THE BIG JUMP
Community Advisory Committee Meeting
April 25, 2018
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Agenda

1. The Big Jump: Recap and Project Updates (10 minutes)
2. Introduction to Cycling Infrastructure (10 minutes)
3. Break Out Feedback Discussions (30 minutes)
4. Group Share Back (20 minutes)
Project Recap and Updates
WHAT IS THE BIG JUMP?

Overview

National 3-year program to encourage more people to ride bikes through:

- Sustained community engagement
- Connected, low-stress bicycle networks

Focus area: East Elmhurst, Elmhurst, Corona, and Jackson Heights
Queens Community Boards 3 & 4

New York City chosen as one of 10 national award winners through competitive process ($250,000 value) sponsored by People for Bikes Foundation
PROJECT UPDATES

What have we done so far?

• 19 individual meetings with institutional stakeholders and groups

• 1118 conversations with residents at local events

• 321 sign-ups to the email list
GO! QUEENS RIDES

New BHC Funding Opportunity

7 mini-grants of up to $5,000 available for:
• Cycling education,
• Guided group rides, or
• Bicycle parking

More info at: http://www.fphnyc.org/get-involved/rfps/go-queens-rides/

Deadline: May 28th
SUMMARY OF FEEDBACK

What have we heard?

Compliance
• Need for fair, consistent cycling rules enforcement & more education

Parking
• More bike parking needed, especially near transit

Bike lanes
• Preference for protected lanes
• Preference for retaining all vehicular parking and capacity

Outreach at 75th St and 37th Rd

May be incompatible!
NEXT STEPS

Coordinated Response

Compliance
• Work with NYPD on enforcement
• Cyclist education & programming (Go! Queens Rides events + DOT)

Parking
• Install 100+ racks
• Bike corrals?

Bike lanes
• Get feedback on complete network (Now - Summer)
• Present ideas (or proposals) to Community Boards 3 & 4 (Fall)
Intro to Cycling Infrastructure
NETWORK GAPS

Where do people want to go?

- **Parks**: Flushing Meadows-Corona Park
- **Shopping**: Queens Center Mall, Broadway, Junction Blvd
- **Jobs**: LaGuardia Airport, Queens Blvd, 7 train
- **Other neighborhoods**: LIC, Astoria, Flushing, Woodside, etc.
CONVENTIONAL BIKE LANES

Discourage speeding by narrowing the road.

Increase predictability by clearly defining road space for each user.

No parking loss: typically fits in between existing travel and parking lanes.
PROTECTED BIKE LANE

Increases safety for all road users by shortening crossing distances for pedestrians, and fully separating people driving and biking.

Encourages wider range of people to try riding a bike.

Protected Bicycle Lanes with 3 years of After Data:

- 20% drop in total injuries
- 17% reduction in crashes with injuries
- 22% reduction in pedestrian injuries
PROTECTED BIKE LANES

Typically requires trade-offs such as removing parking or a travel lane, or converting a street to one-way.

On some larger avenues, this can be achieved by reducing lane widths.

Example: Vernon Blvd
Example: Loring Ave
Breakout Sessions
DISCUSSION SESSION

What’s next tonight

Break for discussion, comments, and questions (~20 minutes)

Summarize key takeaways (~10 minutes)

Report back to group (~15 minutes)
KEY QUESTIONS

Process

1. Goals
How important is it to achieve the project goal of doubling the number of people who regularly ride bikes?

2. Feedback
How should we solicit additional feedback over the summer?

Projects

3. Destinations
What destinations are most important?
What corridors (general) are important through-routes for people biking?

4. Trade-Offs
What's the best way to make more space for protected bike lanes?
One-way conversions? Removing parking?
Reducing travel lanes? None of the above?

5. Conventional Lanes
[Map activity] Where are there holes in network coverage? What neighborhoods would benefit from more bike lanes?
THANK YOU!

Questions?