THE BIG JUMP

Agenda

1. Intro to NYC DOT & the Big Jump (15 minutes)
2. Break Out Discussions (20-30 minutes)
3. Group Share Back (15-20 minutes)
WHAT IS NYC DOT?

City agency charged with…

- Safe, efficient, and environmentally responsible movement of people and goods
- Streets, sidewalks, signage, streetlights, (some) bridges, and the Staten Island Ferry
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

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

AREA

Cycling Stats

- 2% of all trips in this area are by bicycle
- 5,200 people ride over the Queensborough Bridge each day
- 500,000 Queens residents ride a bike each year (1 in 5)
PROJECT FOCUS AREA

Why here?

Potential for Growth

• Short distances to diverse destinations (parks, waterfront, schools, jobs)

• Existing protected spine with major gaps in network
PROJECT FOCUS AREA

Why here?

Safety

- Priority Bicycle Districts

- Highest ratio of cyclists killed or severely injured to bicycle network coverage in Queens

DOT has committed to creating or enhancing 75 lane miles of bike facilities in Priority Bicycle Districts by 2022
PROJECT GOALS

Get a “Big Jump” in...

1. **Safety (Vision Zero)**
   - Reduce pedestrian fatalities to 0
   - Reduce injuries for people walking, biking, or in cars

2. **Inclusive, representative planning process**
   - More voices heard, more ways to get involved
   - Targeted outreach to non-English speakers and youth

3. **Bicycle ridership**
   - Double number of people who regularly ride bikes in focus area
   - Target underrepresented groups, including women, low-income households, underrepresented minority groups, and immigrants
   - Overcome more barriers to biking
KEY QUESTIONS

Process

What does an inclusive community process look like here?

What is best way for the DOT to reconcile conflicting priorities or values among residents?

Programs & Projects

How can we help residents overcome barriers to cycling for underrepresented groups?

What trade-offs are acceptable (or not acceptable) when changing the street?
INITIAL FEEDBACK

Street Ambassador Outreach

- Interest in more biking, more lanes
- Concern about safety, conflicts between people on bikes and other road users
BARRIERS TO BIKING

I don’t bike because...

- Don’t have a bike
- Don’t have place to store a bike
- Don’t know how to bike
- Don’t want to get sweaty
- Not interested
- No way to carry kids
- Worried about crime
- Worried about getting profiled by police while riding
- Don’t feel safe riding with traffic

What can we do to help residents overcome these barriers?

2014 DOHMH Survey Data
WHAT WE CAN DO

Education & Outreach

- In-school & on-street education
- Tabling at events
- Helmet fittings
- Guided rides (limited)
- Potential: Weekend Walks/ Open Streets Events

How can we support your programming?
WHAT WE CAN DO

Street Improvement Projects

• Organize the street with paint, signals, and signs
• Low-cost projects, designed to be implemented quickly
• Constrained street network means trade-offs often necessary to include bike lanes

What street changes are best suited for these neighborhoods?
NEXT STEPS: WE NEED YOUR INPUT!

- Identify and invite additional Project Leadership Team members
- Collect baseline data on ridership, safety, and community preferences & develop initial project proposals
- Plan continuing community engagement event with partners
  - Guided rides
  - Helmet fittings
  - Tabling at community events
  - Quarterly CAC Meetings
  - Bike light and bell giveaways
  - Your ideas!
DISCUSSION SESSION

What’s next tonight

Break for discussion, comments, and questions (~25 minutes)

Summarize key takeaways (~10 minutes)

Report back to group (~15 minutes)
THANK YOU!

Questions?