



Johnson City 2026 Complete Streets Report

BMTS Central Staff

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Purpose and Scope

Following a request from the Village of Johnson City Department of Public Services, BMTS conducted a Complete Streets feasibility assessment of H. Stenger Place, Corliss Avenue, Willow Street, Arch Street/Faatz Alley, and Baldwin Street (Figure 1).



Figure 1. Johnson City Complete Streets Study Area

The intent was to evaluate the roadways to determine if they can be redesigned to safely accommodate all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Some recommendations are intended to be short-term, low-cost improvements, while other extensive and more costly recommendations could be implemented in the future. The following recommendations are based on field observations made over two days, from 1:00 PM to 3:00 PM on Wednesday, September 10th and from 10:00 AM to 12:00 PM on Wednesday, September 17th.

H. Stenger Place

H. Stenger Place between Ozalid Road and Willow Street has a width of 34 ft. H. Stenger Place between Willow Street and Arch Street has a width of 32 ft. It currently accommodates two-way traffic with on-street parking provided along portions of the north and south sides of the street. There are sidewalks along the north and south sides of the street along this entire segment and two OCCT bus stops on the south side of the street just west of Willow Street and just west of Arch Street. Crosswalks are located at the intersections of Jennison Avenue, Willow Street, Broad Street and Arch Street and there is a mid-block crossing between Jennison Avenue and Willow Street.

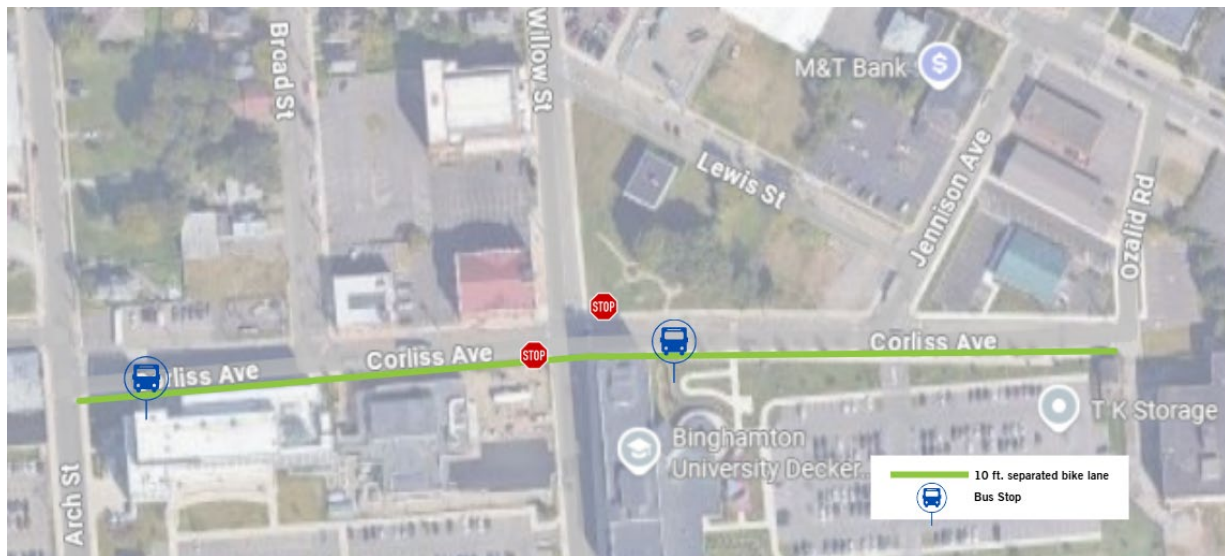


Figure 2

BMTS recommends the addition of a two-way, separated bike lane along the south side of the street for this segment of roadway. To accommodate this, parking along the south side of the street would need to be removed. Findings from the [2024 Village of Johnson City Downtown Parking Plan & Feasibility Study](#) indicate that there is sufficient parking in this area overall. During the site visits, it was noted that the on-street parking along this corridor was largely empty.

The roadway configuration that will provide the recommended minimum width of bike lanes and buffer area while still maintaining sufficient lane width for vehicles, is a 10.5 ft. travel lane in each direction, a 3 ft. striped buffer area, and a 10 ft. two-way bike lane. As noted in the [NACTO Urban Bikeway Design Guide](#), green surface treatments may be added to separated bike lanes to improve conspicuity to motorists of the likely bicycle presence. (See figure 3)

The curb cut to the east of the existing entrance/exit of the Firehouse Stage parking lot should be removed.

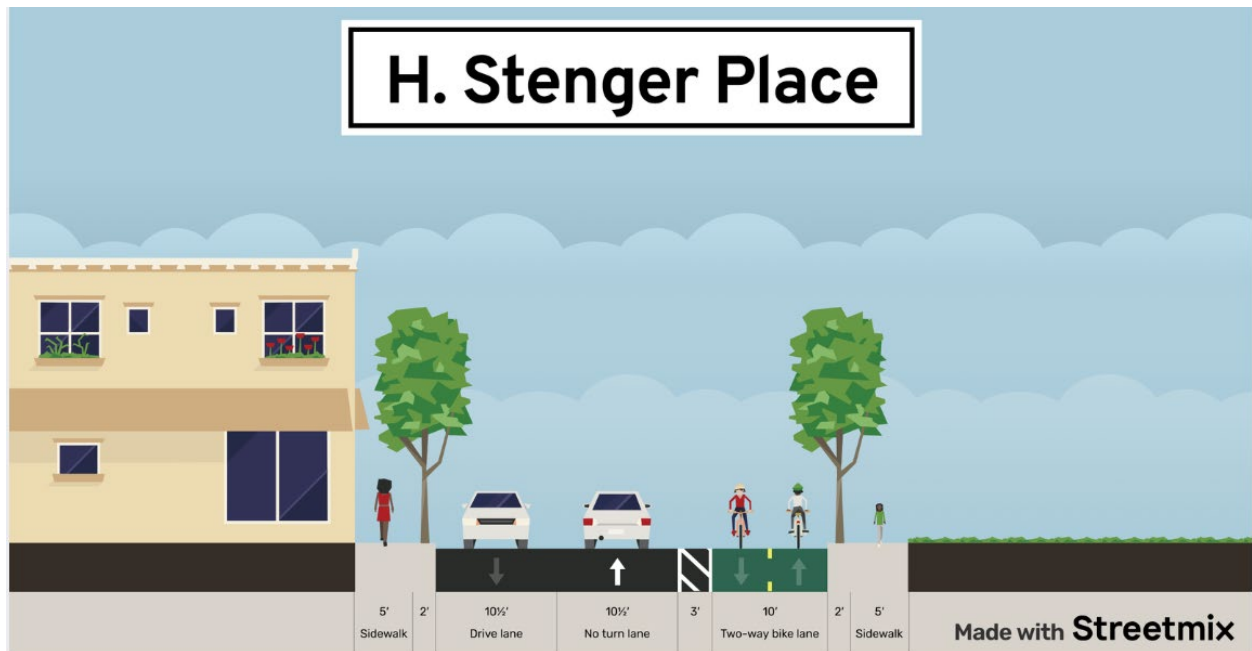


Figure 3. H. Stenger Place

To accommodate the bike lane in the vicinity of the two bus stops, a shared area should be delineated using dashed lines along the length of both transit stops to highlight potential conflicts between entering/stopping buses and cyclists (see description and Figure 3, taken from AASHTO's Guide for the Development of Bicycle Facilities, 5th edition, pgs. 7-58 – 7-59).

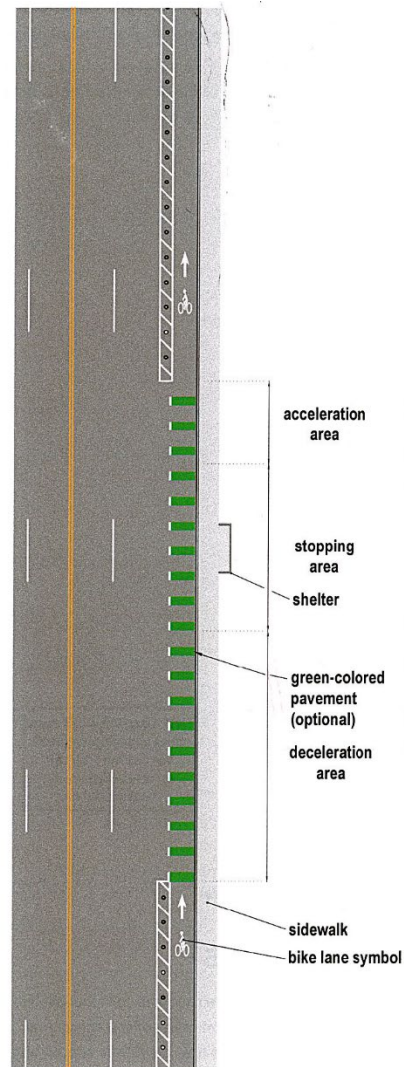


Figure 4. Example Configuration: Transit Stop in Constrained Conditions from AASHTO's Guide for the Development of Bicycle Facilities, 5th Edition

ADA compliant curb ramps should be installed at the triangular crosswalk located at Broad Street.



Figure 5. Triangular Crosswalk at H. Stenger Place and Broad Street

The intersection of H. Stenger Place and Willow Street is currently a two-way stop-controlled intersection with eastbound and westbound traffic on H. Stenger Place controlled with stop signs. The intersection is adjoined by the Schorr Family Firehouse Stage, Binghamton University's School of Nursing, BU's Pharmacy School, and Jenison Park.

This intersection has a history of crashes primarily caused by vehicles traveling on H. Stenger Place failing to yield the right-of-way to vehicles traveling on Willow Street. 'Cross traffic does not stop' signage was added at the Stenger Place approaches of the intersection since at least 2023. Given the recent crash history, A MUTCD All-Way Stop Control (AWSC) Warrant Analysis for H. Stenger Place and Willow Street was conducted. The analysis found that this intersection did meet warrants for crashes and sight distance for an AWSC. Further details can be found in Appendix A. The Village should decide if they want to keep the intersection as-is or implement an all-way stop control.

Corliss Avenue(Arch Street to Hudson Street)

The section of Corliss Avenue between Arch Street and Baldwin Street is 32 ft. wide. It currently accommodates one-way, westbound traffic and has angled on-street parking on the north side of the street. There are sidewalks along the north and south sides of the street along this entire segment.

Corliss Avenue from Baldwin Street to Hudson Street varies in width and accommodates two-way traffic, with on-street parking along the south side of Corliss Avenue between Park Place and Hudson Street. There are crosswalks at all approaches at the intersection of Corliss Avenue and Baldwin Street as well as all approaches at the intersection of Corliss Avenue and Park Place. The intersection of Corliss Avenue and Park Place has a wide turning radii which makes the crossing distance for pedestrians long.



Figure 6. Corliss Avenue Separated Bike Lane Visualization

BMTS recommends the continuation of a two-way, separated bike lane along the south side of the street for this segment of roadway. To provide enough width to accommodate this, parking along the north side of the street between Arch Street and Baldwin Street would need to be changed to parallel. According to the Johnson City Zoning Code, parallel parking spaces must be a minimum of 9 ft. wide. See Figure 5 for a visualization of the roadway cross section.



Figure 7. Corliss Avenue between Arch and Baldwin Streets

Additionally, parallel parking between Park Place and Hudson Street would need to be eliminated to accommodate the proposed separated bike lane. To provide a safer pedestrian crossing at the intersection of Corliss Avenue and Park Place, the turning radii of the intersection can be narrowed and the location of the crosswalks relocated to provide a shorter crossing distance. See Figure 6 for two potential options.

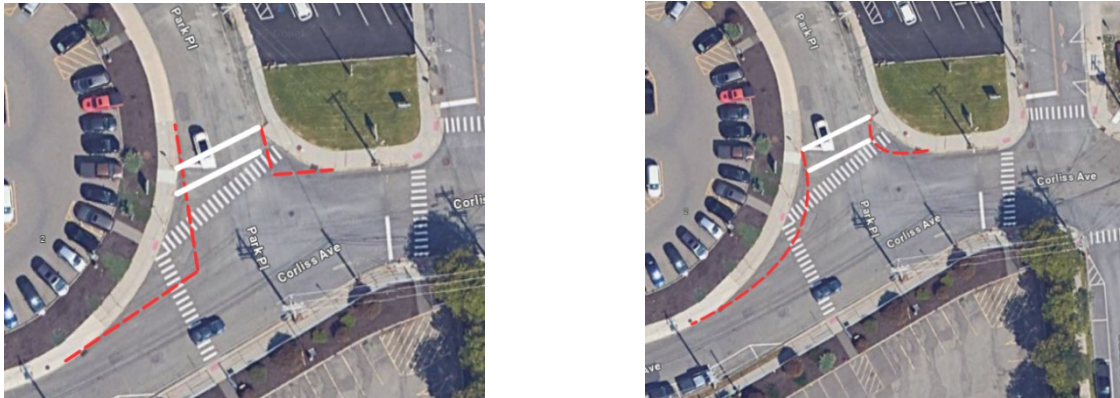


Figure 8. Potential Turning Radii at Corliss Avenue and Park Place

Willow Street (Main Street to Endicott Avenue)

Willow Street from Main Street to Endicott Avenue is approximately 32 ft. wide and accommodates two-way traffic. On-street parking is allowed on the west side of the street only from Main Street to Lewis Street. There are sidewalks along the east and west sides of the street that are in good condition.

Sidewalks should continue through driveways to maintain a continuous and safe pathway for pedestrians. Currently there is a section of sidewalk that has been paved in asphalt at the entrance of the Johnson City Eagles building.

Willow Street offers the best connection to Main Street from the Binghamton University and UHS campuses by bike, and is wide enough to accommodate two 10 ft travel lanes and the addition of a 5–6-foot bike lane on each side of the street. As noted above, the NACTO Urban Bikeway Design Guide states that green surface treatments may be added to bike lanes to improve conspicuity to motorists of the likely bicycle presence. The on-street parking between Main Street and Lewis Street would need to be eliminated to accommodate the proposed bike lanes. See the street layout below (Figure 10).



Figure 9. Willow Street Bike Lane Visualization

Willow Street is an ideal connection for pedestrians and cyclists to a potential future [Johnson City Rail Trail](#), establishing a recreation and commercial connection to downtown Johnson City.



Figure 10. Willow Street Bicycle Lane Visualization

It was observed during site visits that those utilizing the Binghamton University parking lot on the west side of Willow Street were crossing mid-block instead of at H. Stenger Place. Implementing a midblock crossing on Willow Street at the north entrance of the University’s parking lot would provide a designated crossing location that would serve current pedestrian behavior. If implemented, ADA compliant curb ramps would also need to be installed.

Arch Street (South of Corliss Avenue)/Faatz Alley

Arch Street and Faatz Alley both accommodate two-way traffic. On-street parking is not allowed on either of these segments except for the west side of Arch Street. There are sidewalks along both sides of these streets, and they are in good condition.

The width of these roadway segments would allow for the addition of a 5-6 ft. bike lane along the east and west sides of Arch Street south of Corliss Avenue and the north and south sides of Faatz Alley. To accommodate the installation of a bike lane along the western side of Arch Street (south of Corliss Avenue), on-street parking would need to be removed. It is noted that there are two designated police parking spaces that were provided upon request for Binghamton University Police parking on the west side of Arch Street so a bike lane there may not be possible. Green surface treatments may be added to the bike lanes to improve conspicuity to motorists of the likely bicycle presence. See Figure 8 for a potential roadway layout of the Arch Street/Faatz Alley Corridor.

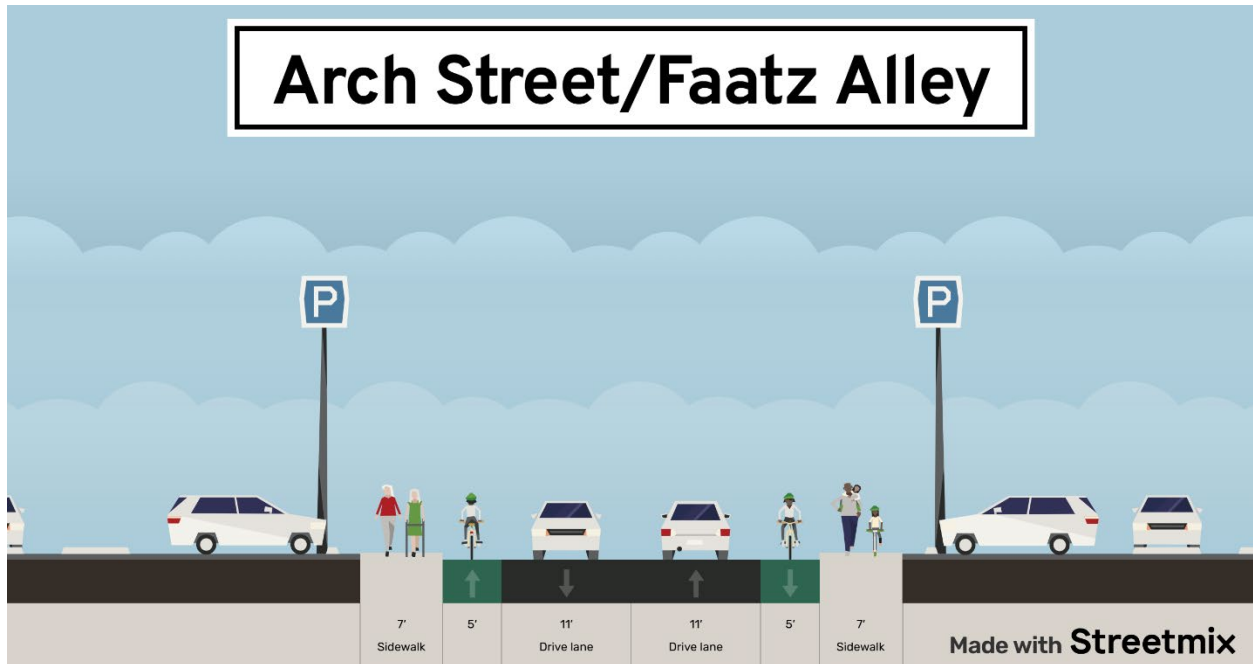


Figure 11. Arch Street/Faatz Alley Visualization

Baldwin Street (Main Street to Faatz Alley)

Baldwin Street is a two-way street with sidewalks on both sides. The sidewalks are generally in good condition. Roadway constraints along Baldwin Street, including higher traffic volumes due to the ambulance entrance and hospital access points along the corridor, make Baldwin Street a poor candidate for bike lanes. The Village could install sharrows. It was noted that a bicycle rack is installed in the UHS parking lot on the east side of Baldwin Street.

During site visits, pedestrians were observed crossing Baldwin Street near Faatz Alley. Implementing a midblock crossing on Baldwin Street to the south corner of Faatz Alley would provide a designated crossing location that would serve current pedestrian behavior. If implemented, ADA compliant curb ramps would also need to be installed.



Overall Study Area Recommendations:

The Endicott Johnson iDistrict plan has many recommendations for landscape and streetscape improvements for this study area. See [EJ BOA Industrial Spine Revitalization Strategy_Final.pdf](#).

- The iDistrict plan outlines streetscape improvements to the local streets within this study area on page 36.
- Since the transition to parking kiosks, many of the obsolete parking meters are still present throughout the study area, most notably on Arch Street. The removal of these meters will provide a less cluttered and more attractive streetscape.
- Ensure that all curb ramps are ADA compliant. All pedestrian crossings must meet design specifications as required under R304 Curb Ramps and Blended Transitions of the Public Right-of-Way Accessibility Guidelines (PROWAG).

Appendix

Appendix A: Stop Warrant Analysis

Warrant A: Crash Experience – *All-way stop control (AWSC) may be installed at an intersection where an engineering study indicates that: For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*

Warrant Met – there were 11 crashes during the most recently reported 36-month period (February 28, 2022-February 28, 2025). All 11 crashes were right angle crashes that occurred when vehicles traveling along H. Stenger Place (Formerly Corliss Avenue) failed to yield the right-of-way to traffic on Willow Street. The crashes were evenly distributed between vehicles traveling east and west striking vehicles traveling north and south. One of the crashes involved a bicycle traveling northbound on Willow being struck by a vehicle traveling westbound on H. Stenger Place who failed to yield the right-of-way.

AWSC is effective at mitigating right angle crashes.

Warrant B: Sight Distance - *All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.*

Warrant Met – The buildings at the northwest corner (the Firehouse Theater) and the southeast corner (the School of Nursing) are not setback from the sidewalk. The location of these buildings does impact sight distance of vehicles. Police reports from the reported crashes indicate that many drivers reported that they did not see vehicles traveling on Willow before they proceeded into the intersection. This indicates that sight distance could be a contributing factor to some of the crashes.

Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Not applicable

Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Warrant Not Met – traffic volumes not exceeded.

E: Other Factors: *All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following: A. The need to control left-turn conflicts, B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control*

Based on police reports, drivers on H. Stenger Place expect that drivers on Willow Street have a stop sign and therefore are going to stop before proceeding into the intersection, although H. Stenger Place does include 'cross traffic does not stop' signage.

Analysis Summary

As detailed above, the MUTCD all-way stop control warrants for crashes and sight distance are met for the H. Stenger Place and Willow Street intersection. Implementation of AWSC at this intersection would be a proven, cost effective, treatment to address safety concerns at this intersection.

It is ultimately up to the discretion of the village of Johnson City to install an AWSC at this intersection. I

See below for recommendations associated with the installation of an AWSC at this intersection.

If the Village decides to convert this intersection to an AWSC, the following improvements should be made:

- **Upgrade to 30-inch oversized stop signs at each approach**
- **The stop signs at the H. Stenger Place and Willow Street intersection must include "All-Way" placards below each stop sign face.**
- **Add retroreflective strips on stop sign posts**
- **Add painted stop bars in advance of crosswalks at stop signs**
- **Verify that 'No Parking Here to Corner' signs exist at least 30 feet from each intersection approach to the intersection and add/replace/relocate non-compliant signs as needed. According to the MUTCD the 30 feet should be measured from the crosswalks furthest from the intersection.**