

# BUFFALO

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## COMPLETE STREETS

*Working hard to bring Complete Streets to  
Buffalo!*

**January 2013**

### **Final Report**

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## **ABSTRACT**

Buffalo, NY formally adopted a local Complete Streets ordinance in 2008; however, implementation has yet to become institutionalized. Buffalo's Complete Streets Coalition, a multi-sector partnership was convened to implement a Summit and Neighborhood Outreach Campaign to educate citizens and policy-makers in order to re-orient transportation planning and programs to improve community quality of life, enhance environmental performance, and increase transportation and housing choices while lowering costs and supporting economic vitality.

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Streets are for everyone, not just cars. Help us make our city streets safer.

*“I got involved so I can safely walk my kids to school”*  
- Rebecca



Complete Streets facilitate lively and vibrant communities that are accessible to pedestrians, bicyclists and all users. For our health, safety, the environment and our economy, let's complete our streets and grow our communities to their fullest potential.



Learn more about your transportation options at [www.gobuffalo.org](http://www.gobuffalo.org)  
Sponsored by Independent Health



*Shared Lane Markings or  
"Sharrows" installed along  
Connecticut Street*

## EXECUTIVE SUMMARY

GObike Buffalo has been the leading force behind Buffalo's Complete Streets movement, which began in 2008. While the adoption of an ordinance amendment by the city was a significant milestone, its implementation was not institutionalized into regular decision-making. Through the creation of the Complete Streets Coalition, multiple partners from different sectors have been engaged in a process to establish goals and strategies that reimagine our city's streets in a way to improve accessibility while providing a number of social, economic, environmental, and health benefits to our community.

## INTRODUCTION

The actions taken by Buffalo's Complete Streets Coalition identify a path for other communities in New York State to replicate. Moving policy to regular practice is often challenging but in order to be successful, an inclusive approach that develops and nurtures relationships while engaging all parties is important to recognize early if the initiative will be successful. To this end, GObike Buffalo convened stakeholder organizations monthly in Complete Street Coalition meetings that were held in the offices of the city's Department of Public Works, Parks and Streets to review project deliverables and provide guidance to the City of Buffalo on the implementation of policy, plans and projects. Through this collaboration additional actions were identified to meet our goal, which included a neighborhood outreach campaign and summit.

## APPROACH

### Complete Streets Coalition

The Complete Streets Coalition was established to communicate shared goals, develop work plans, and create processes for moving Complete Streets forward from policy to regular procedure in the City of Buffalo. It became not only a coalition but also a working group of the WNY Environmental Alliance through the support of the Community Foundation of Greater Buffalo. The Complete Streets Coalition currently includes both the City of Buffalo offices of Strategic Planning and the Department of Public Works, GObike Buffalo, Buffalo Green Fund, Buffalo Niagara Medical Campus, Buffalo Niagara Riverkeeper, Buffalo Place, Greater Buffalo Niagara Regional Transportation Council, Local Initiatives Support Corporation, NYS Department of Transportation, Olmsted Parks



*Dedicated bicycle signal at North and Linwood Avenue*

Conservancy, Partners for a Livable WNY, Wendel Duscherer, the University at Buffalo and others. Each organization has a vested interest or is responsible in the long term planning and implementation of our built environment and the policy, which guides its development.

The CSC developed goals and action that collectively, were achievable to attain that included:

1. Review on-going city initiatives to ensure that all roadway users are accommodated and green infrastructure measures are utilized in all city-wide policies, plans and street projects.
  - a. Participate in the Green code development
  - b. Work with UB graduate studio to create Niagara Street as a complete street
  - c. Identify upcoming street projects and participate in stakeholder meetings
  - d. Leverage existing resources to enhance complete streets projects
  - e. Bring plans to the Bike/Ped advisory board for compliance with Complete Streets policy
  - f. Work with the IDEa Center to help identify right-of-ways for Complete Streets effectiveness research
2. Work to share resources and leverage opportunities to educate the public, practitioners and leadership on the value and implementation of complete streets and green infrastructure.
  - a. Identify and advertise continuing educational opportunities provided by other organizations on topics directly related to our complete streets mission, including green infrastructure, bike/ped planning, public transit, ADA accessibility, etc.
  - b. Implement a communication and neighborhood outreach initiative in communities throughout Buffalo
  - c. Develop an annual complete streets summit
3. Develop administrative guidelines on the implementation of the City of Buffalo's Complete Streets policy.
  - a. Create a Complete Streets campaign and procure resources in support of the creation of street design guidelines

To address these goals and actions, the CSC established subcommittees specifically around the creation of a Neighborhood Outreach Campaign, and Complete Streets Summit.



*Zombies demonstrate the need for crosswalks*

### Neighborhood Outreach Campaign

The purpose of the Neighborhood Outreach Campaign was to raise the consciousness of the community on the need and vision for complete streets and how they can establish Buffalo as a healthy, environmentally sustainable, community friendly city. GObike hired a local marketing/communication firm to develop an integrated outreach strategy aimed at expanding our reach to build public awareness and, ultimately, on the ground results.

Outreach materials produced include a website, videos, ads and petition. The ads were focused on promoting the Complete Streets Summit as the kick-off to the campaign while directing people to the website for more information. Ad placements included Buffalo News, Business First, Buffalo Rising, WBFO (both on air & website), and transit. This was coupled by placement on social media outlets including blogs (buffalo.com, buffalorising.com, thegoodneighborhood.com), facebook, youtube and twitter sites. The videos were developed to identify key elements of complete streets and satirically demonstrated the importance of each aspect. These videos are on youtube and integrated into the [buffalocompletestreets.org](http://buffalocompletestreets.org) website in conjunction with the hotspots in the opening graphic. The videos produced include:

Street Safety - <http://youtu.be/qFemokrNZ6w>

- Curb Ramp
- Cross Walk
- Bike Lane
- Bump Out

Better Sidewalks - <http://youtu.be/yqobfLHXBms>

- Recycle Bin
- Bus Shelter
- Bike Rack
- Wide Sidewalk

Smart Streets - [http://youtu.be/\\_ZtpAWvykaY](http://youtu.be/_ZtpAWvykaY)

- Electric Charging Stations
- Neighborhood Iconography
- Car Sharing / Bike Sharing

Green Streets - <http://youtu.be/L8AdrprHHnQ>

- Permeable Surface
- Street Trees
- Sidewalk Planters



*Ads placed on NFTA Bus shelters*

The petition was established as a bicycle lane request form to gauge public support for this specific mode and identify locations for bicycle infrastructure implementation as part of complete street projects.

Complete Streets Summit

This two-day symposium highlighted the role of Complete Streets in promoting sustainability and economic development in the City of Buffalo and its surrounding regions. Understanding that the challenges facing us are multifaceted, transcend municipal boundaries, and affect all of us, regardless of how we choose to get around – by car, bike, transit, or our own two feet – the summit took a look at confronting these challenges. Buffalo, Erie County and New York State have all adopted Complete Streets policies and the city is in the process of overhauling its land use plan and 60 year-old zoning ordinance making it a pivotal time for Buffalo, and a great opportunity to move towards improving our roadways and the fabric of our communities for all users. The summit included the following key events:

- Public Forum on national best practices and opportunities for Buffalo and the surrounding region; &
- Policymaker Summit.

**Public Event: “Complete Streets” - How National Best Practices Can Influence the Buffalo Streetscape**

Thursday, April 19 5:30 – 7:30 pm  
 Asbury Hall, 341 Delaware Avenue, Buffalo

A healthy and well-connected transportation system is essential to promote the health of residents and the economic development of a region. Complete Streets policies ensure that communities will continue to evolve and develop in sustainable ways. The implementation of Complete Streets creates opportunities for all transportation modes, and creates an inviting environment for residents, travelers and businesses. A thriving transportation system is also a key source of jobs and income in a community. This public forum will highlight the importance of implementing our local Complete Streets policies, and will draw on examples of national best practices through a panel of experts.

**Policymaker Summit**

Friday, April 20 8:30am - 1:00pm, registration from 8:00am

UB's Jacobs Executive Development Center, 672 Delaware Ave, Buffalo (private information)

The policymakers' summit will feature a dialog on strategies and national best practices for Complete Streets. Sessions will explore the impact Complete Streets can have on a region's transportation, environment, health and economy. Innovative policymakers from around the country and national expert(s) will discuss the role of state and local government policy and plans in creating sustainable environments. Speakers will address how the Complete Streets initiative promotes economic development, how projects are financed, the importance of excellent design, and ongoing maintenance needs. The summit is intended for local government policy makers and was by invitation only.

Speakers included:

Tavis Dockwiler, Viridian Landscape Studio  
Dockwiler is a principal Landscape Architect with over twenty years of experience in private practice. Her expertise encompasses master planning and site design for cities, campuses and parks with an ecological focus.

Gail Dorfman, Commissioner, Hennepin County  
Dorfman has served as Hennepin County Commissioner since 1999, representing the cities of Minneapolis and St. Louis Park. As Commissioner, she has worked to expand light rail transit in the Twin Cities metropolitan region. She has also worked on a number of fronts to build healthy communities, introducing the Active Living Initiative and co-authoring the first county Complete Streets Resolution passed in Minnesota.

Jeff Olson, Alta Planning and Design  
Olson is an architect and planner who has been involved in greenways, open space, active living and alternative transportation projects for more than 20 years. He served as the New York State DOT Bicycle and Pedestrian Program Manager and supported the development of the 1,000 mile state bike route system, the 350 mile New York City Greenways system, the Erie Canal Trail and the Hudson Valley Greenway.

Samuel Zimbabwe, District Department of Transportation  
Zimbabwe is an urban designer and planner with a background in multi-modal transportation planning, innovative approaches to transit-oriented development, and creating new policies and programs aimed at implementation of sustainable communities.

The banner ad features a light green background with a thin blue border. At the top, the word "JOIN" is written in orange. Below it, "BUFFALO" is written in large, bold, green letters. Underneath "BUFFALO" are five small icons: a bicycle, a tree, a bus, a person walking, and a shoe. Below the icons, the words "COMPLETE STREETS" are written in blue. In the center, "for the" is written in a light blue, lowercase font. Below that, "2012" is written in large, bold, orange letters, followed by "COMPLETE STREETS" and "SUMMIT" in the same style. Below the summit title, "Thursday" is written in blue, "APRIL 19th" in large, bold, orange letters, and "ASBURY HALL" in the same style. Below the venue name, "341 Delaware Ave." and "Buffalo, NY" are written in blue. At the bottom left, "Free & open to the public" is written in a light blue, lowercase font, followed by "Starts @ 5:30pm" in the same style. At the bottom right, there is a green rectangular button with the text "Click here for more information" in white.

Online banner ad for Complete Streets Summit

At DDOT, he is responsible for all aspects of policy and planning for a hybrid city/state DOT, including bicycle and pedestrian planning, operations of Capital Bikeshare and carsharing programs, and short- and long-range transportation planning.

In addition we had:

- Dr. Michael Cropp, President & CEO of Independent Health make the closing remarks at the public forum and welcoming remarks at the policymakers summit;
- Robert Shibley, Dean of the School of Architecture and Planning at the University at Buffalo facilitate the public forum;
- Daniel Robison, reporter from WBFO/ WNET or local National Public Radio affiliate moderate the questions at the public forum and record the entire session posting it on their website as a community service; and
- Howard Zemsky, co-chair of the WNY Regional Economic Development Council as the policymakers summit luncheon keynote to discuss opportunities to leverage the business community to develop complete streets.



*Attendees at the Complete Streets Public Forum  
April 19<sup>th</sup>, 2012*

The Complete Streets Summit was presented by GObike Buffalo with funding provided by the Community Foundation for Greater Buffalo, the New York State Energy Research and Development Authority (NYSERDA), New York State Department of Transportation along with Righteous Babe Records, Wendel Companies, and the University at Buffalo's Center for Inclusive Design and Environmental Access, with additional support from Healthy Kids, Healthy Communities-Buffalo Partnership, Buffalo Niagara Medical Campus, Buffalo Niagara Riverkeeper, Joy Kuebler Landscape Architects, and University at Buffalo's Civic Engagement and Public Policy Research Initiative.

The Summit was further disseminated by placing all presentations on the website for public review along with a video summarizing the message from the event, pictures and a link to the audio feed produced by WBFO/ WNET. This information can be accessed directly here: <http://buffalocompletestreets.org/summit/>

### OUTCOMES AND CONCLUSIONS

Outcomes of this initiative can be looked at in two ways – the number of people reached and the actual policy and environmental changes that have occurred.



*Jeff Olson, Alta Planning & Design, discussing bicycle facilities during the Policymakers Forum of the Complete Streets Summit*

To determine penetration of the complete streets neighborhood outreach campaign we looked at the total number of unique “visits” to our website since its inception which was **6,357** and the total number of hits **109,904**. In addition, the videos have generated a total of **865** views while the bicycle lane request form had **1,832** signatures and a total of **474** people completing the survey.

The Complete Streets Summit was an overwhelming success. There were a total of **173** attendees for the public forum and **67** attendees for the invite only policymakers summit. An evaluation was sent to all participants that attended the public forum and policy maker components of the two-day symposium. The complete evaluation report is available in the appendices, some highlights included:

- 38% of the public forum participants were interested citizens.
- More than 50% respondents thought Complete Streets as an excellent opportunity to create jobs in Buffalo.
- A discussion on the specific issues, knowledgeable panelists, structure of the program and the fact that such an event was organized in the city was appreciated.
- 96% of the respondents would like to attend future forums on this topic.

The increased awareness of Complete Streets developed by both the Neighborhood Outreach Campaign and Summit has lead to the following notable actions, policy and environmental changes to date:

- A report was written in response to the Buffalo Green Code – the city’s current process for updating its land use plan and zoning code to include complete streets principles.
  - The current draft code has been expanded to be a Unified Development Ordinance including public realm standards following the best practices design guidelines identified which, include:
    - Insititue of Transportaion Engineers’ Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; &
    - National Association of City Transportation Officials’ Urban Bikeway Design Guidelines.



*New bicycle lanes installed along Porter Avenue*

- The Complete Streets Coalition has received regular updates from the City of Buffalo’s Department of Public Works and Office of Strategic Planning on current street projects and planning initiatives including the Buffalo Green Code and Brownfield Opportunity Areas (BOA).
- A conceptual design and report was developed in partnership with coalition partners for the city, Niagara Frontier Transportation Authority (NFTA), Greater Buffalo Niagara Regional Transportation Council (GBNRTC) and the community on coordinating funding and projects to create Niagara Street as a complete street. To date the following has occurred:
  - The GBNRTC has conducted a traffic study to determine that doing a “road diet” or reducing the total amount of travel lanes is feasible;
  - The city and NFTA have secured roughly \$5.6 million for Niagara Street reconstruction and bus prioritization;
  - The GBNRTC and GObike has helped secure \$270,000 in CMAQ funds (Congestion Mitigation and Air Quality Improvement Program) for the city to do bicycle lanes striping and enhanced crosswalks;
  - The City has applied to NYS Department of Transportation (NYS DOT) for Transportation, Community, System Preservation Program (TCSP), Consolidated Funding Application through NYS and the WNY Sustainability Plan for project implementation.
  - \$1.1 million was awarded for the project through New Yorks State’s Consolidated Funding Application in 2012.
- Fourteen (14) miles of bicycle lanes were striped this year increasing the total number of lane miles by 100%.
- Community volunteers planted over 700 street trees the first weekend of November 2012.
- Green Infrastructure treatments have been installed along several streets ROW’s with work conducted by Complete Streets Coalition members including the Buffalo Niagara Riverkeeper and Buffalo Sewer Authority.
- Justin Booth, Executive Director of GObike Buffalo and Chair of the Complete Streets Coalition received the “Citizen Planner” award from the Upstate Chapter of the American Planning Association.
- An excellent article in the Sunday edition of the [Buffalo News](#) on Complete Streets identified a significant



*Green Infrastructure installed to collect storm water*

commitment by the City of Buffalo in support of the initiative.

- CSC members met with Polly Trottenberg, Assistant Secretary for Transportation Policy at the U.S. Department of Transportation to learn about the partnership with the Buffalo Niagara Medical Campus, Buffalo CarShare and GObike Buffalo.
- Mayor Byron W. Brown presented the Better Buffalo Fund to Governor Cuomo and WNY’s Regional Economic Development Council for the “Buffalo Billion” to “establish a Complete Streets Grid in the City of Buffalo”.
- The City of Buffalo Department of Public Works has committed to \$50,000 to support the development of a new bicycle master plan for the City of Buffalo.
- Complete Street Assessments were conducted with seven (7) neighborhoods and has resulted in the commitment by the City of Buffalo of over \$300,000 in either further study or specific infrastructure investments for 2013.
- A \$3500 grant was procured in partnership with the University at Buffalo’s IDeA Center to develop a compendium of tools and approaches for measuring the impact of complete street projects.

Complete Streets has become a key policy mandate of the City of Buffalo since the ordinance was passed back in 2008. All new infrastructure projects and maintenance programs are now looking at how to better accommodate pedestrians and bicyclists. From the Green Code to the Buffalo Billion, accommodating people is now a priority for the economic success of the city.

#### FURTHER IMPLEMENTATION - WHATS NEXT?

There is currently a broad understanding that investment into Complete Streets is an opportunity to transform our transportation system into an effectively functioning complete and green public realm. Going forward there are several initiatives through the CSC in 2013 to maintain the current momentum including the development of complete streets design guidelines through the Buffalo Green Code, updating the City of Buffalo’s 1998 Bicycle Master plan, measuring the impact of complete streets projects and furthering our understanding and support for complete streets with future educational opportunities.

#### Design Guidelines

The strength of any good policy comes with direction through established administrative guidelines on how that policy shall be



*Mayor Brown made serious commitment towards Complete Streets in the Buffalo News*

implemented. To that end, the City of Buffalo, through the Buffalo Green Code, is reforming the policies and regulations guiding the city's physical development. The project includes the first citywide land use plan since 1977, and the first comprehensive zoning rewrite since 1953. These outdated regulations will soon be removed and replaced by a single, user friendly document that combines related regulations into a Unified Development Ordinance embracing Buffalo's walkable, green neighborhoods by supporting transportation choice and a high quality public realm that incorporates complete streets as the guiding principle. While there is currently a draft land use plan, the complete UDO has yet to be released. The CSC is engaged in the process and has provided feedback on many aspects of this monumental planning effort to date. A large component will be the chapter on thoroughfares providing design guidelines for the complete streets policy. The current timeline by the city includes a completed draft by the Spring of 2013 and passage soon after with the new regulations in place no later than 2014.

Bicycle Master Plan

The City of Buffalo had a bicycle master plan developed in 1998 with little implementation. Since the adoption of the Complete Streets ordinance by the city, there have been many accomplishments that are helping make implementation part of all projects. An outcome of these successes has been the realization that the city's Department of Public Works needs to prioritize street projects and facility types to encourage more bicycle trips, especially with a new BikeShare program being beta-tested, a robust Transportation Demand Management strategy being deployed on the Buffalo Niagara Medical Campus, and greater public demand.

A bicycle master plan will document our community's comprehensive vision and detailed work plan for increasing the attractiveness of bicycling over time as a key strategy for enhancing overall livability. The master plan will articulate our community's vision and goals for bicycling and reflect desired outcomes, such as increased mode share. It will aspire to improve conditions for bicycling through policy, infrastructure, education, encouragement, enforcement and evaluation criteria. The effort will complement current plans, including the Buffalo Green Code's Unified Development Ordinance, the Regional Economic Development Strategy, the WNY Sustainability Plan and One Region Forward. Essential to the success of a bicycle master plan will be a detailed work plan that outlines how the vision will be achieved over time, as well as implementation

strategies for the proposed policies, infrastructure improvements, and programs. Success will be measured over the long-term and tracked through the League of American Bicyclists bicycle friendly communities award program.

### Measuring the Impact of Complete Streets Projects

The University at Buffalo's IDeA Center, a member of Buffalo's CSC recently completed data analysis of 1-hour interviews conducted with thirteen municipalities that are at the leading edge of Complete Streets implementation. They found that none of the interviewed municipalities is comprehensively gathering data to measure the impact of their complete street projects. This finding is not surprising because projects are often comprised of multiple design elements that target diverse populations (i.e. walkers, bikers, drivers and transit users). Thus, the impact of a complete streets project is inherently multifactorial. Municipalities do not typically have the in-house resources and research expertise needed to address this program evaluation need.

University at Buffalo's Center for Civic Engagement and Public Policy (CEPP) awarded the IDeA Center, in partnership with GObike, a small research fellowship for grant development. The project addresses the identified need by compiling a compendium of tools and approaches for measuring the impact of Complete Streets projects – emphasizing the identification of gold standard measures that assess the quality of bike, pedestrian, vehicle and transit modes for their respective users. A spectrum of measures is potentially relevant to this compendium including accident data, surveillance technology to measure bike lane usage, walkability audits, average automobile speed and throughput, health impact assessments, air quality assessments and citizen surveys.

It is our intention to identify metrics for evaluating a municipality's transportation system infrastructure, modes and conduits, apply for resources that would fund a pilot test and then based on the metrics, develop a set of "report card" criteria that can be used annually to assess progress.

### Education Opportunities

A key partner of the CSC, Partners for a Livable WNY was successful in its bid for bringing the National Congress for New Urbanism conference to Buffalo in 2014. The CSC has been tapped to be a partner in delivering the conference locally and developing the transportation track.



*Neighborhood Street Tree  
Planting in collaboration with  
Re-Tree WNY*

## APPENDICES



*Contra-Flow Bicycle Lane installed on Linwood Avenue*

## **WNY Environmental Alliance: Transportation Working Group/ Complete Streets Coalition**

**Problem:** Our outdated automobile focused development and poorly functioning grey infrastructure systems have:

- (a) resulted in unsustainable land development patterns,
- (b) created few transportation choices,
- (c) increased noise pollution,
- (d) diminished water quality
- (e) increased greenhouse gases
- (f) caused a decline in our social, civic, and physical well-being
- (g) resulted in diminished economic activity on our streets.

**Solution:** Forward thinking investment into these positive endeavors will transform our transportation system into an effectively functioning complete and green public realm that promotes sustainable land development, establishes greater transportation choice, and serves to reduce noise generation, pollution, and greenhouse gases while also bettering water quality and recharging groundwater, as well as enhancing our social, civic, physical, well-being and economic activity of our streets.

Complete Streets is an urban planning paradigm that considers walking, cycling and utilizing public transit on an equitable basis with the automobile. The goal is that each form of transportation should be accessible and convenient to everyone regardless of age or income. In addition, the Complete Streets approach encourages utilization of green infrastructure measures to collect storm water in order to achieve numerous health and quality of life benefits.

The City of Buffalo was among the first wave of U.S. municipalities to adopt a formal Complete Streets policy. To date, over 400 municipalities nationwide have done so.

### **Role of CS Coalition:**

A Buffalo Complete Streets Coalition has been formed as an outgrowth of the WNY Environmental Alliance. The purpose of the CS Coalition is to develop work plans and create processes for moving Complete Streets forward from policy to systematic procedure in the Buffalo Niagara Region.

### **3-5 Year Priorities**

Goal/Priority	Action Steps
Participate in the development and review on-going city initiatives to ensure that all transportation system users are accommodated and that green infrastructure measures are utilized in all city-wide policies,	<ul style="list-style-type: none"><li>a. Have a role in initiating, identifying and developing upcoming transportation projects and actively participate in the transportation planning process including stakeholder meetings</li><li>b. Leverage existing resources to enhance complete and green streets projects</li></ul>

<p>plans and street projects</p>	<ul style="list-style-type: none"> <li>c. Bring plans to the Bike/Ped advisory board for compliance with Complete Streets policy</li> <li>d. Work with the IDeA Center to identify Buffalo ROWs suitable for Complete Streets effectiveness research</li> <li>e. Identify metrics for evaluating a municipality’s transportation system infrastructure, modes and conduits, including: pedestrian/sidewalks, bicycle/bike lanes; automobile/streets; public transportation/bus &amp; rail and green infrastructure and Health Impact Assessments (HIA).</li> <li>f. Based on the above metrics, develop a set of “report card” criteria that can be used annually to assess Buffalo’s progress.</li> <li>g. Encourage City of Buffalo to establish Complete Streets Coordinator position that will work with the newly established Green Infrastructure Coordinator.</li> <li>h. Encourage the City of Buffalo, the County of Erie, and other regional public entities to support expansion of Buffalo’s light rail taking advantage of many existing rights-of-way.</li> <li>i. Participate in the One Region Forward planning process for the development of the 2050 long-range transportation plan.</li> </ul>
<p>Share resources and leverage opportunities to educate the public, practitioners and leadership on the value and implementation of complete streets and green infrastructure</p>	<ul style="list-style-type: none"> <li>a. Presentations to area college/university groups. (Who will make the presentations? What is the goal or impact of these presentations? E.g., raise awareness, solicit volunteers, other?)</li> <li>b. Identify and advertise continuing educational opportunities provided by other organizations on topics directly related to our complete streets mission, including green infrastructure, bike/ped planning, public transit, ADA accessibility, etc...</li> <li>c. Implement a communication and neighborhood outreach initiative in communities throughout Buffalo</li> <li>d. Identify presentation options to highlight Complete Streets at CNU 2014.</li> <li>e. Host a 2016 complete streets summit in the Buffalo Niagara region.</li> </ul>

<p>Develop administrative guidelines to determine the design and process for the implementation of Complete Streets through the Green Code's Unified Development Ordinance (UDO)</p>	<ol style="list-style-type: none"> <li>a. Participate in the development of the Green Code's Unified Development Ordinance public realm standards to ensure the following: <ol style="list-style-type: none"> <li>a. Determine the goals and criteria for an administrative guidelines document. <i>This task would require a working group comprised of key stakeholders (e.g., OSP, DPW, GO, NFTA, etc.)</i></li> <li>b. Identify administrative guidelines for CS being used successfully in other municipalities. <i>This task could be accomplished by an ad hoc committee comprised of Complete Streets committee members.</i></li> <li>c. Determine if Buffalo could base its administrative guidelines on those being used elsewhere. <i>This task could be accomplished by the above two groups.</i></li> <li>d. Develop a plan to create the guidelines for Buffalo, either adopting guidelines used elsewhere or creating our own from scratch. Either path could involve procuring Federal/State/local resources.</li> </ol> </li> </ol>
<p>Accomplishments</p>	<ul style="list-style-type: none"> <li>• A report was written in response to the Buffalo Green Code – the city's current process for updating its land use plan and zoning code to include complete streets principles. <ul style="list-style-type: none"> <li>○ The current draft code has been expanded to be a Unified Development Ordinance (UDO) including public realm standards following the best practices design guidelines identified which, include: <ul style="list-style-type: none"> <li>▪ ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; &amp;</li> <li>▪ NACTO's Urban Bikeway Design Guidelines.</li> </ul> </li> <li>○ Preliminary conversations have indicated the use of the city's current bicycle &amp; pedestrian advisory board and strengthening it to review projects to conform to the public realm standards of the new UDO.</li> </ul> </li> <li>• The Complete Streets Coalition has received regular updates from the City of Buffalo's</li> </ul>

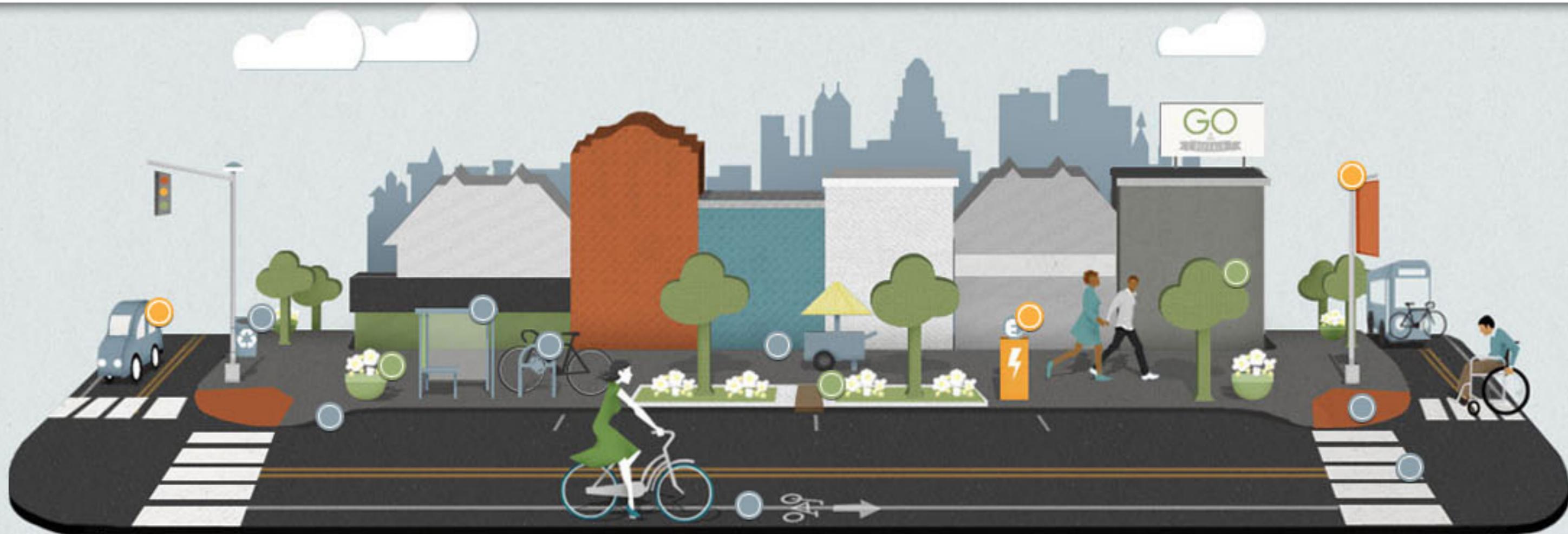
	<p>Department of Public Works and Office of Strategic Planning on current street projects and planning initiatives including the Buffalo Green Code and Brownfield Opportunity Areas (BOA).</p> <ul style="list-style-type: none"><li>● A conceptual design and report was developed in partnership with coalition partners for the city, Niagara Frontier Transportation Authority (NFTA), Greater Buffalo Niagara Regional Transportation Council (GBNRTC) and the community on coordinating funding and projects to create Niagara Street as a complete street. To date the following has occurred:<ul style="list-style-type: none"><li>○ The GBNRTC has conducted a traffic study to determine that doing a “road diet” or reducing the total amount of travel lanes is feasible;</li><li>○ The city and NFTA have secured roughly \$5.6 million for Niagara Street reconstruction and bus prioritization;</li><li>○ The GBNRTC and GO Bike has helped secure \$270,000 in CMAQ funds (Congestion Mitigation and Air Quality Improvement Program) for the city to do bicycle lanes striping and enhanced crosswalks;</li><li>○ The City has applied to NYS Department of Transportation (NYS DOT) for Transportation, Community, System Preservation Program (TCSP), Consolidated Funding Application through NYS and the WNY Sustainability Plan for project implementation.</li></ul></li><li>● Implemented a Complete Streets Outreach Campaign online and through social media.</li><li>● Implemented a Complete Streets Summit to share resources and leverage opportunities to educate the public, practitioners and leadership on the value and implementation of complete streets and green infrastructure.</li><li>● Fourteen (14) miles of bicycle lanes were striped this year increasing the total number of lane miles by 100%.</li><li>● Over 700 trees were planted along the city right-of way (ROW) by community volunteers the first weekend of November.</li><li>● Green Infrastructure treatments have been installed along several street ROW’s with work conducted by the Buffalo Niagara Riverkeeper and Buffalo Sewer Authority.</li><li>● An excellent article in the Sunday edition of the <a href="#">Buffalo News</a> on Complete Streets identified a</li></ul>
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	<p>significant commitment by the City of Buffalo in support of the initiative.</p> <ul style="list-style-type: none"><li>• Mayor Brown identified the creation of a Better Buffalo Fund in the presentation to Governor Cuomo for the “Buffalo Billion” identifying an investment for a complete streets grid.</li><li>• UB’s IDeA Center complete National research on Complete Streets implementation practices and has been awarded a small grant to identify current evaluation practices.</li></ul>
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### *Working hard to bring Complete Streets to Buffalo!*

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



## *What makes a complete street?*

Rollover hotspots above to learn more

Streets are for everyone, not just cars. Help us make our city streets safer.

*“I got involved so I can safely walk my kids to school”*

*- Rebecca*

**Complete Streets facilitate lively and vibrant communities that are accessible to pedestrians, bicyclists and all users. For our health, safety, the environment and our economy, let's complete our streets and grow our communities to their fullest potential.**

Learn more about your transportation options at [www.gobuffalo.org](http://www.gobuffalo.org)

Sponsored by Independent Health



Streets are for everyone, not just cars. Help us make our city streets safer.

*“I got involved to make my bike commute downtown safer.”*

*- Chris*

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Sponsored by Independent Health



*JOIN*

**BUFFALO**

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**COMPLETE STREETS**

*FOR THE*

**2012 SUMMIT**

*APRIL 19th - ASBURY HALL*

# Buffalo's Complete Streets Summit

Thursday, April 19th

Asbury Hall

341 Delaware Avenue, Buffalo

*Free and open to the public*

*Starts at 5:30pm*

The Summit is designed to recognize that transportation is an urgent issue that impacts the prosperity, health, and livability of the entire Greater Buffalo region.

The Complete Streets Summit is presented by GO Bike Buffalo with funding provided by the Community Foundation for Greater Buffalo, the New York State Energy Research and Development Authority (NYSERDA), Righteous Babe Records, Wendel Companies, the University at Buffalo's Center for Inclusive Design and Environmental Access (IDeA), Civic Engagement and Public Policy Research Initiative with additional support from Healthy Kids, Healthy Communities-Buffalo Partnership, Buffalo Niagara Medical Campus, Buffalo Niagara Riverkeeper, and Joy Kuebler Landscape Architects.



For more information please visit  
[www.buffalocompletestreets.org](http://www.buffalocompletestreets.org)



## Bike Lane Survey Results

After signing the Bike Lane Request Form, respondents were asked their age, gender, whether or not they owned a business and if so, which business, to name three streets which they would like to see improved and any additional comments.

A total of **474** people responded to the survey between June 27<sup>th</sup> and September 4<sup>th</sup>, 2012, the majority being completed online. Many respondents provided the names of three streets. Some provided more while others provided less, with the average being approximately 2.5.

<b><u>Gender:</u></b>	<b><u>number:</u></b>	<b><u>percentage:</u></b>
Male	204	43%
Female	239	50.5%
Did not answer	31	6.5%

Streets and the corresponding number of requests for improvement are listed in the table below, followed by a list of supporting businesses and a summary of comments. (Some respondents outlined specific sections of the street they wanted to see improved. For simplicity the entire street was counted.)

Elmwood Ave.	251
Delaware Ave.	237
Main St.	191
Niagara St.	59
Hertel Ave.	56
Allen St.	55
Amherst St.	29
Kenmore Ave.	25
Grant St.	24
Colvin Ave.	23
Bailey Ave.	20
Wadsworth St.	17
Hudson St.	13
W. Ferry	12

Delevan	11
Forest Ave.	10
Michigan Ave.	9
Jefferson Ave.	9
Broadway	9
Linwood Ave.	9
Pennsylvania St.	9
North St.	8
Clinton St.	7
Utica (E & W)	6
Kensington Ave.	6
Fillmore Ave.	6
Ellicott St.	5
Summer St.	5
Franklin St.	5
Seneca St.	5
William St.	5
Pearl St.	5
Porter Ave. (to LaSalle Park)	5
Chippewa	4
Carlton St.	4
Genesee St.	3
High St.	3
Chapin Pkwy	3
Washington St.	2
Sycamore St.	2
Parkside Ave.	2
Lafayette Ave.	2
Bidwell Pkwy	2
Lincoln Pkwy	2
Military Rd.	2
Route 5 (S. of Fuhrman Blvd)	2
Ohio St.	2
Massachusetts Ave.	2
Goodell	2
Walden Ave.	2
Memorial Dr.	2

Elm St., Oak St., Best St., Niagara Falls Blvd., South Park Ave., Peckham St., Ganson St., Locust St., Nottingham Ter., Starin Ave. & Huron St. all received one request. Richmond was not listed because it already has markings.

## **Supporting Businesses**

Allen Street Consulting  
Amber Rampino Design  
Buffalo CarShare  
Buffalo Commonwealth, LLC  
Buffalo Rising  
Common Ground Dog Walking  
Garden of Stewardship  
Histpres.com  
Jaeckle, Fleischmann & Mugel  
Jeffrey M. Goldfarb & Assoc.  
Joe's Service Center

Katie Schnieder Photography  
New Buffalo Graphics  
Nickel City Press  
nxtARROW  
Online Thymes  
Practical Play  
Quaker Bonnet Eatery  
Roach, Brown, McCarthy & Gruber, PC  
SOS Creative, LLC  
Turnaround Skates  
Thumbnail Design & Construction

## **Summary of Comments**

- **\*More education for cyclists and drivers** (city, county, DOT, non-profits need to collaborate) – legalities, appropriate yielding/passing, direction of travel, hand signals, etc.
- **\*Provide bike lanes on all major arteries/North-South and East-West corridors**
- More bicycle parking racks
- More signage
- More Shared Lane Markings (aka Sharrows)
- Connect all waterfront paths, from south along Lake Erie up to Niagara Falls (Canalside/waterfront to Riverwalk via Niagara St.; Rt. 5 to waterfront/Canalside via Ohio St.)
- Cleaner Streets (more frequent cleaning, less debris)
- Bike racks on all NFTA buses, at very least several consistent routes
- Better/more in-depth analysis, design and implementation of Complete Streets
- Consider cycle-tracks (exclusive cycling infrastructure that is separate from auto traffic and distinct from sidewalks). Richmond Ave. was suggested as a place to experiment with implementation

# BUFFALO



## COMPLETE STREETS

# POLICY MAKERS SUMMIT

**April 20, 2012**

Dear Community Leader,

You are invited to the Buffalo Complete Streets Summit which will be held Friday, April 20th, 2012 in Buffalo, New York. The summit will highlight the role of the Complete Streets in promoting sustainability and economic development in the City of Buffalo and its surrounding regions. The summit will bring together policymakers from the City of Buffalo and the Western New York Community.

The policymakers' symposium will feature a dialog on strategies and national best practices for Complete Streets. Sessions will explore the impact Complete Streets can have on a region's transportation, environment, health and economy. Innovative policymakers and national experts from around the country will discuss the role of state and local government policy and plans in creating sustainable environments. Speakers will address how Complete Streets can promote economic development, how projects are financed, the importance of excellent design, and ongoing maintenance needs. This session is intended for local government policy makers and officials only. The summit will be held at the Jacobs Executive Development Center at 672 Delaware Avenue in Buffalo, and will include a light breakfast and lunch. Please see the back of this invitation for the full Summit schedule.

In addition to the policymaker event, the Summit will include a public forum on Thursday, April 19th. The forum will highlight the importance of implementing our local Complete Streets policies, and will draw on examples of national best practices through a panel of experts. The public forum will be held at Asbury Hall at 341 Delaware Avenue, and will begin at 5:30 pm.

Both events are free of charge thanks to the generous support of the Community Foundation for Greater Buffalo and New York State Energy Research Development Authority. Space is limited so be sure to register early! Please register online at <http://www.buffalocompletestreets.org/policymakers> or by phone to GO Bike Buffalo at (716) 218-7162.

Please join us for this exciting and innovative event - we look forward to hosting you!

A handwritten signature in black ink that reads "Justin Booth".

Justin Booth  
Coordinator, Buffalo Complete Streets Summit  
Executive Director, GO Bike Buffalo

### Summit Partners:

Buffalo Niagara Medical Campus, Inc. • Buffalo Niagara RIVERKEEPER • Community Foundation for Greater Buffalo • GO Bike Buffalo • Healthy Kids, Healthy Communities Buffalo • Joy Kuebler Landscape Architects • Center for Inclusive Design and Environmental Access • UB Office of Civic Engagement and Public Policy • Wendel

## SPEAKERS

### Tavis Dockweller

#### Viridian Landscape Studio, Philadelphia, PA

Dockweller is a principal Landscape Architect with over twenty years of experience in private practice. Her expertise encompasses master planning and site design for cities, campuses and parks with an ecological focus.

### Gail Dorfman

#### Commissioner, Hennepin County

Dorfman has served as Hennepin County Commissioner since 1999, representing the cities of Minneapolis and St. Louis Park. As Commissioner, she has worked to expand light rail transit in the Twin Cities metropolitan region. She has also worked on a number of fronts to build healthy communities, introducing the Active Living Initiative and co-authoring the first county Complete Streets Resolution passed in Minnesota.

AICP CM and ASLA Credits pending for both the Policymakers Summit and Public Forum.

### Jeff Olson

#### Alta Planning and Design, Saratoga Springs, NY

Olson is an architect and planner who has been involved in greenways, open space, active living and alternative transportation projects for more than 20 years. He served as the New York State DOT Bicycle and Pedestrian Program Manager and supported the development of the 1,000 mile state bike route system, the 350 mile New York City Greenways system, the Erie Canal Trail and the Hudson Valley Greenway.

### Samuel Zimbabwe

#### District Dept. of Transportation, Washington DC

Zimbabwe is an urban designer and planner with a background in multi-modal transportation planning, innovative approaches to transit-oriented development, and creating new policies and programs aimed at implementation of sustainable communities. At DDOT, he is responsible for all aspects of policy and planning for a hybrid city/state DOT, including bicycle and pedestrian planning, operations of Capital Bikeshare and carsharing programs, and short- and long-range transportation planning.

## SCHEDULE

### Policymaker Summit

Friday, April 20th 8:30 am - 1:00 pm / Registration from 8:00 am

UB's Jacobs Executive Development Center - 672 Delaware Ave, Buffalo

8:00 - 8:30	Registration & Light Breakfast	
8:30 - 8:50	Welcome Remarks	<b>Dr. Michael Cropp</b> , Independent Health, President & CEO <b>The Honorable Byron Brown</b> , Mayor City of Buffalo (Invited)
8:50 - 10:00	<b>Session 1: Integrating Complete Streets into Policy Development &amp; Implementing Sustainable Transportation Systems</b>	This session will highlight national best practices in building sustainable transportation systems through local government policy and planning. Panelists will share insights about the critical role of, and challenges experienced by, policymaking, economic development and community connectivity regarding the planning and implementation of transportation initiatives.
10:00 - 10:15	Break	
10:15 - 11:30	<b>Session 2: Building a Better Community: Innovative Design and Infrastructure for Transportation Networks</b>	This session will illustrate the critical role of design in promoting economic development and safe transportation networks in streetscape development. Panelists will discuss examples of green infrastructure and street design and their potential to simultaneously promote safe & pleasing environments. Panelists will also discuss project financing, implementation strategies and ongoing maintenance needs.
11:30 - 1:00	Lunch & Keynote	<b>Howard Zemsky</b> , Co-Chair WNY Regional Economic Development Council: Leveraging the Business Community to develop Complete Streets networks in Buffalo, NY

## Buffalo Complete Streets Summit: Public Forum, Thursday , April 19

Options	Response Percent	Response Count
<b>2. Choose the most applicable to you</b>		
Municipal/Government	7.7%	2
Community Organization/Agency	11.5%	3
Professional	15.4%	4
<b>Interested citizen</b>	<b>38.5%</b>	<b>10</b>
Faculty/Student	26.9%	7

<b>3. Are you here as a representative of an organization or out of personal interest?</b>		
I am attending in my professional capacity representing an organization	29.60%	8
<b>I am here out of personal interest</b>	<b>40.7%</b>	<b>11</b>
I am a complete streets advocate	18.5%	5
I am a community development advocate	11.1%	3

<b>4. How did you hear about this event?</b>		
<b>Email</b>	<b>40.7%</b>	<b>11</b>
Flyer	0.0%	0
News story/Newspaper	18.5%	5
<b>Other</b>	<b>40.7%</b>	<b>11</b>

\*\*\*Other category mostly includes mouth publicity

<b>5. My primary interest in this event is</b>		
<b>Complete Streets</b>	<b>66.7%</b>	<b>18</b>
Environmental Sustainability	18.5%	5
Health	0.0%	0
Economic Development	0.0%	0
Other	14.8%	4

6. The speakers enriched my knowledge of complete streets and I would rate them					
	Not Good	Less than Satisfactory	Satisfactory	Good	Excellent
Tavis Dockwiler, Viridian Landscape Studio in Philadelphia, PA	0.0%	4.2%	12.5%	16.7%	66.7%
Gail Dorfman, county commissioner of the 3rd district in Hennepin County, MN	0.0%	0.0%	20.8%	25.0%	54.2%
Jeff Olson, Alta Planning and Design in Saratoga Springs, NY	0.0%	0.0%	12.5%	25.0%	62.5%
Sam Zimbabwe, District Department of Transportation (DDOT) in Washington DC	0.0%	0.0%	8.3%	41.7%	50.0%

#### 7. Based on this forum, I think the complete streets is a good opportunity to for jobs creation in Buffalo

More than 50% respondents thought Complete Streets as an excellent opportunity to create jobs in Buffalo.

#### 8. The strongest aspect of this program was

Discussions on the specific issues, Knowledgeable panellists, Overall structure of the program and the fact that such an event was organized in the city was appreciated.

#### 9. I would suggest the following changes

More time for question-answer session, less formal structure of the program where audience could have interacted with panellists and participation from the local government in the discussion could have been more appreciated.

Options	Response Percent	Response Count
10. I would attend future forums on policy topics		
Yes	96.2%	25
No	3.8%	1

## Buffalo Complete Streets Policymakers Summit, Friday, April 20

Options	Response Percent	Response Count
2. Choose the most applicable to you		
<b>Municipal/Government</b>	<b>42.9%</b>	<b>3</b>
Community Organization/Agency	28.6%	2
Professional	28.6%	2

3. What are the other concerns you have with your municipality to implement complete streets policy?

Funding and willingness to try something new.

4. What types of professional connections would help you in your work?		
Elected officials	20.0%	1
<b>Transportation Engineers</b>	<b>40.0%</b>	<b>2</b>
<b>Infrastructure/Civil Engineers</b>	<b>40.0%</b>	<b>2</b>
Planners	0.0%	0
Architects	0.0%	0
Local Advocacy Organizations	0.0%	0

5. You need additional information on		
Safety	0.0%	0
<b>Funding</b>	<b>40.0%</b>	<b>2</b>
Bike facility	20.0%	1
Pedestrian facility	20.0%	1
Green infrastructure	20.0%	1
Maintenance	20.0%	1
Policy	20.0%	1
Technical/Engineering	0.0%	0
<b>Economic Development</b>	<b>40.0%</b>	<b>2</b>
Public Health	0.0%	0
Research	0.0%	0
Matrix for evaluation of complete streets	20.0%	1