CHALLENGES
LUCKILY, THERE'S AN AFFORDABLE ALTERNATIVE.

**Chevrolet Cavalier VL Sedan**

- **$12,998 OR 0% OR $178/MO**

- **$1,000 Cash Back**

- Options:
  - 60,000 km Powertrain Warranty
  - 2.2L 140 HP ECOTEC Engine
  - QuickFuel Air Bag
  - 55/40 Split-Folding Rear Seat

**Your Chevrolet Didemobile Dealers of BC. gmcanada.com 1-888-GM-DRIVE**
Transit Ridership in the United States

![Graph showing transit ridership from 1870 to 1990. The ridership peaked around 1930 and then declined significantly by 1960, with a slight increase by 1990.](image-url)
## Travel Mode (Work Commute)

<table>
<thead>
<tr>
<th>Commute Mode</th>
<th>U.S.</th>
<th>City of Buffalo</th>
<th>Buffalo Niagara Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive (alone or carpool)</td>
<td>88%</td>
<td>80%</td>
<td>91%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>12%</td>
<td>4%</td>
<td>0%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Walk</td>
<td>3%</td>
<td>5%</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Work at home</td>
<td>3%</td>
<td>2%</td>
<td>2%</td>
</tr>
</tbody>
</table>
Vehicle Ownership

Household Vehicle Availability

<table>
<thead>
<tr>
<th></th>
<th>U.S.</th>
<th>City of Buffalo</th>
<th>Buffalo Niagara Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zero vehicles</td>
<td>10%</td>
<td>31%</td>
<td>14%</td>
</tr>
<tr>
<td>1 vehicle</td>
<td>34%</td>
<td>43%</td>
<td>38%</td>
</tr>
<tr>
<td>2 vehicles</td>
<td>38%</td>
<td>38%</td>
<td>36%</td>
</tr>
<tr>
<td>3 or more vehicles</td>
<td>17%</td>
<td>5%</td>
<td>11%</td>
</tr>
</tbody>
</table>
Access Mobility
Access
Mobility
Access

Mobility
Multi-modal Transport

- Driving
- Public Transit
- Walking
- Bicycling
The Common Council of the City of Buffalo does hereby ordain as follows:
That Chapter 413 of the Code of the City of Buffalo be amended to read as follows:
§413-68 Complete Streets Defined
A. Complete Streets are defined as facilities that are designed and operated to enable safe access for all users. Persons with disabilities, pedestrians, bicyclists, motorists and transit riders are able to safely move along and across a complete street.
§413-69 Implementation of Complete Streets and Exceptions
A. The Commissioner of Public Works, Parks and Streets shall include pedestrian and bicycle facilities in all new street construction, street reconstruction, street maintenance, public works and park projects undertaken by the City of Buffalo subject to the exceptions contained herein.
B. The City of Buffalo Bicycle and Pedestrian Advisory Board shall review all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo and shall provide consultation regarding its implementation as a complete street.
C. The inclusion of bicycle and pedestrian facilities shall be mandated in all new street construction, street reconstruction and street maintenance projects undertaken by the City of Buffalo unless one of the following conditions exists:
1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations for pedestrians and bicyclists shall be provided within the same transportation corridor as determined by the Commissioner of Public Works, Parks and Streets.
2. The cost of establishing bikeways or walkways would be disproportionate to the need or probable use. Costs shall be considered disproportionate for purposes of this section if the cost of including bicycle and pedestrian facilities exceeds twenty percent of the cost of the larger project.
3. Where the existing fight of way does not allow for sidewalks, bike lanes, paths or other improvements. In this case, the Commissioner shall explore alternatives such as the use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists and persons with disabilities. If the Commissioner makes said determination he shall reduce it to writing and file it with appropriate supporting documentation with the Common Council and Bicycle and Pedestrian Advisory Board for its information and review.
4. Where the Commissioner determines that the inclusion of bicycle and/or pedestrian facilities on a roadway would constitute a threat to the health, safety and/or

Complete Streets
The High Cost of Free Parking
Cars, Density, Values: Three Policy Paths

CONCLUSION
Policy Path 1

Improve the "Automobile City"
Policy Path 2

Return to the “Streetcar City”
Policy Path 3
Try to do both!
PUTTING YOUR CITIZEN PLANNER SKILLS INTO ACTION

Resources

Victoria Transport Policy Institute
http://www.vtpi.org/

Greater Buffalo-Niagara Regional Transportation Council
http://www.gbnrtc.org/
Wrap Up

Materials available online
oneregionforward.org

Looking ahead to the next session

May 17th : Building Blocks for Sustainability