



# THE BIG JUMP!

New York City Department of Transportation  
Queens Community Board 3 Transportation Committee, December 10, 2018

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**Background**

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# The Big Jump

## 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*



# The Big Jump: Safety

## WHAT IS THE BIG JUMP?

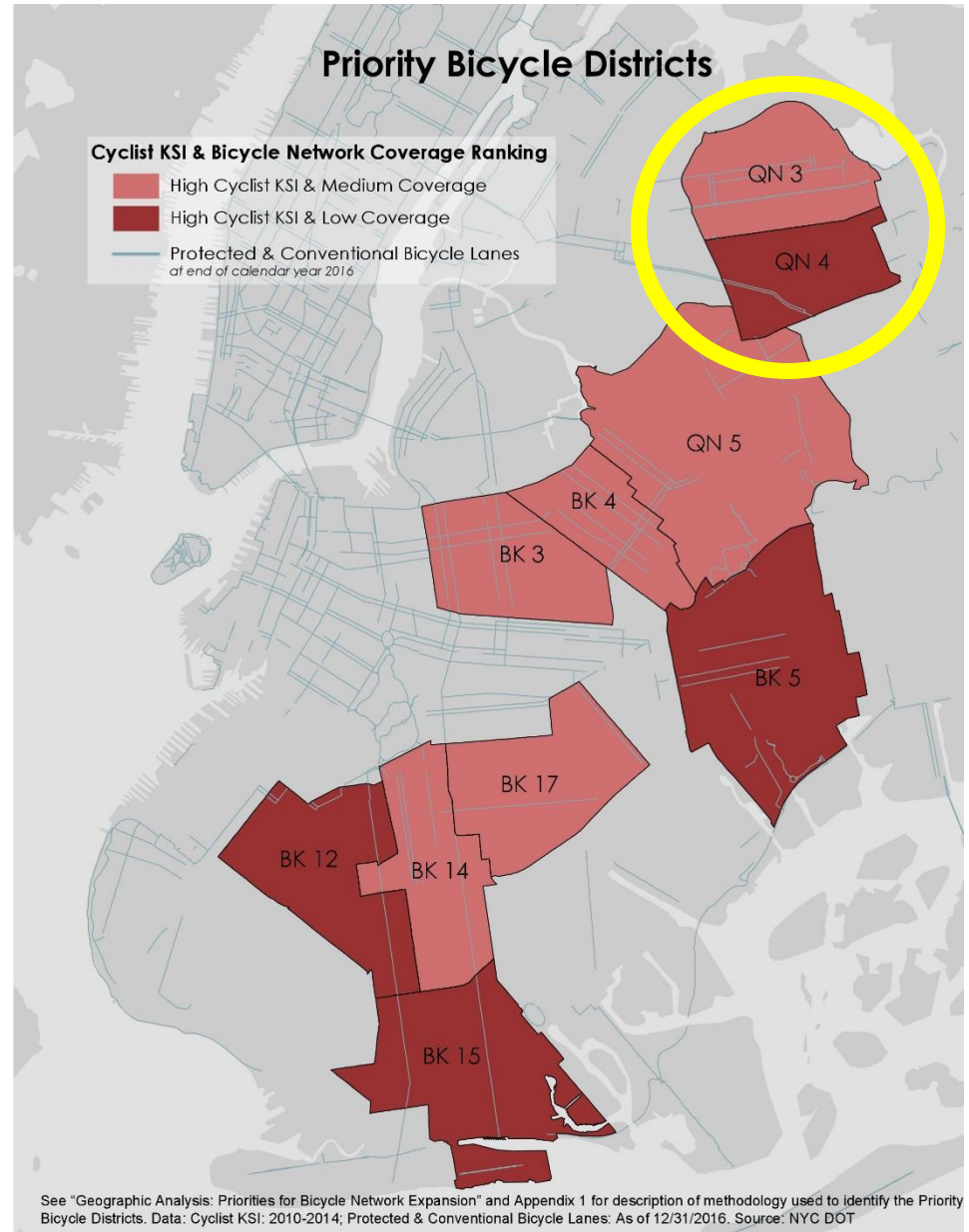
### Safety in Numbers

*Safer Cycling* (2017) report found that as biking goes up, the risk of cycling goes down.

Cyclist KSI declined by 17% within the bike share zone after one year of operation, despite a recorded 8.2 million bike share trips in the first year of operation.

### Bike Lanes Effectively Improve Safety

Between 2006 and 2016, only 11% of cyclist fatalities occurred on streets with a bicycle facility.





# The Big Jump: Partners

## Building Healthy Communities Grantees Update

### Elmhurst Hospital



***Bike With A Doctor and Free Helmet  
Giveaway event reached over 95 people.***

### BiCi



***Bicycle education sessions taught in English,  
Spanish and Bengali in Corona and Elmhurst  
with approximately 30 participants each.***

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# Planning Process

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# The Big Jump: Community Engagement

**2200** conversations with residents



**596** sign-ups to monthly newsletter  
sharing events and participation opportunities

**27** bike-related art workshops through  
Immigrant Movement International funded  
through the Big Jump Project

**25** individual meetings with institutional  
stakeholders and groups

**18** local events meeting people where they  
are, such as at Farmer's Market and the CB 3  
Health Fair and light giveaways with NYPD





# The Big Jump: Feedback

## Compliance

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

## Parking

More bike parking needed, especially near transit

## Bike lanes

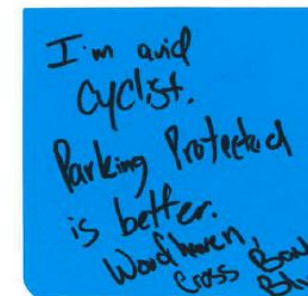
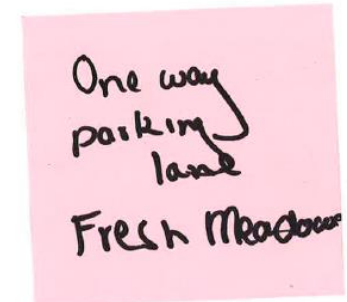
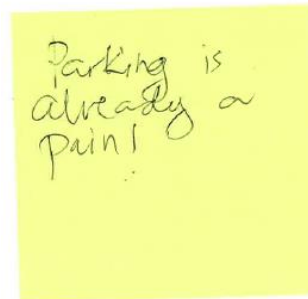
Interest in adding more on-street lanes

- Preference for protected lanes
- Preference for retaining all vehicular parking and capacity

**May be incompatible!**



**On-Street Cyclist Education with NYPD**





# The Big Jump: Outcomes

**400+** opportunities to participate in cycling encouragement activities



**100+** new City Racks installed



**\$25,000** in privately-funded grants to local groups including Elmhurst Hospital



**Planning process** to expand and enhance local bike network



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# Conceptual Bike Network Development

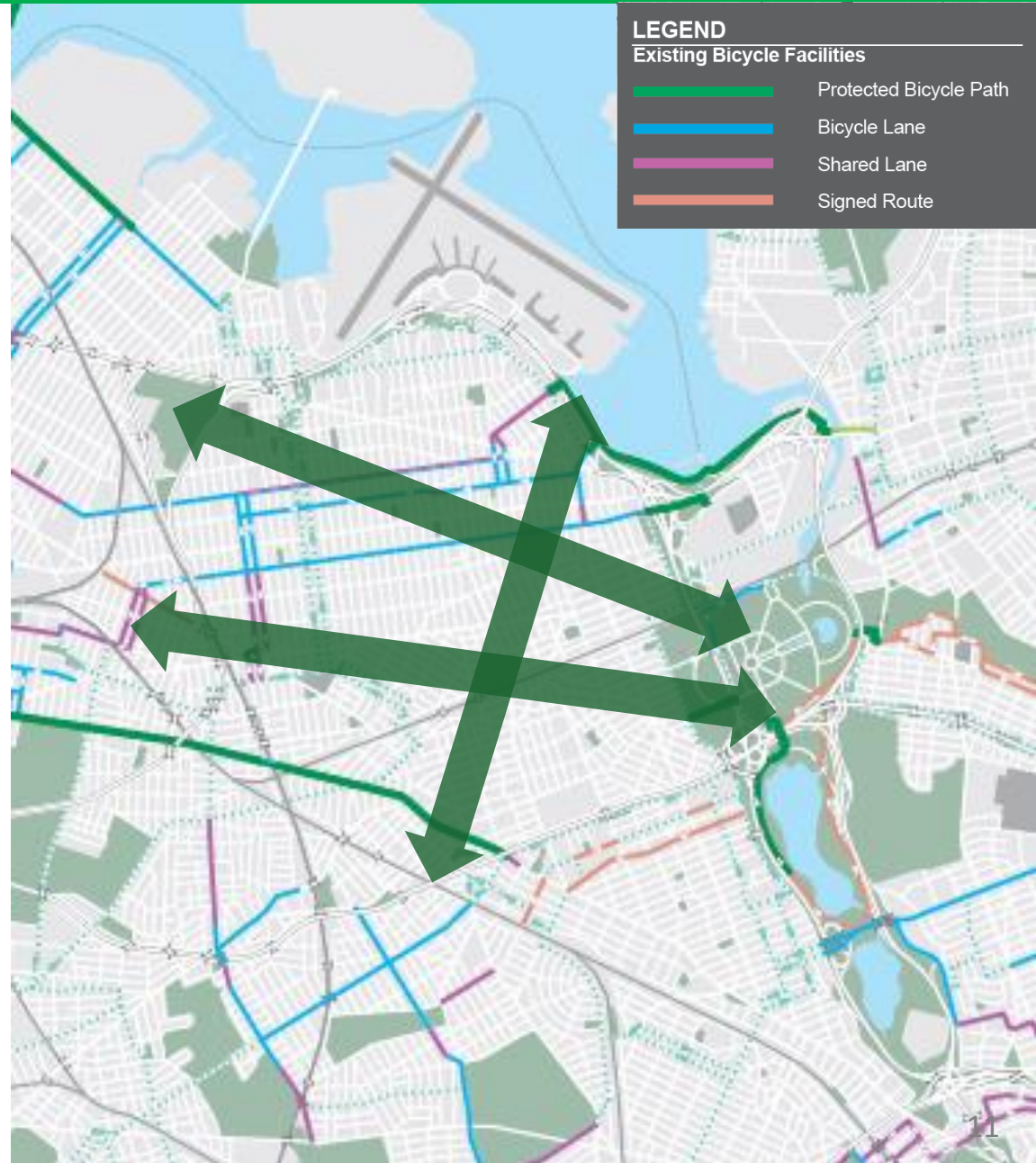
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# The Big Jump: Network Gaps

## 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, Woodside, etc.



# The Big Jump: Bicycle Lane Types

## Shared

Primarily serve as wayfinding;  
Alert drivers to watch for bikes;  
Mark space to pass



## Conventional

Discourage speeding;  
Increase predictability;  
Space to pass in lane



## Protected

Discourage speeding;  
Fully separates cars and bikes;  
Requires most space & trade-offs



Crashes with people walking are  
**40% less deadly**  
on streets with conventional bike lanes



# The Big Jump: Potential Projects

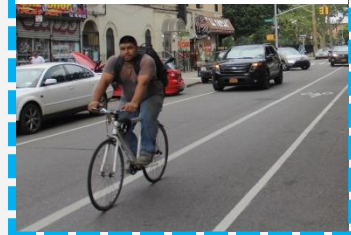
**Goal:**  
Complete network with coverage roughly every 1/4 mile

**Challenges:**  
1. Grid  
2. Space  
3. Barriers to crossing (e.g. Roosevelt Av)

Protected



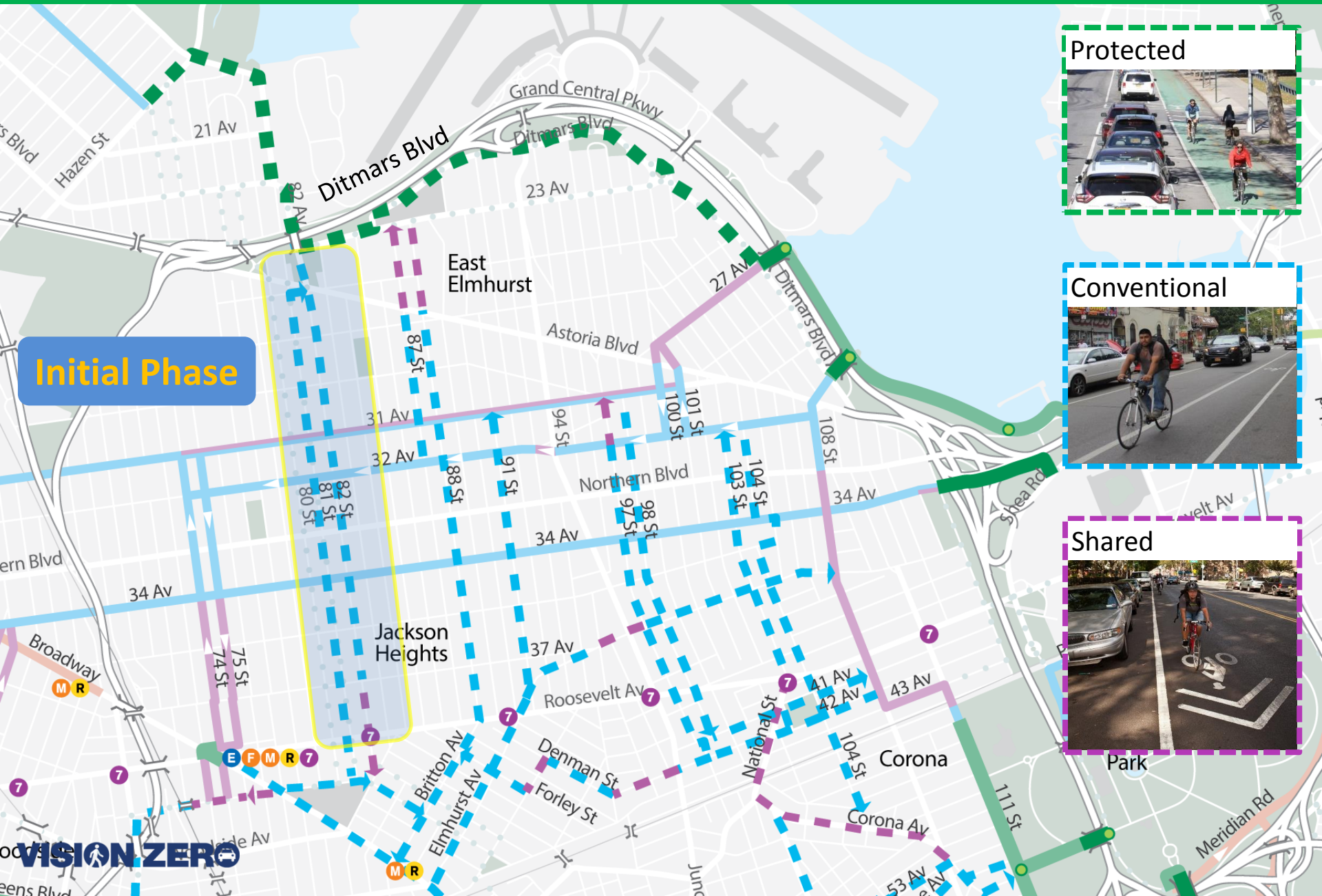
Conventional



Shared



# The Big Jump: Queens CB 3

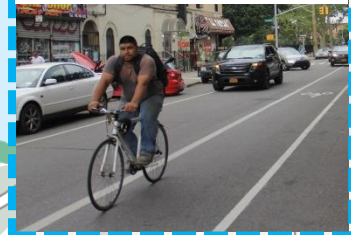


Initial Phase

Protected



Conventional



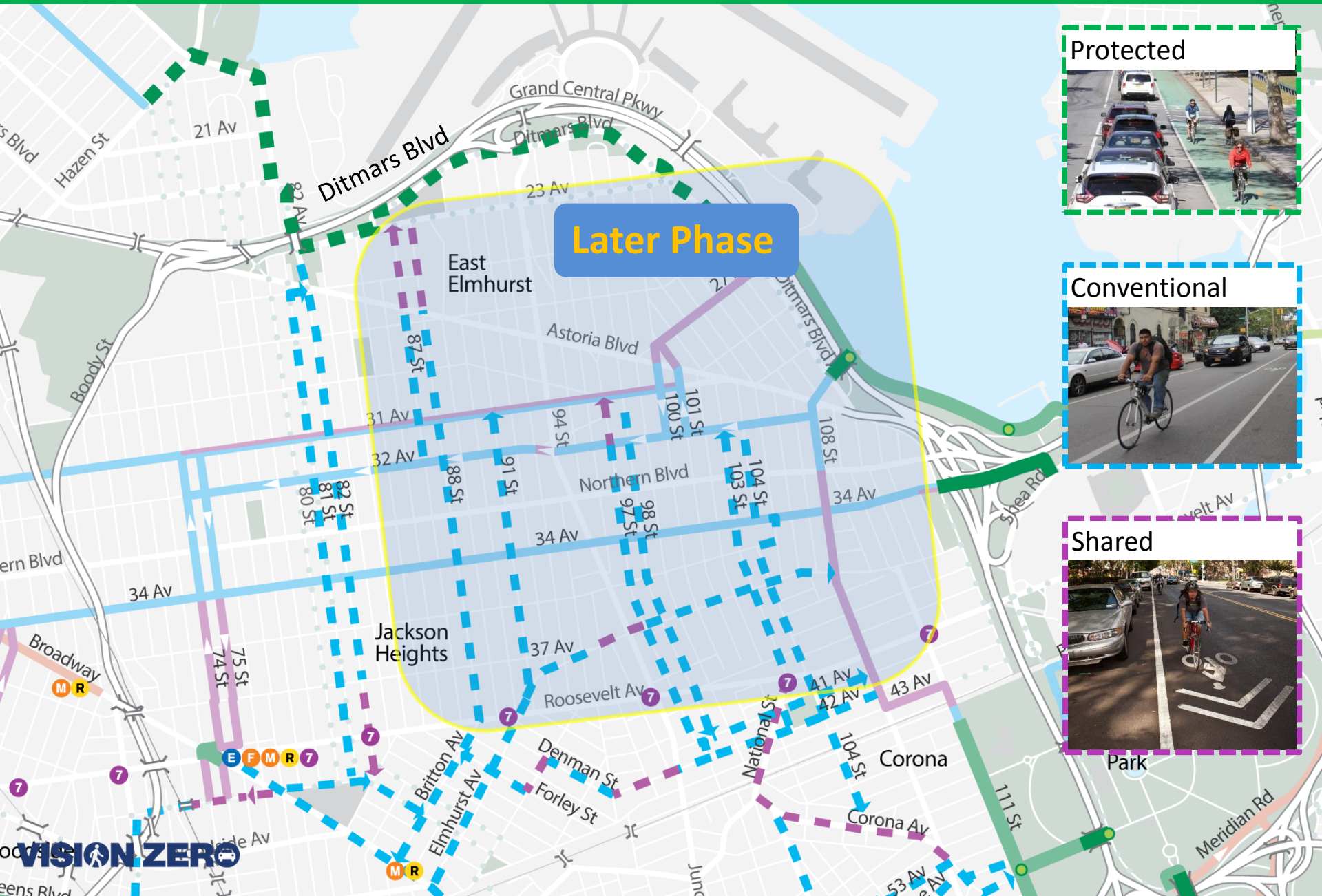
Shared



Park



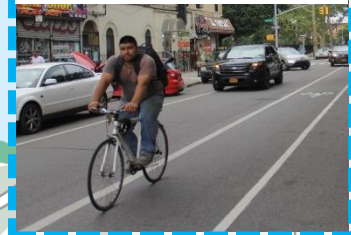
# The Big Jump: Queens CB 3



Protected



Conventional

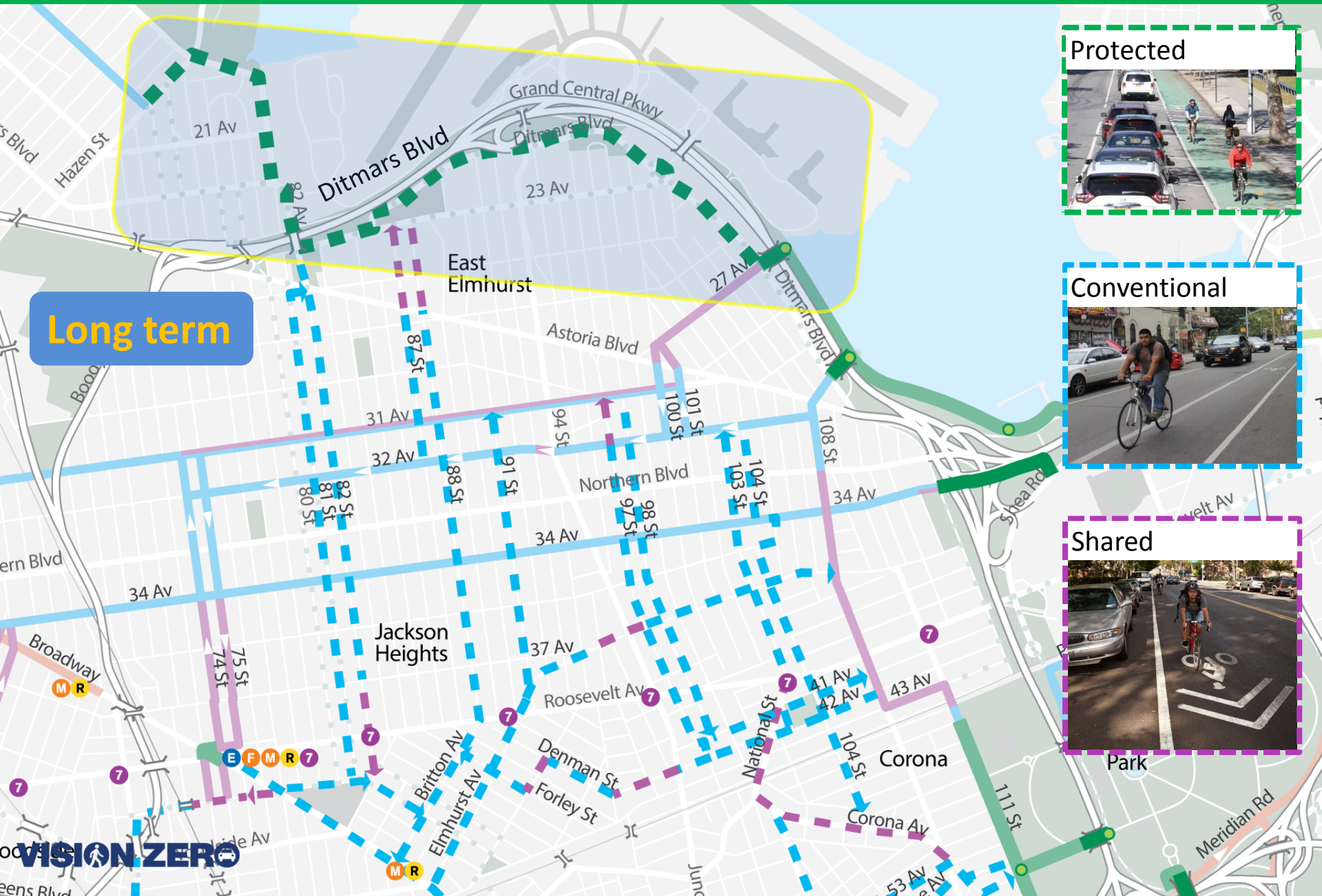


Shared



Park

# The Big Jump: Queens CB 3

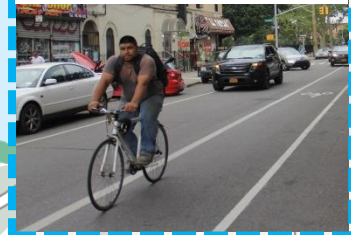


Long term

Protected



Conventional



Shared



Park



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**Typical Design**

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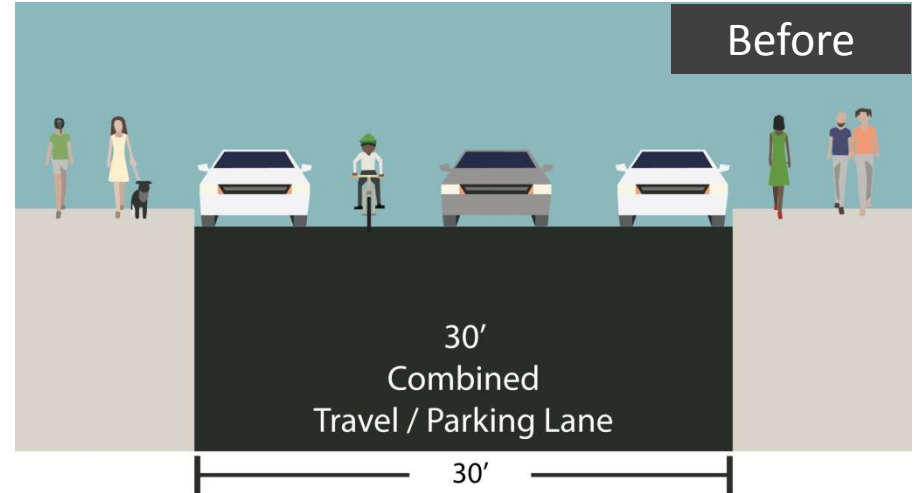
# Typical Design

Typical 30 Ft-Wide Street (e.g. Queens)



Before

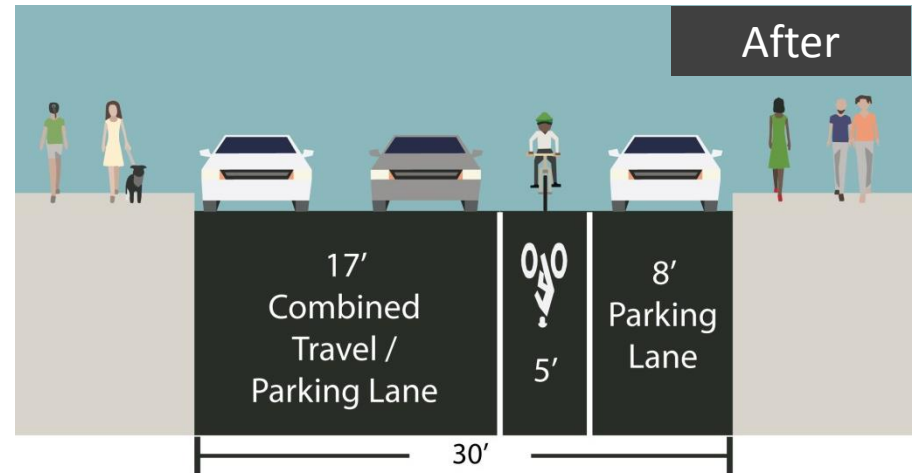
Typical 30 Ft-Wide Street



Before



After



After

No Parking Loss  
Number of Travel Lanes Remain The Same



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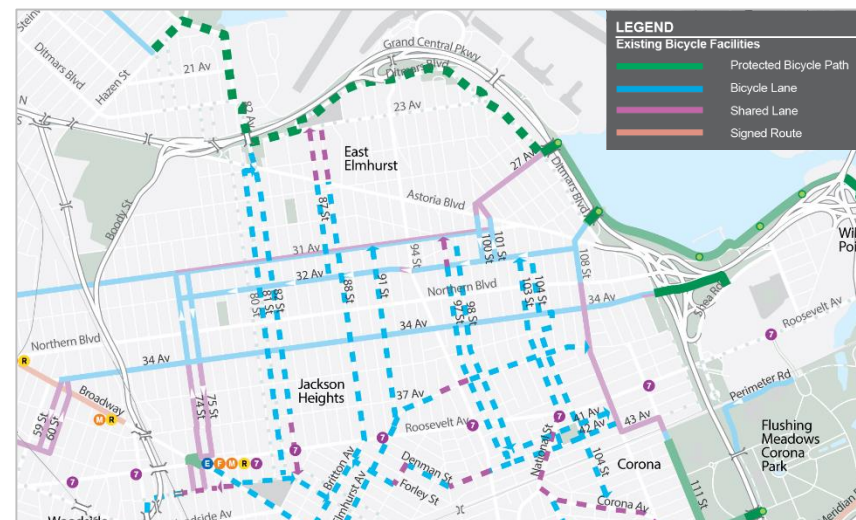
**Summary**

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# The Big Jump: Summary

## PROJECT BENEFITS

- Improve **safety** of all road users
- **No parking or lane removal**
- Increase **bicycle network** coverage
- Create new **connections** to jobs, parks, neighborhoods, and existing bicycle facilities
- Foster **community-driven** planning process





# THANK YOU!

## Questions?



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