Bicycle Friendly Niagara Falls

SUPPORTED BY THE OATH COMMUNITY FUND AT THE COMMUNITY FOUNDATION FOR GREATER BUFFALO
Develop a Bicycle Master Plan to document the city’s comprehensive vision and detailed work plan for increasing the attractiveness of bicycling over time as a key strategy for enhancing overall livability.
Tasks:
- establish current baseline
- detail improvements
- set mode-share goals
- provide a way to evaluate and measure progress towards the vision of a bicycle-friendly city.

Creating a Bicycle Friendly Niagara Falls
Elements of a Bicycle Friendly Community

Complete happiness.

Residents are happy.
75.2% 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.

Everyone. Everywhere. Every way.

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.

Creating a Bicycle Friendly Niagara Falls
Benefits of a Bicycle Friendly Community

Bicycle Friend Communities have positive impacts on health, environment, streets and the overall quality of life for all residents.
# Benefits of a Bicycle Friendly Community

<table>
<thead>
<tr>
<th><strong>TRANSPORTATION</strong></th>
<th><strong>PUBLIC HEALTH</strong></th>
<th><strong>ECONOMIC DEVELOPMENT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced mobility for all</td>
<td>More active residents means healthier residents</td>
<td>Help to brand Niagara Falls as a green city</td>
</tr>
<tr>
<td>Affordable transportation option</td>
<td>Lower levels of air pollution</td>
<td>Attract and retain young families</td>
</tr>
<tr>
<td>Improved links to transit</td>
<td></td>
<td>Attract new businesses</td>
</tr>
<tr>
<td>Lower levels of traffic congestion</td>
<td></td>
<td>Tourism expanded to neighborhoods</td>
</tr>
</tbody>
</table>

**Creating a Bicycle Friendly Niagara Falls**
If you build it… they will be healthier.

Pucher, “Walking and Cycling: Path to Improved Public Health,” Fit City Conference, NYC, June 2009
Benefits of a Bicycle Friendly Community

If you build it… we will all be safer.

Creating a Bicycle Friendly Niagara Falls
Benefits of a Bicycle Friendly Community

If you build it… we will all be safer.

Creating a Bicycle Friendly Niagara Falls
Benefits of a Bicycle Friendly Community

If you build it… see more $ in the local economy.

The Green Dividend:
Other Cities Experiences

- $2.6 Billion annually saved
  - Cortright, J. 2007 - Portland’s Green Dividend; CEO for Cities
- 49% increase in retail sales
  - NYC DOT: Measuring the Street
- Up to $34,000 increase in home value
  - Cortright, J. 2009 – Walking the Walk: How Walkability raises home values in US cities; CEO for Cities

Creating a Bicycle Friendly Niagara Falls
Benefits of a Bicycle Friendly Community

Large Return on Investment

Portland, OR

20 years of bicycle infrastructure:

$100+ million

- only 0.7% of PDOT’s budget
- $3.75/annual cost per capita

VS.

Interchange along Rt. 26:

$125 million
Benefits of a Bicycle Friendly Community

Creating a Bicycle Friendly Niagara Falls

Building Equitable Infrastructure

- 86% Percentage of people of color who have a positive view of bicyclists
- 71% Percentage of people of color who agree safer bicycling would make their community better

Growth in the percent of all trips that are by bike (2001-2009)

- 100% African American
- 80% Asian
- 50% Hispanic
- 22% Whites

- 30% Percentage of annual income spent by the nation's poorest families on transportation
- 56% Growth from 2007 to 2011 in the number of women commuting to work by bike
- $308 Average yearly cost of operating a bike, as opposed to $8,220 for the average car
Benefits of a Bicycle Friendly Community

A Bicycle Friendly Niagara Falls for Every Resident and Every Visitor

- Strong and Fearless
- Enthused and Confident
- Interested but Concerned
- No Way, Now How

Creating a Bicycle Friendly Niagara Falls
Early 2017

GObike facilitated a community workshop at Niagara Street School #3 to discuss ways to improve student safety around the elementary school.
Project History and Local Context

Fall 2017

Volunteers and community members implemented a series of catalyst projects around Niagara Falls schools.

The success of these temporary installations led to broader discussion on how Complete Streets could improve road safety, calm traffic and support local business throughout Niagara Falls.
January 2018

In January, 2018, the Niagara Falls City Council voted unanimously on a resolution to adopt a Complete Streets policy for the City of Niagara Falls, NY.

This policy formalizes the city’s intent to plan, design & maintain streets so they are safe for users of all ages and abilities:

- pedestrians
- cyclists
- public transit users
- motorists
- freight vehicles
Project History and Local Context

Summer 2018

The Oath Community Fund at the Community Foundation for Greater Buffalo award GObike a grant to help Niagara Falls develop a Master Plan for creating a Bicycle Friendly Niagara Falls.

THE DEPARTMENT OF MAKING
NIAGARA FALLS AWESOME
COMMUNITY FOUNDATION FOR GREATER BUFFALO

GObike

Summer 2018

ENOUGH TO MAKE IT HAPPEN AND ———- 00/100

Make it Awesome!

Oath Community Fund

Creating a Bicycle Friendly Niagara Falls
GObike will work with the City of Niagara Falls, Empire State Development, the Greater Buffalo Regional Transportation Council, and committee stakeholders to complete the Bicycle Friendly Niagara Falls process and planning document in August 2019.

### Project Timeline

<table>
<thead>
<tr>
<th>Task</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
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<tbody>
<tr>
<td>Stakeholder Committee Meetings</td>
<td></td>
<td></td>
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<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Review and AssessExisting Plans and Conditions</td>
<td></td>
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<tr>
<td>Solicit and Compile Public Input</td>
<td></td>
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<tr>
<td>Designate Schematic Network and Classify System</td>
<td></td>
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<tr>
<td>Prepare Guidelines for Design, Installation and Maintenance</td>
<td></td>
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<tr>
<td>Prepare Design Alternatives</td>
<td></td>
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<tr>
<td>Prepare Schedule and Cost Estimates</td>
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<tr>
<td>Present Plan</td>
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</tbody>
</table>
Creating a Bicycle Friendly Niagara Falls

Project History and Local Context

BACKGROUND

- Program of Shared Mobility Inc.
- Began as Buffalo CarShare
- Work nationwide on shared transportation programs
- Buffalo Bikeshare Beta Testing
- Reddy Bikeshare launched in 2016
- Partnership with Social Bicycles/Uber

Creating a Bicycle Friendly Niagara Falls
Project History and Local Context

Our Team

- Mike Galligano - CEO
- Mitch LaRosa - Program Director
- Jennifer White - Marketing Coordinator
- Anders Gunnersen - Operations Manager/CFO
- Nate Schultz - Fleet Manager

Creating a Bicycle Friendly Niagara Falls
Creating a Bicycle Friendly Niagara Falls

Project History and Local Context
Creating a Bicycle Friendly Niagara Falls

Project History and Local Context

**Impacts**

- 240 of bikes
- 41 hub locations
- 8,000+ members
- 100,000+ miles traveled
- Partnerships with Independent Health M&T Bank, UB, Canisius, Buffalo State, D'Youville and more
- Buffalo by Bike campaign with Empire State Development

[Image of bike share map]
Goals for Niagara Falls

- Create an efficient, affordable, and safe new transportation option
- Work closely with local stakeholders
- Engage in meaningful planning directly with community
- Connect people to places they live, work and play
- Complement the City’s bike master plan
- Enhance visitor experience
Niagara Falls Operations

- Hiring local staff
- Niagara Falls office and workshop
- Bikes will be stored, repaired in the city
- Offering significantly discounted community memberships
Project History and Local Context

Timeline

- Contact Awarded
  - October ‘18
- Initial Planning
  - November ‘18 - March ‘19
- Public Participation
  - February ‘19 - April ‘19
- System Design
  - March ‘19 - June ‘19
- Launch
  - Summer 2019

Creating a Bicycle Friendly Niagara Falls
Local Planning Documents Shaping Niagara Falls

A number of Local and Regional plans are in place shaping the future of Niagara Falls.

There are plans shaping our City, plans shaping our Region, and plans shaping our Environment.

Collectively these plans inform a vision for the future of Niagara Falls.

A vision that empathizes a reconnection to the Niagara River, a connected parkway and greenway system, access to an innovative multi-modal transportation network, a focus on economic development, a focus on community reinvestment, tourism, and regional and binational collaboration.
Creating a Bicycle Friendly Niagara Falls

Project History and Local Context

Additional Local/Regional Plans

• One Region Forward, “A New Way to Plan,” 2015
• Niagara County, “Niagara Communities Comprehensive Plan 2030,” 2009
• Niagara Falls National Heritage Area Commission, “Niagara Falls National Heritage Area,” 2012
• USAN, “Buffalo Avenue Heritage District Revitalization Plan,” 2009
• Niagara Falls, “Niagara Waterfront Opportunity Area,” 2018
• GObike Buffalo, “Buffalo Bicycle Master Plan,” 2015
## Comparable Cities and Best Practices

### Plans as Precedents

<table>
<thead>
<tr>
<th>City</th>
<th>Niagara Falls, NY</th>
<th>Missoula, MT</th>
<th>Carson City, NV</th>
<th>Somerville, MA</th>
<th>Madison, WI</th>
<th>Davis, CA</th>
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</thead>
<tbody>
<tr>
<td>Land Size (Sq. Mi.)</td>
<td>16.83</td>
<td>29.07</td>
<td>157</td>
<td>4.2</td>
<td>94.03</td>
<td>9.92</td>
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<tr>
<td>Demographics</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Pop.</td>
<td>49,180</td>
<td>70,117</td>
<td>54,412</td>
<td>79,507</td>
<td>252,557</td>
<td>66,886</td>
</tr>
<tr>
<td>Median Age</td>
<td>39</td>
<td>32.5</td>
<td>43.1</td>
<td>31.6</td>
<td>31.2</td>
<td>25.6</td>
</tr>
<tr>
<td>Race</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% White Alone</td>
<td>68.2%</td>
<td>88.9%</td>
<td>68.6%</td>
<td>69.9%</td>
<td>75.20%</td>
<td>55.6%</td>
</tr>
<tr>
<td>% Black or African American</td>
<td>22.2%</td>
<td>0.5%</td>
<td>0.9%</td>
<td>6.4%</td>
<td>0.1%</td>
<td>2.7%</td>
</tr>
<tr>
<td>% Asian Alone</td>
<td>1.0%</td>
<td>1.7%</td>
<td>3.0%</td>
<td>10.3%</td>
<td>9%</td>
<td>22.0%</td>
</tr>
<tr>
<td>% Native American</td>
<td>1.5%</td>
<td>2.1%</td>
<td>2.1%</td>
<td>0.1%</td>
<td>0.5%</td>
<td>0.0%</td>
</tr>
<tr>
<td>% Hispanic</td>
<td>3.3%</td>
<td>3.5%</td>
<td>22.9%</td>
<td>9.4%</td>
<td>5.9%</td>
<td>14.3%</td>
</tr>
<tr>
<td>% Two or More</td>
<td>3.6%</td>
<td>3.2%</td>
<td>2.0%</td>
<td>2.9%</td>
<td>3.1%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Households</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$32,322</td>
<td>$42,389</td>
<td>$47,948</td>
<td>$78,673</td>
<td>$61,284</td>
<td>$57,683</td>
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<tr>
<td>Median Property Value</td>
<td>$69,200</td>
<td>$241,000</td>
<td>$199,500</td>
<td>$512,500</td>
<td>$236,100</td>
<td>$565,700</td>
</tr>
<tr>
<td>Average # of Cars</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Average Commute Time to Work</td>
<td>17.8 minutes</td>
<td>14.9 minutes</td>
<td>17.3 minutes</td>
<td>29.6 minutes</td>
<td>18.5 minutes</td>
<td>20 minutes</td>
</tr>
<tr>
<td>% Drive alone to Work</td>
<td>81.6%</td>
<td>68.6%</td>
<td>81.0%</td>
<td>38.7%</td>
<td>65.7%</td>
<td>52.3%</td>
</tr>
<tr>
<td>% Carpool to work</td>
<td>7.6%</td>
<td>8.3%</td>
<td>9.3%</td>
<td>6.1%</td>
<td>6.7%</td>
<td>7.9%</td>
</tr>
<tr>
<td>% Walk to Work</td>
<td>4.0%</td>
<td>6.8%</td>
<td>3.0%</td>
<td>11.5%</td>
<td>8.5%</td>
<td>4.7%</td>
</tr>
<tr>
<td>% Bike to work</td>
<td>0.4%</td>
<td>7.2%</td>
<td>1.1%</td>
<td>5.9%</td>
<td>4.9%</td>
<td>21.1%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, American Community Survey 2012 - 2016 5 year estimates
Missoula, Montana

BEST PRACTICES

- Design a facility selection chart; by recognizing that there are many different ways to design a streetscape, one can create a toolkit to help make more appropriate choices for future installations.
- Identify a set of metrics that will be measured routinely that will help measure the overall effectiveness, appropriateness, safety, benefits, and maintenance of bicycle facilities.
- Provide an online portal for civic reporting and comments.
- Pursue visionary projects and complete inexpensive “low hanging” fruit.
- Leverage resurfacing projects and street infrastructure projects as they occur.
- Establish a dedicated local fund, such as a City bike account.
- Create a biannual bikeways and trails report card reviewing key metrics and evaluating progress over time.

Creating a Bicycle Friendly Niagara Falls
Carson City, Nevada

BEST PRACTICES

• Identify that bicycles are an integral part of the transportation system and should be considered as primary means of transportation for individuals traveling to work, school, run errands, and recreation.

• Identify regional assets and work on connecting those assets to your overall pathway and transportation system.

• Develop a comprehensive toolkit for designing and programming use on particular pathways.

• Plan for growth, not only population growth but tourism growth by investing in bicycle facilities.

• Facilitate collaboration from the local, regional, and state level.
BEST PRACTICES

- Establish a City appointed bicycle advisory committee to provide the necessary oversight for the City’s Bicycle Master Plan so that it will properly implemented after its adoption.
- Rally community engagement and encouragement through different kinds of programming.
- Collaborate with local law enforcement on education and data collection.
- Capitalize on repavement projects and other transportation projects as they occur to better incorporate bicycle facilities.
- Be creative with traffic calming measures as it encourages community support as well as positively impacts blighted communities through placemaking and community engaged public art.
- Release annual reports or amendments to the Bicycle Master Plan highlighting the work as it is implemented and acknowledging where the plan can be improved.
Madison, Wisconsin

BEST PRACTICES (1 of 2)

• Fund neighborhood traffic management programs to assist with more intimate enforcement and traffic calming measures
• Encourage civic reporting for potential hazards and concerns in order to gather measurable information
• Incorporate bicycle parking into local zoning ordinances
• Support, engage, and incentivize employers to make their organizations more bike and transit friendly by finding ways to encourage their employees to reduce vehicle miles traveled as part of a larger transit demand management program
• Prioritize improvements at intersections identified as difficult for cyclist and pedestrians
BEST PRACTICES  (2 of 2)

• Incorporate multi-use paths and trail plans into other city and region wide planning documents specifically in park, greenway, and open space plans
• Adopt street design standards and bicycle/pedestrian requirements to inform future improvements
• Prioritize linking residential neighborhoods with commercial or business centers by bikeway
• Assist Towns and Villages to incorporate Bicycle plans in their community planning efforts to establish consistency region or county wide
Creating a Bicycle Friendly Niagara Falls

Davis, California

BEST PRACTICES (1 of 2)
• Create an interactive web portal that will be home to educational and informational resources for tourist and residents regarding bicycle use and safety around the city
• Incorporate local partners into the programming process: invite diverse community groups such as advocates for women, the elderly, and other niche sectors of the community to bike workshops and planning meetings to hear a wider range of opinions
• Engage students in High Schools to help facilitate Safe Rides to School by serving as mentors
• Plan for future technologies, begin to think about E-bikes and other modes of assisted mobility in the planning process now
BEST PRACTICES (2 of 2)

• Leverage bicycle tourism to spin off economic development

• Support and incentivize employers to make their organizations more bike and transit friendly by finding ways to encourage their employees to reduce vehicle miles traveled as part of a larger transit demand management program

• Develop a bicycle facility toolkit to inform appropriate changes to the various streetscapes

• Place an emphasis on linking transit services to bike facilities
Committee Visioning

Setting the Right Course

- Collaborate with local, regional, and state partners
- Engage and encourage all ages and abilities
- Provide equitable community programming
- Leverage infrastructure improvement projects
- Pursue visionary projects and “low hanging fruit”
- Plan for the effects of residential and tourist growth

Creating a Bicycle Friendly Niagara Falls
Committee Visioning

Setting the Right Course

This Bicycle Master Plan will be successful if:

_______________________  _______________
Community Outreach

Public Outreach Meetings:
  - February 2019 (Date TBD)
  - Spring 2019 (Date TBD)

Public Outreach Events
  - Slow Roll Stampede (May 11)
  - Pop-Up Infrastructure (June 2019)

Tabling/In-Person Outreach
Creating a Bicycle Friendly Niagara Falls

Partners and Community Outreach

Pop-Up Infrastructure

Slow Roll Buffalo
Niagara Falls Bike Master Plan

GObike Niagara is an initiative led by the City of Niagara Falls, Empire State Development, and GObike Buffalo to develop a City of Niagara Falls Bicycle Master Plan.

The plan will be integrated into the recently adopted comprehensive Complete Streets policy for the City of Niagara Falls. The complete streets policy, approved by Niagara Falls City Council in January 2018, outlines a commitment to improve bicycle and pedestrian friendliness in the City through consistent public realm design standards.

gobikeniagara.org

Creating a Bicycle Friendly Niagara Falls
Partners and Community Outreach

Creating a Bicycle Friendly Niagara Falls
Next Steps

Research and Engagement Continues

Survey Distribution

Public Meeting Promotion

Next Stakeholder Meeting: January 16 at 9 am
Bicycle Friendly Niagara Falls

THANK YOU!!

716.218.7161

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Thea Hassan: thea@gobikebuffalo.org
Cory Holzerland: cory@gobikebuffalo.org

SUPPORTED BY THE OATH COMMUNITY FUND AT THE COMMUNITY FOUNDATION FOR GREATER BUFFALO