; and

WHEREAS, these requirements are outlined in the "Green and Complete Street Checklist for Street Reconstructions" (attached hereto as "Exhibit A").

NOW, THEREFORE, the Council of the City of Binghamton, duly convened in regular session does hereby:

RESOLVE, that the City hereby amends the prior Sustainable Complete Streets Policy for Street and Transportation Projects and establishes and adopts a Sustainable Complete Streets policy for the reasons outlined above whereby all street projects, including design, planning, reconstruction, rehabilitation, maintenance or operations by the City of Binghamton shall be designed and executed in a balanced, responsible and equitable way to accommodate and encourage travel by public transportation vehicles and their passengers, bicyclists and other wheeled modes of transportation, and pedestrians of all ages and abilities, in accordance with established Best Practice Design Guidelines for Complete Streets and Sustainable Complete Streets and in consultation with the AASTHO Guide for Development of Bicycle Facilities and the AASTHO Guide for Pedestrian Facilities; and be it further.

RESOLVED, the City of Binghamton shall strongly consider the needs of drivers, public transportation vehicles and patrons, bicyclists, wheelers, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations and maintenance activities and products; and that the design of all future street construction and reconstruction projects shall be subject to the completion of the Green and Complete Streets Checklist as provided in Exhibit A, and be it further.

RESOLVED, the City shall view all transportation improvements as opportunities to improve safety, access and mobility for all travelers in the City and shall recognize bicycle, pedestrian and transit modes as integral elements of the transportation system.

Introductory No. R24-52

Permanent No. R24-52

Sponsored by City Council Members: Hotchkiss, Middleton, Dundon, Porter

A RESOLUTION TO AMEND THE CITY OF BINGHAMTON COMPLETE STREETS POLICY

The within Resolution was adopted by the Council of the City of Binghamton.

Date 6/27/24

City Clerk [Signature]

Date Presented to Mayor 6/27/24

Date Approved 6/29/24

Mayor [Signature]

	Ayes	Nays	Abstain	Absent
Councilmember Porter				✓
Councilmember Middleton	✓			
Councilmember Cavanaugh				✓
Councilmember Hotchkiss	✓			
Councilmember Mativetsky	✓			
Councilmember Kosty	✓			
Councilmember Dundon				✓
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>

Code of the City of Binghamton

Adopted  Defeated

4 Ayes 0 Nays 0 Abstain 3 Absent

I hereby certify the above to be a true copy of the legislation adopted by the Council of the City of Binghamton at a meeting held on 6/27/24. Approved by the Mayor on \_\_\_\_\_.



EXHIBIT A

**GREEN AND COMPLETE STREET CHECKLIST FOR STREET RECONSTRUCTIONS**

STREET FEATURE	EXISTING NUMBER/ LINEAR FEET/OR OTHER MEASURE OF FEATURE	PROPOSED NUMBER/ LINEAR FEET/OR OTHER MEASURE OF FEATURE	DESCRIPTION OF FEATURE. IF THE DESIGN DOES NOT INCLUDE FEATURE, EXPLAIN WHY.
<b>Pedestrian Facilities</b>			
Sidewalks			
ADA compliant curb ramps			
Signalized cross walk and/or countdown signalized cross walk			
Marked cross walk with signage			
Pedestrian detectors			
Audible signals			
Multi-use path physically separated from motor vehicle traffic			
Bus shelters			
Permeable sidewalk paving materials			
Minimized curb radius at intersections			
Street lights			
Street benches			
Refuge islands			
Bus bulbs			
Other			

**Bicycle Facilities**

Bicycle lanes				
Shared lane markings / sharrows				
Bicycle parking				
Bicycle route				
Pavement material and/or color different from adjacent roadway				
Multi-use path physically separated from motor vehicle traffic				
Other				

**Traffic Accommodation and Calming Elements**

Curb bulbs				
Narrower traffic lanes				
On-street parking				
Speed bumps				
Reduced speed limits				
Visual street markings such as different pavement type and/or color				
Loading zones				
Vegetated medians				
Parking Meters				
Curb and Gutter				
Other				

**Green Features: Stormwater and Heat Island Effect Reduction**

Permeable/Porous pavement or pavers			
Landscaping between sidewalk and curb			
Bioswales			
Rain gardens			
Stormwater planters			
Street trees			
Other			

**Green Features: Energy Conservation**

Solar powered lighting and traffic signals			
LED lights			
Other			

**Decorative Elements**

Public art			
Decorative pavement type or color			
Street lights			
Street furniture			
Undergrounding of overhead utilities			
Informative and/or directional signage or banners			
Other			