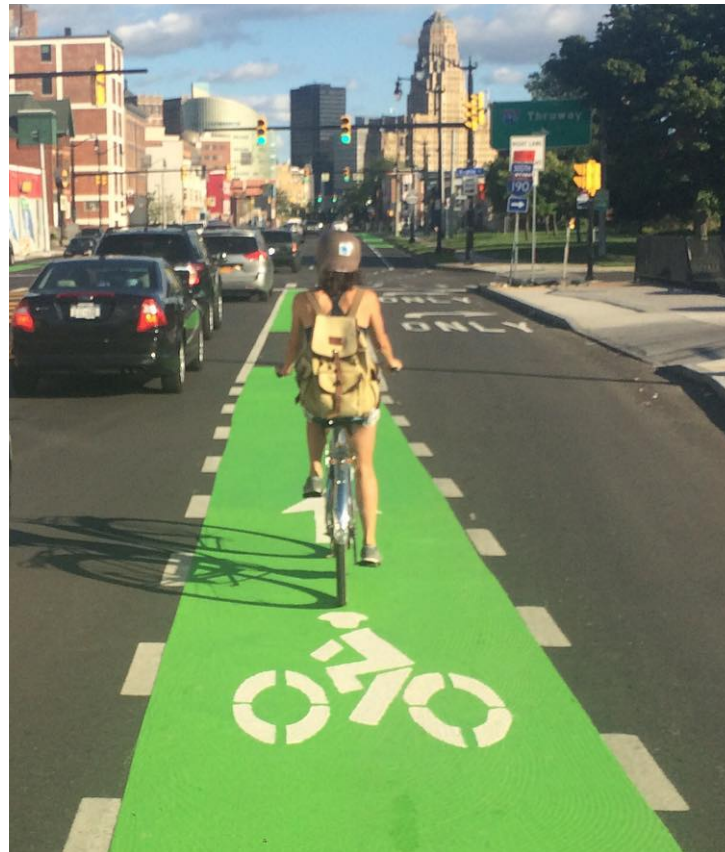


Complete Streets from Policy to Practice



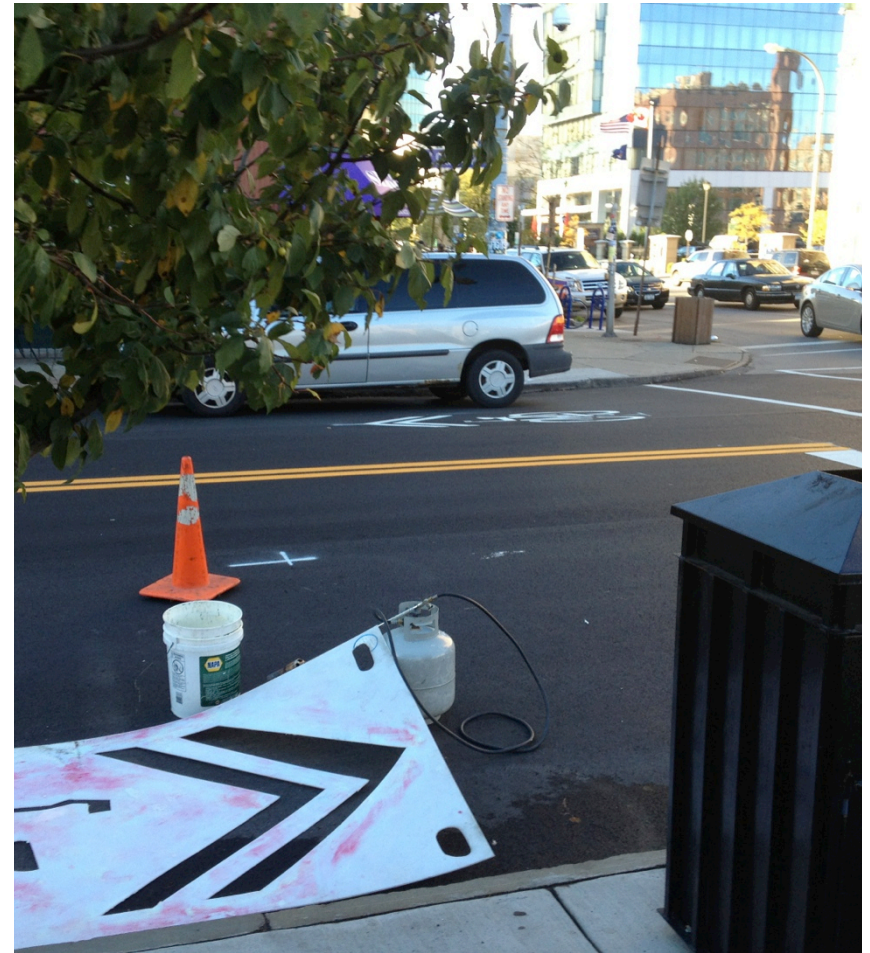
Passed Policy

- City's Bicycle & Pedestrian Advisory Board
- Getting Partners Involved (Public, Private, Non-profit, Media)
- Administrative Guidelines



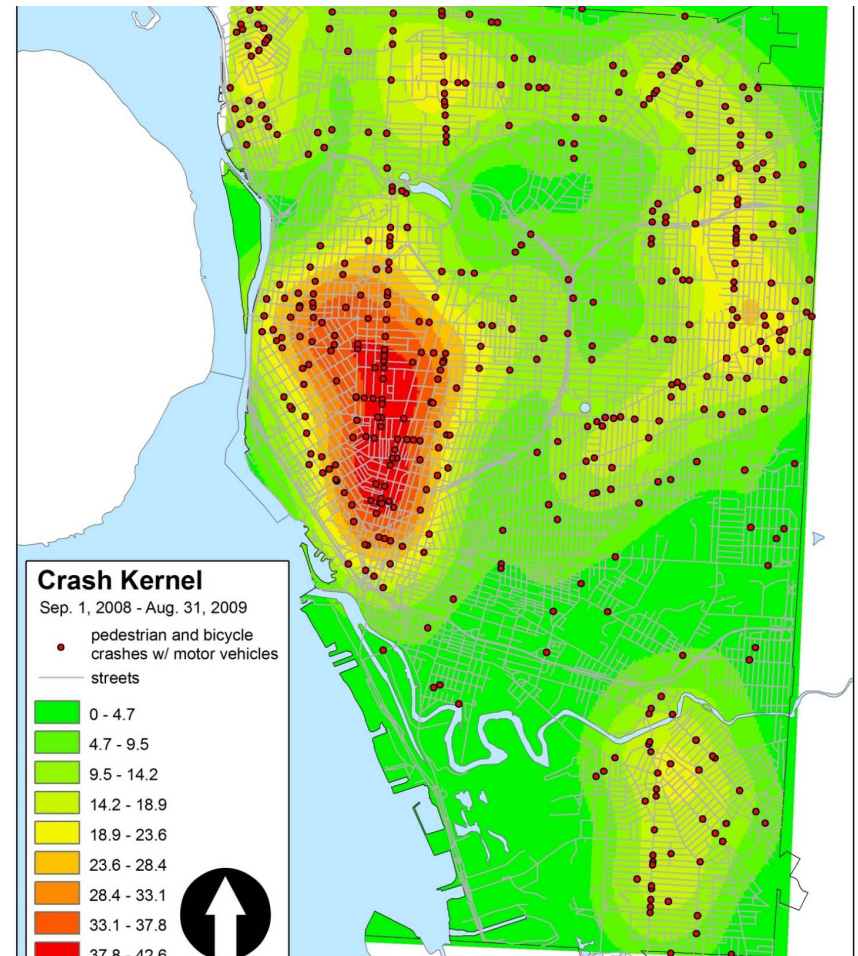
Implementation

- Restructure procedures, plans, regulations and other processes to accommodate all users.
- Develop new design policies and guides.
- Provide training opportunities so everyone understands how to implement the policy.
- Evaluate and measure the performance of Complete Streets.



Comprehensive Plan Addendum

- Demographics
- Behavior & Perceptions
- Environmental Supports
- Safety
- Existing Policy
- Recommendations



Building Relationships

- City of Buffalo
Department of Public
Works
- Creation of Buffalo's
Complete Streets
Coalition
- Getting Partners
Involved (Public,
Private, Non-profit,
Media)



Buffalo's Complete Streets Campaign

BUFFALO

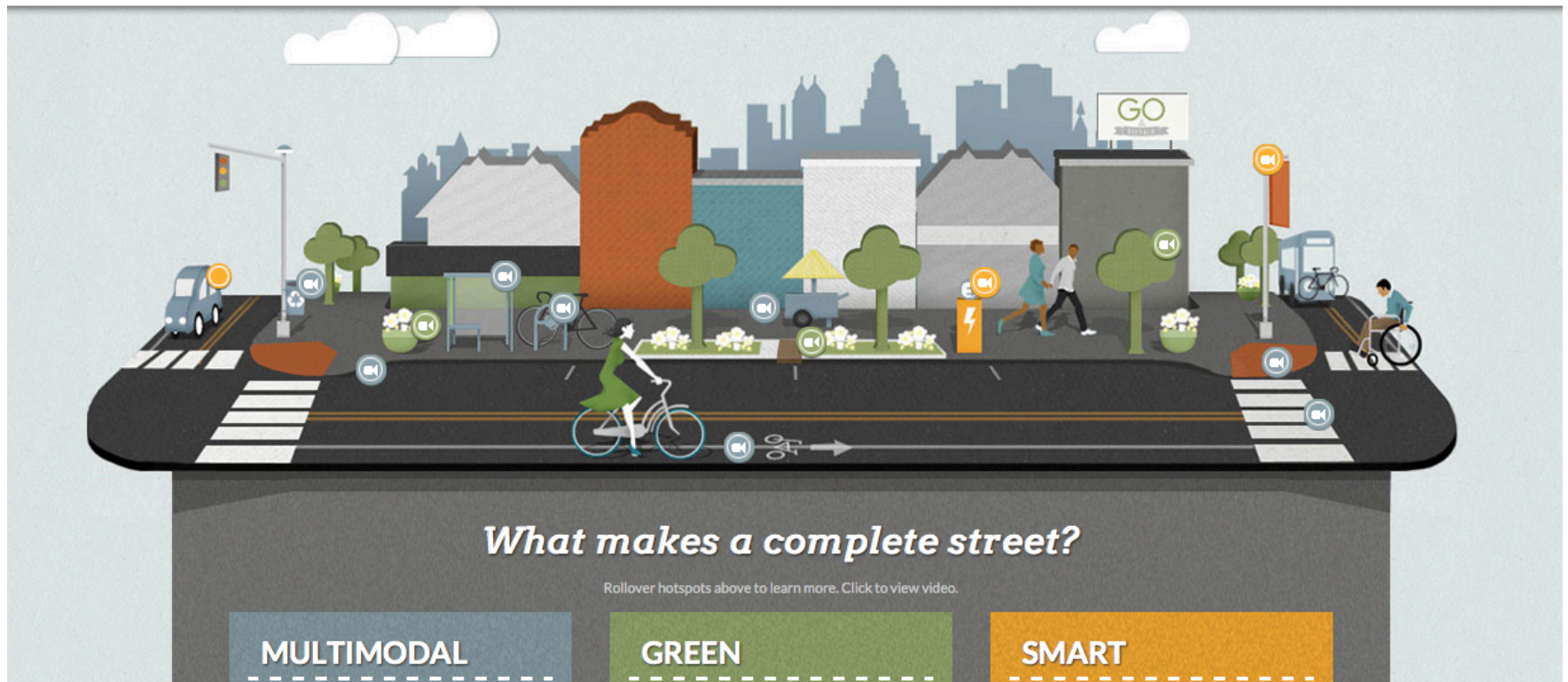


COMPLETE STREETS

The Summit [f](#) [t](#) [YouTube](#)

Working hard to bring Complete Streets to Buffalo!

[BENEFITS](#) [PROJECTS](#) [PARTICIPATE](#) [RESOURCES](#) [ABOUT](#) [CONTACT](#)



Neighborhood Assessments



Social Media Campaign

COMPLETE STREETS

BENEFITS PROJECTS PARTICIPATE RESOURCES ABOUT CONTACT

Start Today!

Sign Our Petition

Please sign our Bike Lane Request Form and Survey to help build safe routes to school and work in Buffalo. [Learn More »](#)



On April 20th Buffalo Complete Streets held a summit.



Send us pictures of the street conditions in your neighborhood – good or bad!



Tell us where you are and how your streetscape can be improved upon.



Make active transportation (walking, bicycling, etc.) an integral part of your commute and lifestyle! Learn more about your options at www.gobuffalo.org.



Have a signature GObike bicycle rack installed on the sidewalk in front of your business free of charge!
[Apply Now](#)



Volunteer to help ensure our streets are safe for all users by providing trees to community groups in an effort to reforest our city.

Summit

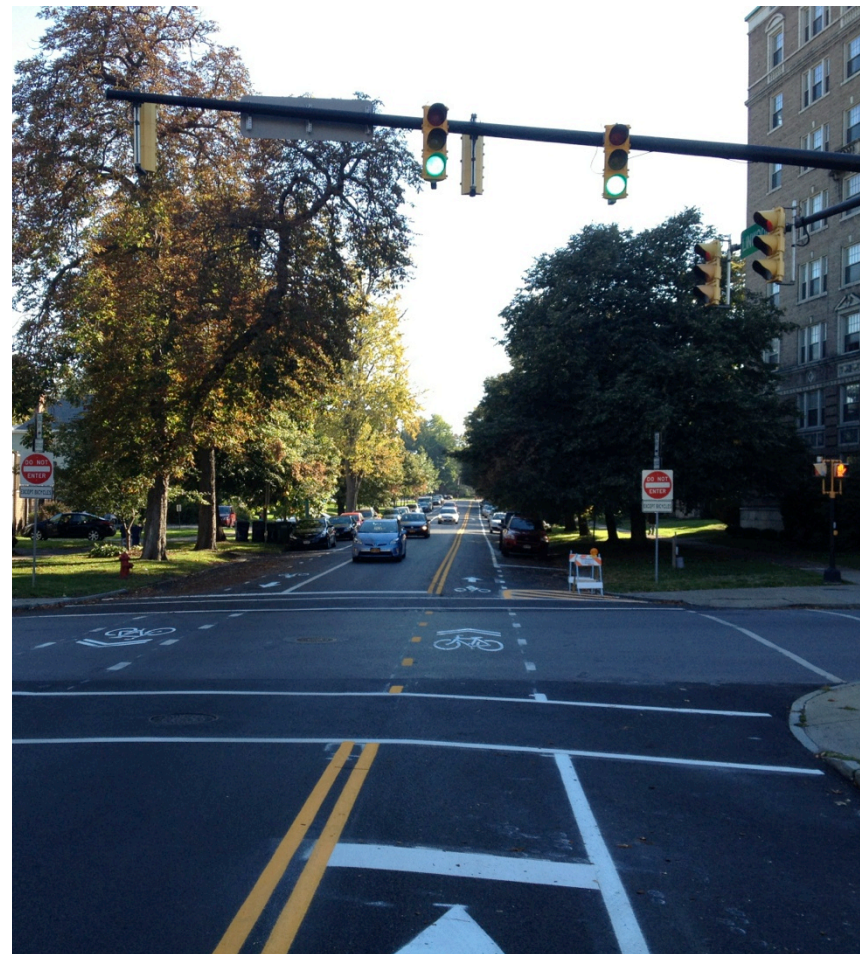


Buffalo Green Code

- Land Use Plan
- Zoning Code
- Unified Development Ordinance (UDO)



Linwood Avenue



Delaware Avenue





Buffalo Bicycle Network: 2025

PROPOSED FACILITIES

- Interested but Concerned (path/protected facility)
- Interested but Concerned (neighborhood bikeway)
- Enthused and Confident
- Strong and Fearless
- Route for Future Study

EXISTING FACILITIES

- Bike Lane
- Shared Lane Marking
- Shared Use Path
- Bike/Pedestrian Overpass



Buffalo Bicycle Network: 2025

TIER 1 Route

PROPOSED FACILITIES

----- Interested but Concerned
(path/protected facility)

----- Interested but Concerned
(neighborhood bikeway)

----- Enthusied and Confident

----- Strong and Fearless

..... Route for Future Study

EXISTING FACILITIES

— Bike Lane

— Shared Lane Marking

— Shared Use Path

— Bike/Pedestrian Overpass



Shared-use path



Sidewalk-level cycle track

Buffalo Bicycle Network: 2025

TIER 1 Route

PROPOSED FACILITIES

----- Interested but Concerned
(path/protected facility)

----- Interested but Concerned
(neighborhood bikeway)

----- Enthusied and Confident

----- Strong and Fearless

..... Route for Future Study

EXISTING FACILITIES

——— Bike Lane

——— Shared Lane Marking

——— Shared Use Path

⌋ Bike/Pedestrian Overpass



Street-level cycle track – TWO WAY



Street-level cycle track – ONE WAY

Buffalo Bicycle Network: 2025

TIER 1 Route

PROPOSED FACILITIES

- Interested but Concerned (path/protected facility)
- Interested but Concerned (neighborhood bikeway)
- Enthusied and Confident
- Strong and Fearless
- Route for Future Study

EXISTING FACILITIES

- Bike Lane
- Shared Lane Marking
- Shared Use Path
- ⌋ Bike/Pedestrian Overpass



Traffic calming along “Neighborhood Bikeway”



Traffic diversion along “Neighborhood Bikeway”

Buffalo Bicycle Network: 2025

TIER 2 Route

PROPOSED FACILITIES

- Interested but Concerned (path/protected facility)
- Interested but Concerned (neighborhood bikeway)
- Enthusied and Confident**
- Strong and Fearless
- Route for Future Study

EXISTING FACILITIES

- Bike Lane
- Shared Lane Marking
- Shared Use Path
- Bike/Pedestrian Overpass



Bike lanes – Reduction of traffic lanes



Bike lanes – Narrowing of traffic lanes

Buffalo Bicycle Network: 2025

TIER 3 Route

PROPOSED FACILITIES

- Interested but Concerned (path/protected facility)
- Interested but Concerned (neighborhood bikeway)
- Enthusiased and Confident
- **Strong and Fearless**
- Route for Future Study

EXISTING FACILITIES

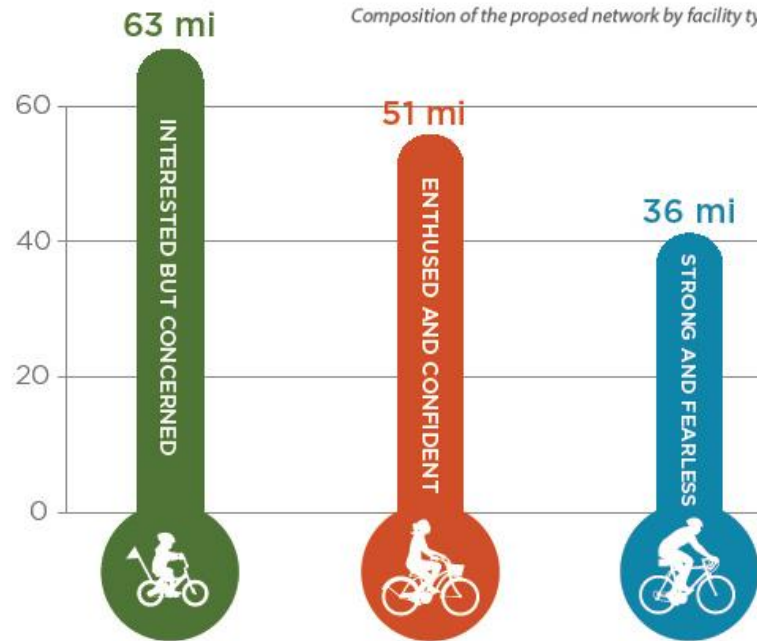
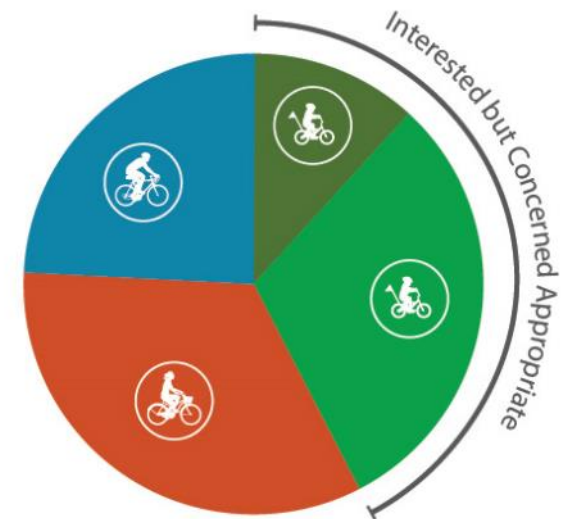
- Bike Lane
- Shared Lane Marking
- Shared Use Path
- Bike/Pedestrian Overpass



Shared lane markings (“sharrows”)



Buffalo Bicycle Network: 2025



Measuring Impacts

- Since 2009 – 98.6 miles of bicycle facilities
- Over 500 bicycle racks added
- Over 28,000 trees planted since 2007
- Buffalo named a Bronze-Level Bicycle Friendly Community
- Buffalo ranks 14th in the nation for total number of bicycle commuters
 - with an impressive 88% annual growth and an incredible 269% increase since 2000.





Everyone. Everywhere. Every way.

What are Complete Streets? They're streets that have been rethought for everyone, including bicyclists, pedestrians, and public transportation users. **Complete Streets Buffalo** is becoming reality thanks to groundbreaking legislation in Buffalo, the first of its kind in New York State. Since 2008, the city and GObike Buffalo have collaborated to make our streets places where people do more than drive—places where they can connect to build communities.

Eight years in, we evaluated the impact of what we've accomplished so far. With support from the NYS Energy and Research Development Authority and the NYS Department of Transportation, GObike Buffalo and the University at Buffalo IDeA Center have taken a closer look. Focusing on eight street corridors, we surveyed a diverse group of over 2,200 residents to find out if the program was living up to its promise. This piece features some highlights—the complete study can be reviewed at gobikebuffalo.org/programs/completestreets.

Complete happiness.



Residents are happy.

73.5% of residents in the eight areas studied are more satisfied since Complete Streets implementation.



Commuters are happy.

75.7% of people who regularly use the streets in the eight areas studied are more satisfied.



Businesses are happy.

58.4% of businesses operating in Complete Streets areas studied are more satisfied since implementation.

“Complete streets are for everyone—not just for cars. They build equity by promoting healthier and greener forms of transportation, and make it easier to drive less, which in turn leads to stronger communities.”
JUSTIN BOOTH, GOBIKE BUFFALO DIRECTOR

Five elements.

These Complete Streets elements work to strengthen the community and create accessibility for everyone.



01 Pedestrian Infrastructure

Safer streets for pedestrians, featuring things like wide sidewalks, high-visibility crosswalks, and adaptations for people with disabilities.



02 Traffic Calming

Measures to lower automobile speeds and clearly define car lanes.



03 Streetscaping Elements

Elements such as street trees, benches, bike racks, and rain gardens to beautify our shared spaces while reducing water runoff that pollutes our water supply.



04 Bicycle Facilities

Protected and dedicated bike lanes, neighborhood greenways, and other considerations for bicyclists.



05 Public Transit Accommodations

Improved facilities for public transit users, including bus shelters and dedicated lanes.

Progress is making progress.

All over town, better streets are making Buffalo a better place for everyone. Here are some neighborhoods where it's happened so far.



28.5% OF RESIDENTS
AND **36.5%** OF USERS
ARE WALKING MORE

AREAS WE STUDIED ↓
DELAWARE AVE.
ELMWOOD AVE.
NIAGARA ST. | PEARL ST.
LINWOOD AVE.
FILLMORE AVE.

THERE'VE BEEN BIG CHANGES.

FOR EXAMPLE: ELMWOOD AVENUE BETWEEN WEST FERRY STREET AND FOREST AVENUE:

VEHICLE COUNTS ↑ **39%** | INJURIES ↓ **49%** |

44.7% AGREE
OF MERCHANTS
THE NEIGHBORHOOD'S OVERALL ECONOMIC HEALTH IS BETTER.

THAT'S JUST THE START.

FOR A LOOK AT THE COMPLETE STUDY, VISIT
GObikebuffalo.org/programs/completestreets

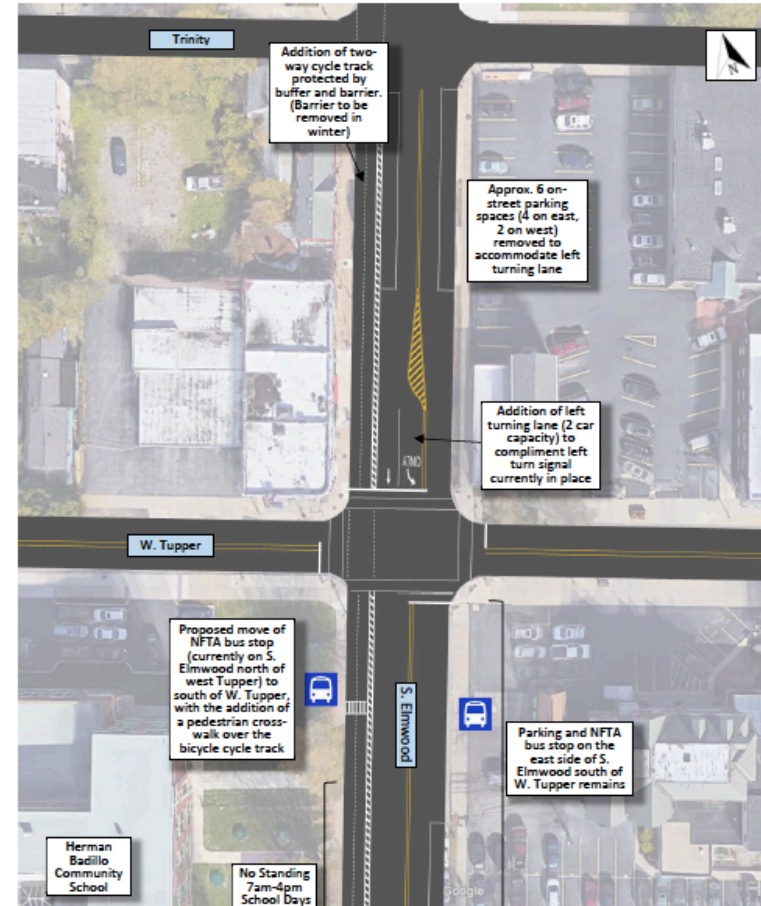
Complete Streets happen because of people like you. Visit www.GObikebuffalo.org to get involved.



The New Process



Proposed Intersection – Option B (Cycle Track)



Measuring the Impacts

- Over 2,200 residents, merchants, and streetscape users were surveyed along the 8 corridors.
 - Overall satisfaction:**
 - Residents:** 73.5% indicated that they were “much more satisfied” or “somewhat more satisfied”
 - Merchants:** 58.4% indicated that they were “much more satisfied” or “somewhat more satisfied”
 - Streetscape users:** 75.7% indicated that overall they were “much more satisfied” or “somewhat more satisfied”



Increase in Active Transportation

- **Walking frequency:**
 - **Residents:** 28.5% reported that they were walking “much more” or “somewhat more” frequently
 - **Streetscape users:** 36.5% reported that they were walking “much more” or “somewhat more” frequently
- **Biking frequency**
 - **Residents:** 38.4% reported that they were biking “much more” or “somewhat more” frequently
 - **Streetscape users:** 35.8% reported that they were biking “much more” or “somewhat more” frequently



Traffic Safety

- **Delaware (W. Mohawk to North St.)**
 - Vehicle counts are up by 10-20% at most intersections along the corridor
 - Crashes are up by 20%, but total injuries have declined by 4%
- **Linwood**
 - Crashes are down by 33%
 - Overall injuries are down by 22%
- **Elmwood (W. Ferry to Forest)**
 - Vehicle counts are up by 10-25% at various intersections along the corridor
 - Crashes are down by 35%
 - Total injuries down by over 45%

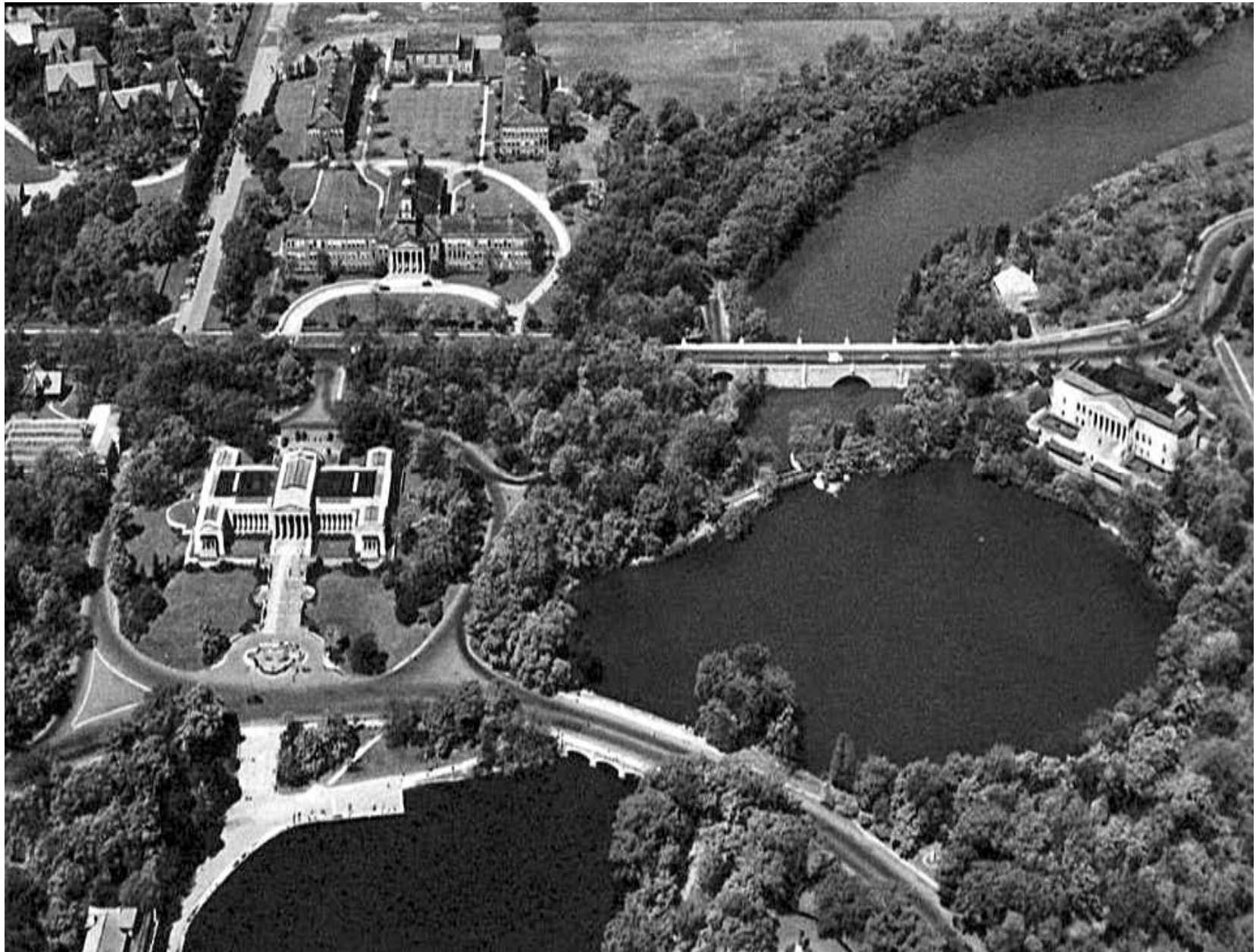


Engaging Community



Establishing a Movement







Highways to Boulevards



Lessons Learned

- Build Relationships
- Education
- Empower Community Members
- Establish a Movement

