



THE BIG JUMP

Community Advisory Committee Meeting

October 25, 2017



THE BIG JUMP

Agenda

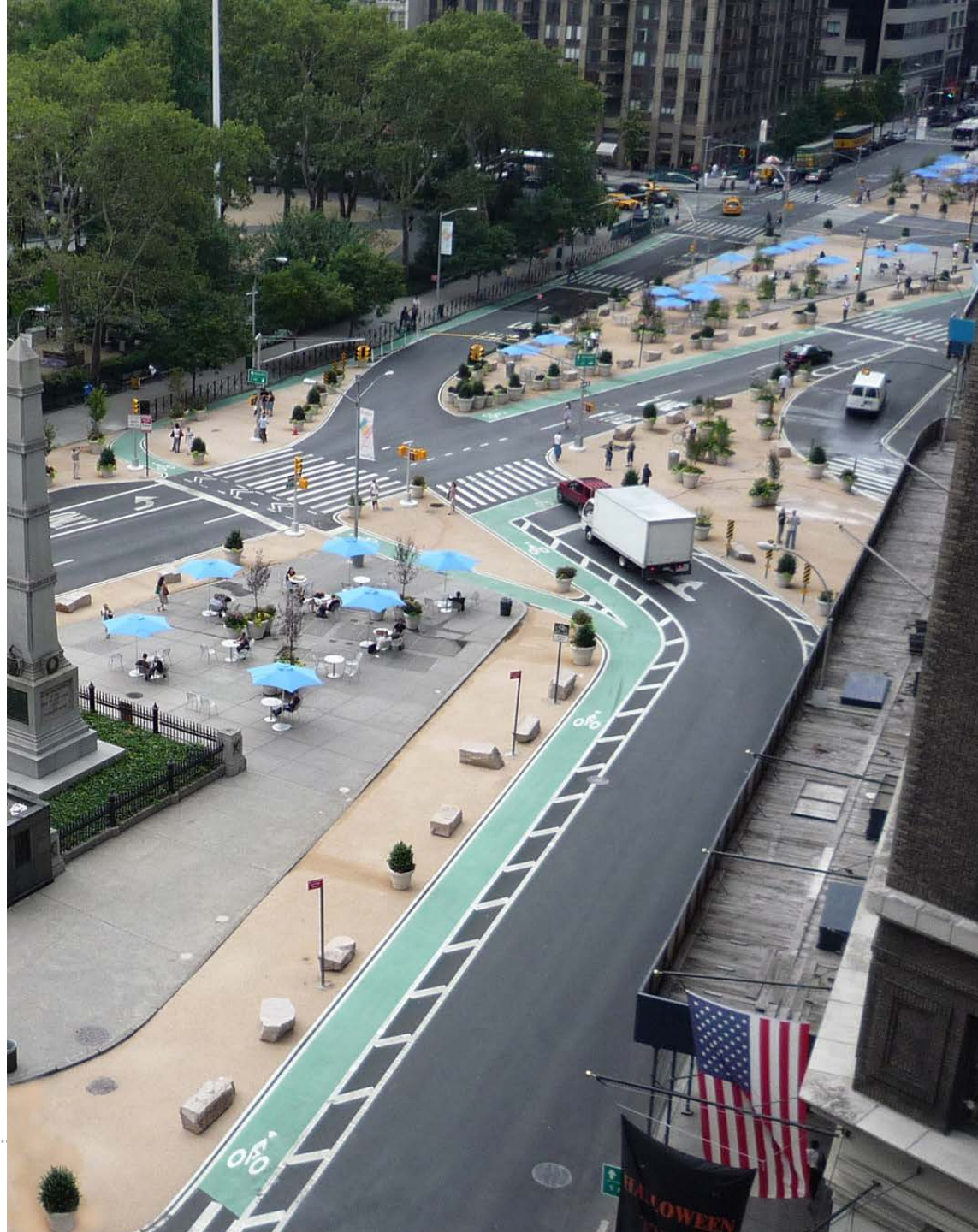
1. **Intro to NYC DOT & the Big Jump**
(15 minutes)
2. **Break Out Discussions**
(20-30 minutes)
3. **Group Share Back**
(15-20 minutes)



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

BUILD IT FOR ISABELLA

ISABELLA: 12 YEARS OLD AND READY TO RIDE

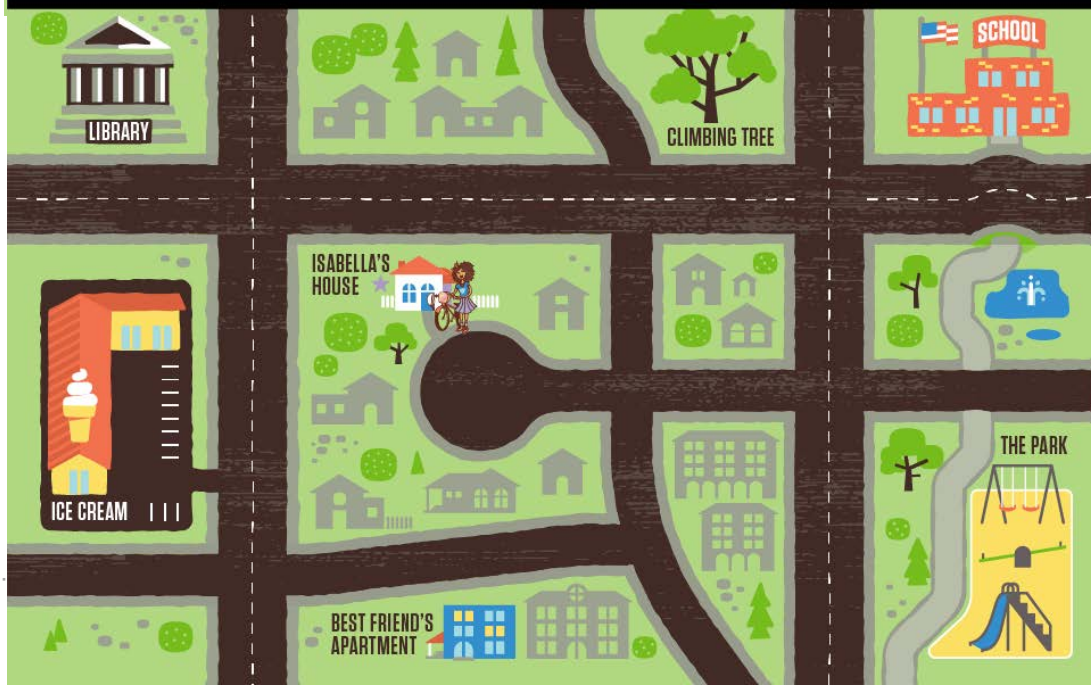
Meet Isabella. Like most girls her age, she is exploring her independence.

She just started 7th grade and loves doing cartwheels in the grass with her friends and sharing her life through Instagram. She is ready to travel her world by bike, but is the network ready for her? Isabella wants to bike to school, the library and the ice cream shop, but her mom worries about her getting across or along busy streets. Isabella likes to ride, but she's still small and her skills aren't fully developed. She's sometimes a little wobbly and it's hard for her to see over parked cars near intersections.

What does Isabella need to ride safely around her world?



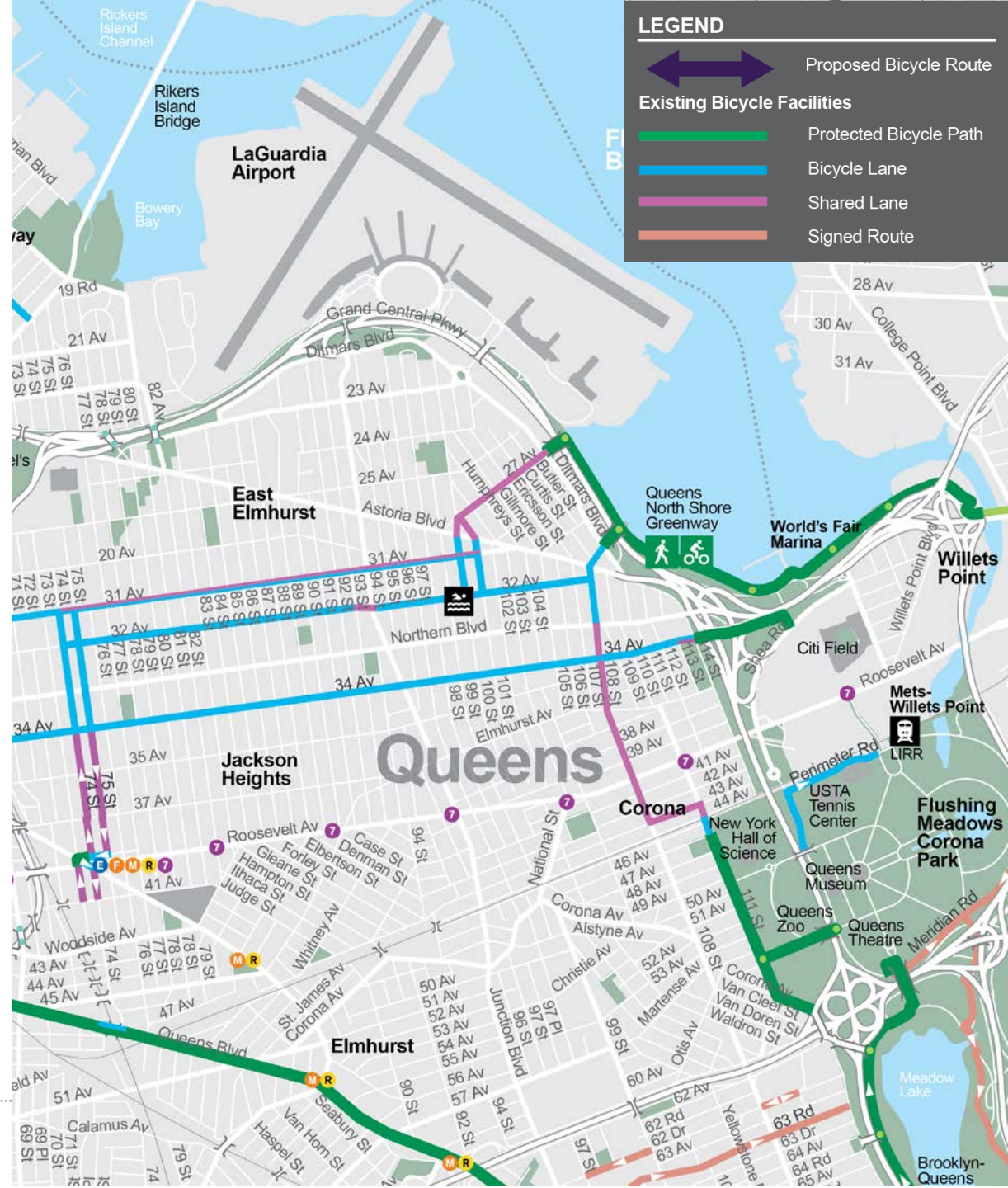
ISABELLA'S WORLD



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

Flushing Meadows Corona Park



Queens Blvd

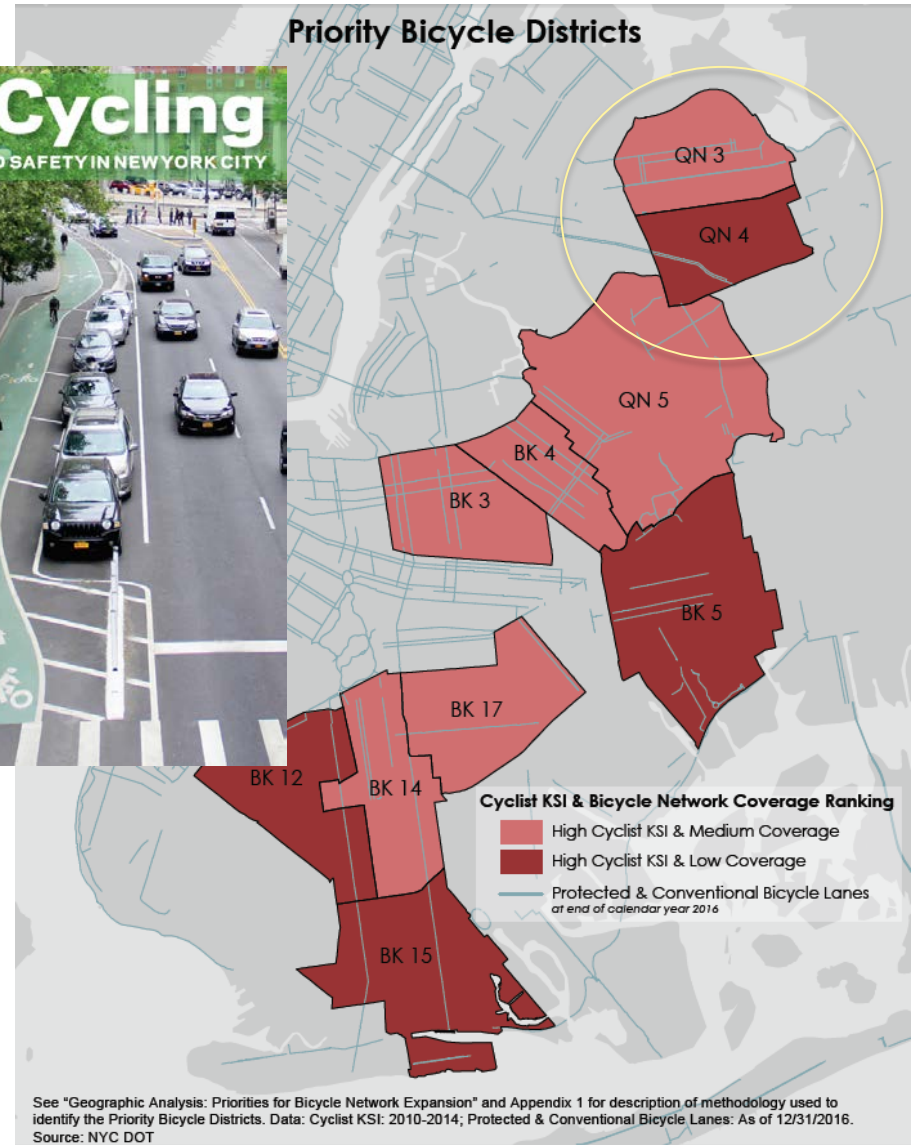
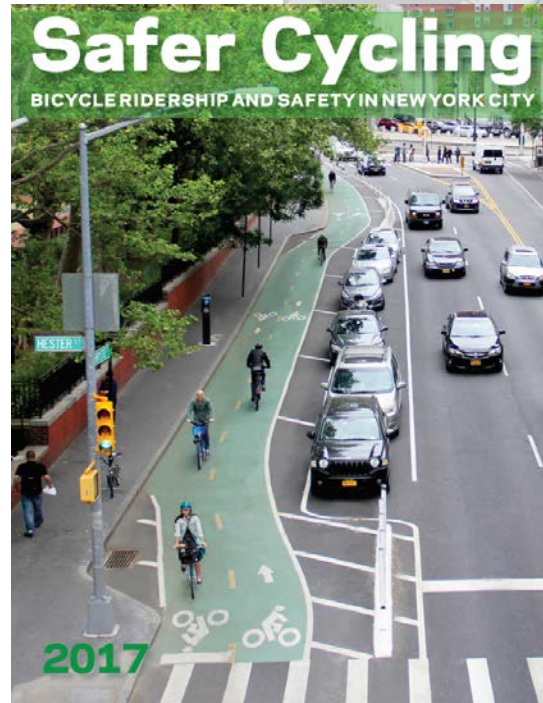


PROJECT FOCUS AREA

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?

many bikers don't follow traffic signals.
I've been hit by one before

too many reckless drivers (especially city bus drivers!)
sadly!

Cars do not look when they open their door

... cars parked on lanes, bike road not maintained, drivers not yielding to bikes, drivers not seeing bikes as obstacles

I don't want to get hit!

Because it is not physically separated.

The roads are too narrow

Bike lanes aren't secure enough

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?

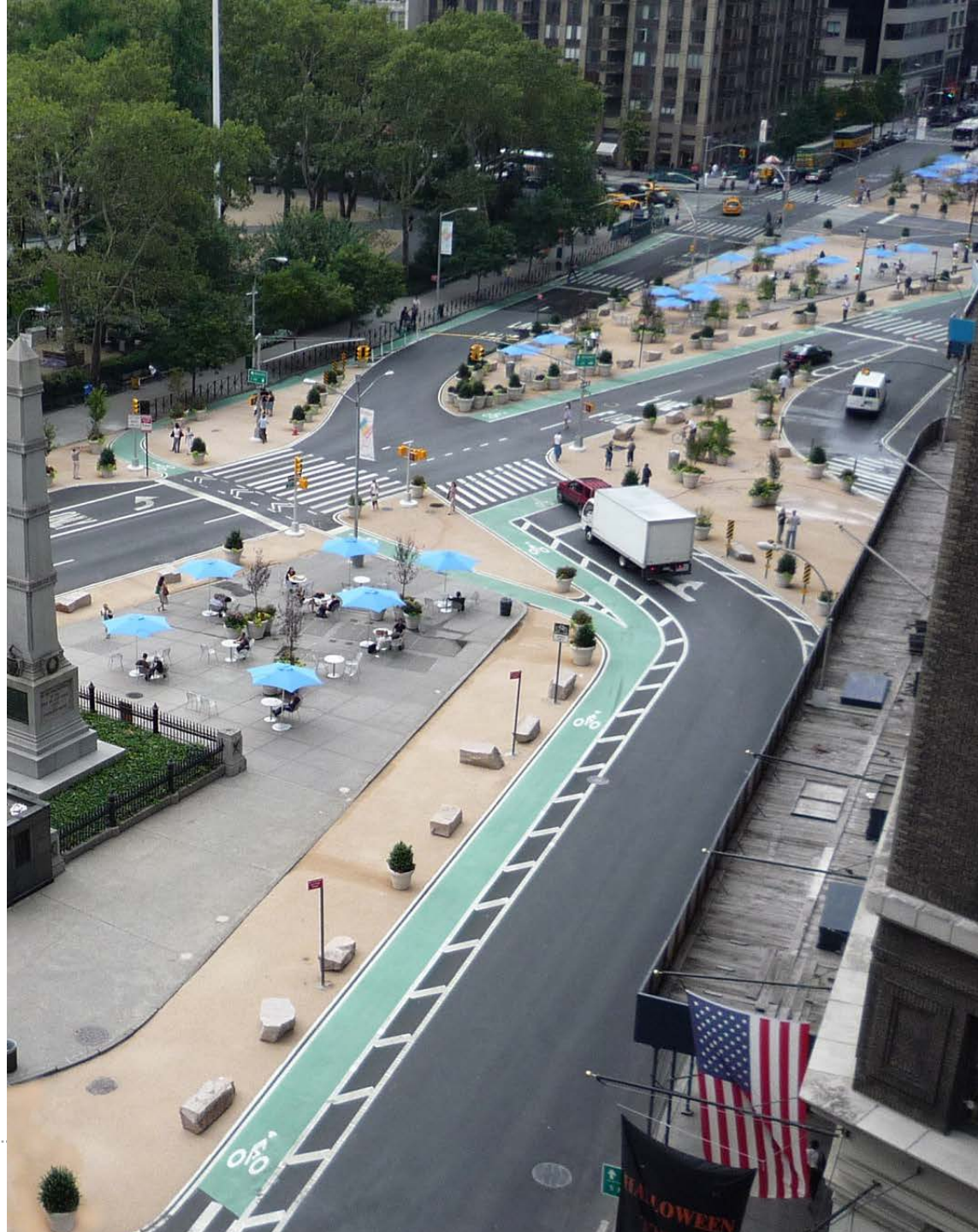


WHAT WE CAN DO

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?



NYC DOT



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