



THE BIG JUMP

Community Advisory Committee Meeting

April 25, 2018



Project Recap and Updates

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WHAT IS THE BIG JUMP?

Overview

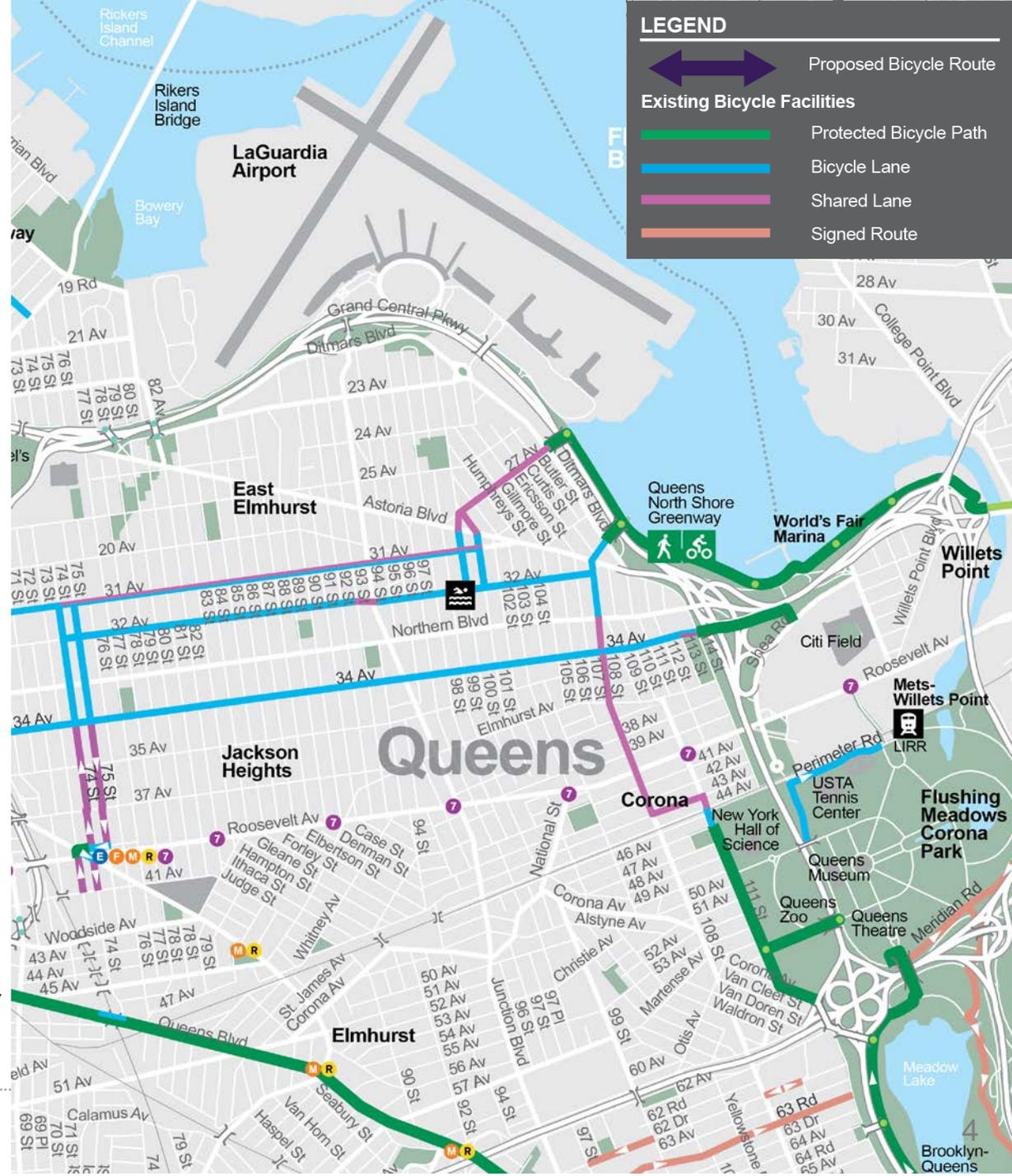
National 3-year program to encourage more people to ride bikes through:

- 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



Charles B. Wang Health Fair



East Elmhurst Corona Civic Association

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



Free Bike Repairs, Biketoberfest 2017

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



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*)



Bike Light & Bell Giveaway with 110th Precinct, 2017

Intro to Cycling Infrastructure

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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



Irving Ave, Brooklyn
BEFORE



Tremont Ave, Brooklyn,
AFTER

PROTECTED BIKE LANES

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

17% reduction in crashes with injuries

22% reduction in pedestrian injuries

20% drop in total 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.

After



Before



After



Breakout Sessions

3

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?



NYC DOT



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