

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2026-02**

Resolution approving an update to the BMTS Complete Streets Policy.

WHEREAS, the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area; and

WHEREAS, the BMTS Policy Committee previously adopted a Complete Streets policy to promote the planning, design, construction, operation, and maintenance of transportation facilities that safely accommodate all users; and

WHEREAS, since the adoption of the original Complete Streets policy, best practices, federal and state guidance, and regional priorities, have continued to progress; and

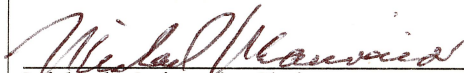
WHEREAS, the updated Complete Streets policy will continue to support the development and implementation of BMTS plans, programs, and projects, including the Long Range Transportation Plan, Transportation Improvement Program, and related safety and multimodal transportation initiatives; and

WHEREAS the BMTS Planning Committee on February 24, 2026, approved, by consensus, a resolution recommending approval of the updated BMTS Complete Streets Policy;

NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee approves the updated BMTS Complete Streets Policy.

CERTIFICATION OF RESOLUTION 2026-02

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2026-02, adopted by consensus this 26th day of February 2026.



Michael Marinaccio, Chair
BMTS Policy Committee



Date

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2026 COMPLETE STREETS POLICY

BACKGROUND

New York State's Complete Streets Legislation took effect on February 11, 2012. On June 24, 2015, the New York State Department of Transportation (NYSDOT) adopted a Complete Streets Checklist. In 2016, the Binghamton Metropolitan Transportation Study (BMTS) adopted its original Complete Streets Policy.

BMTS' 2016 Policy has supported the implementation of complete street projects by NYSDOT and local member agencies. Such projects range from low-cost striping and signage improvements associated with repaving roadways to more significant enhancements installed in and along roadways during reconstruction projects, as well as continued implementation of the Two Rivers Greenway multi-use trail system. In addition, complete streets recommendations and projects have been included in BMTS' Long Range Transportation Plan and Unified Planning Work Program. BMTS Central Staff routinely includes complete streets recommendations in Road Safety Audits and corridor studies. Complete streets training has been conducted in Johnson City, Endicott, Binghamton and virtually. BMTS has also coordinated with NYSDOT, Broome County Health Department, the NYSAMPO Bicycle & Pedestrian Working Group to educate the public regarding the purpose and function of complete streets.

The following is an update to BMTS' 2016 Complete Streets Policy. Updates to the policy primarily reflect BMTS' current practices in implementing complete streets. This 2026 policy continues to support the purpose of the original policy to create a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users.

COMPLETE STREETS DEFINITION

Complete streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to, motorists, bicyclists, pedestrians, micro-mobility users, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" are people of all ages and abilities.

VISION AND GOALS

The BMTS Complete Streets Policy will create a more equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably, and where reliable transportation options are available to everyone.

The goals of the Complete Streets Policy are:

- To promote the development of complete streets projects within the BMTS Planning Area.
- To create a comprehensive, integrated, and connected transportation network that supports economic development and the livability of our communities.
- To ensure safety, ease of use, and ease of transfer between modes, for all users of the transportation system.
- To provide flexible and context sensitive design to accommodate local preferences and needs, project setting and planned developments.
- To consider the needs of all road users throughout region to the greatest extent possible and practicable.
- Encourage the use of the best national practice design standards for complete streets and safety elements.

COMPLETE STREETS POLICY

- BMTS commits to consideration of the above goals during the planning, design, construction, operation, and maintenance of the surface transportation system in the BMTS planning area.
- BMTS will promote complete streets concepts throughout the planning area and will support the adoption of complete streets policies by its member agencies.
- BMTS commits that future transportation projects will consider the needs of all users as early as practicable and throughout the transportation planning process.
- BMTS will promote multi-use trail development as an integral element in creating a multimodal transportation system.

APPLICABILITY

This Complete Streets Policy will be incorporated into BMTS' planning activities where appropriate. The principles of this policy will also guide BMTS Central Staff in the preparation of the Long-Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program, and other plans it prepares.

This Complete Streets Policy should be used to inform new construction, reconstruction, and resurfacing activities (including pavement marking maintenance) of roadways, multi-use trails, and other transportation facilities that will use Federal funds through BMTS for all phases of project implementation including planning, design, right-of-way acquisition, and construction. Designs should consider accommodations for all users and be sensitive to the context of the project setting. Note that complete streets design elements may look different for every project and road type and there may be locations where complete street solutions are not practical.

- Each project that incorporates complete streets elements should use the appropriate design standards and procedures. However, the local municipality or NYSDOT shall retain the design decision authority over its projects.
- Local municipalities or NYSDOT should coordinate their projects with adjacent municipalities to ensure consistency of facilities.
- Every project should involve the local transit agency in the project development process to ensure accommodation of transit vehicles, and access to transit facilities.
- Multi-use trails should be thought of as a complementary system of off-road transportation routes primarily for cyclists and pedestrians that serve as a necessary extension to the roadway network. Multi-use trails should not be used to preclude on-road bicycle and pedestrian facilities, but rather to supplement a system of on-road bicycle and pedestrian facilities.

DESIGN STANDARDS

BMTS encourages the use of best practices when designing complete streets. BMTS recognizes that each roadway is different in function and context. Roadways that are planned and designed using a Complete Streets approach may include a wide variety of transportation solutions.

Complete streets design resources include but are not limited to the latest editions of the following:

- American Association of State Highway Officials (AASHTO) Guide for the Planning, Designing and Operating Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Green Book
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- FHWA Proven Safety Countermeasures
- Manual on Uniform Traffic Control Devices (MUTCD)
- National Association of City Transportation Officials (NACTO): Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide
- NYSDOT Highway Design Manual
- NYSDOT Complete Streets Checklist
- US Access Board Public Right-of-Way Accessibility Guidelines (PROWAG)

BMTS also encourages consideration of the Federal Highway Administration (FHWA) Proven Safety Countermeasures when designing complete streets.

In 2026 BMTS adopted a Comprehensive Safety Action Plan funded through the Safe Streets and Roads for All (SS4A) program. This plan was developed using FHWA's Safe System Approach (SSA) framework.

Complete Streets are a key component of SSA. While SSA provides the guiding safety principles (safer roadway design, reducing speed), Complete Streets acts as the implementation tool, creating infrastructure for all users—pedestrians, cyclists, transit riders, and drivers—to make the system safer. FHWA has adopted a series of Proven Safety Countermeasures, many of which incorporate both safety and complete streets elements. These countermeasures should be considered during the planning and design of complete streets projects in the BMTS planning area.

EDUCATION

BMTS will continue to support education about complete streets roadway design guides for roadway and land development decision makers and the public.

- Complete Streets Training – BMTS will encourage professional development and training on complete streets and non-motorized transportation for municipal officials, staff, as well as Planning and Zoning Board members through providing notification of conferences, classes, seminars, webinars, and workshops. BMTS will also work with partners representing multiple disciplines to develop training sessions.
- Roadway Safety Audits – Performance of Roadway Safety Audits on arterial streets in the region provides beneficial information to municipal owners on potential safety improvements. The BMTS Unified Planning Work Program identifies the intent to perform 2 audits annually at locations identified by BMTS member agencies.
- Public Education – BMTS will coordinate with NYSDOT, Broome & Tioga County Health Departments, the NYSAMPO Bicycle & Pedestrian Working Group, and other agencies to develop methods to educate the public regarding the purpose and function of complete street treatments installed on roadways such as new signs, pavement markings, and signals. Education methods include, but are not limited to newspaper articles, radio and television interviews, websites & social media, public and school presentations, displays at special events, and PSAs.
- Encourage Active Transportation – BMTS will partner with area agencies, organizations, and municipalities to organize opportunities to encourage more bicycling and walking, such as the annual Binghamton Bridge Pedal.