



THE BIG JUMP!

New York City Department of Transportation
Queens Community Board 4 Transportation Committee, January 15, 2019

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?

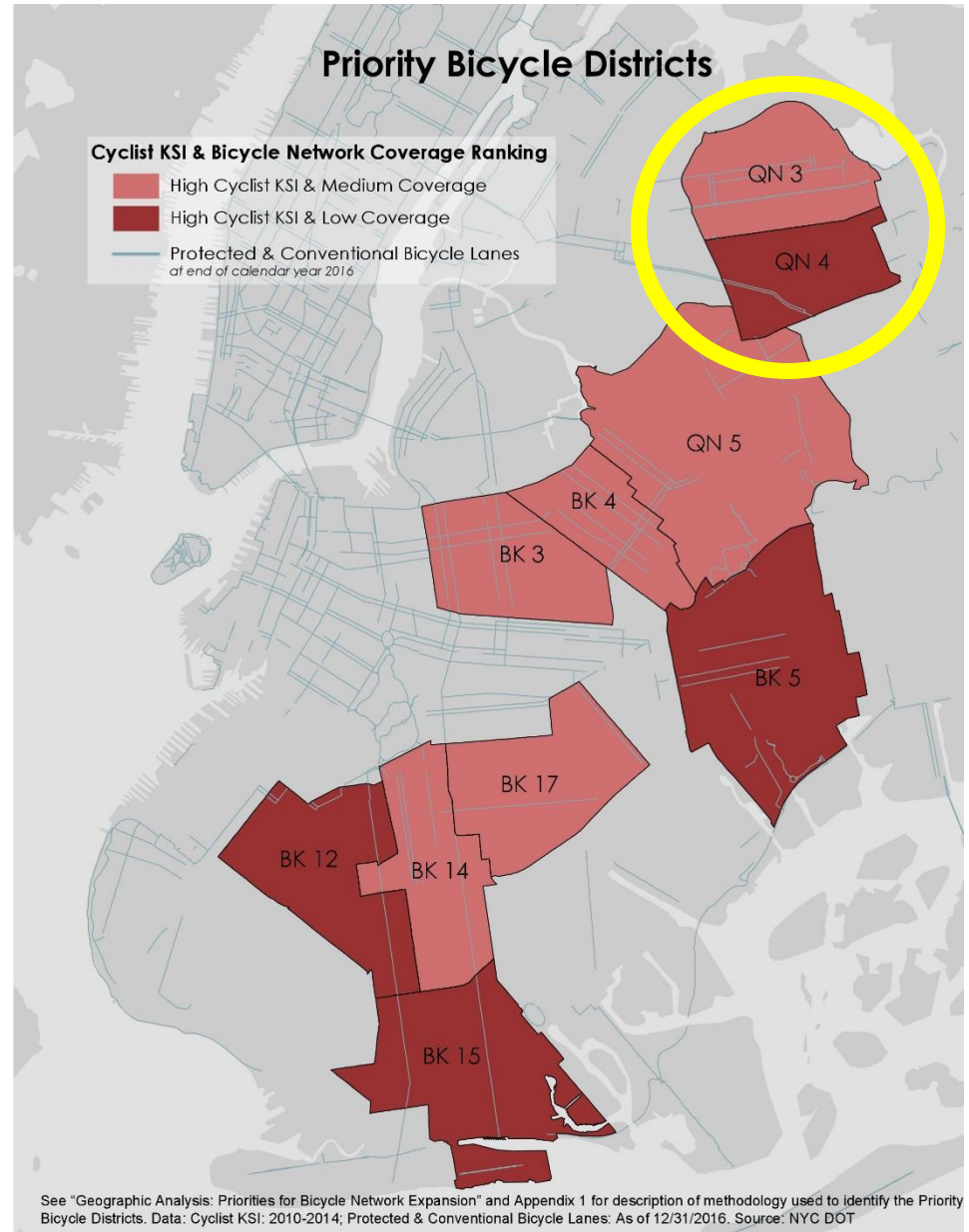
Safety in Numbers

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.***

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 Intercept Survey at Corona Plaza

Parking is
already a
pain!

One way
parking
lane
Fresh Meadows

I'm and
cyclist.
Parking Protected
is better.
Woodhull
cross Bay
Blvd

The city
must do more
to protect
cyclists.

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



2017 Cycling Safety Study

Educational Programs and Enforcement

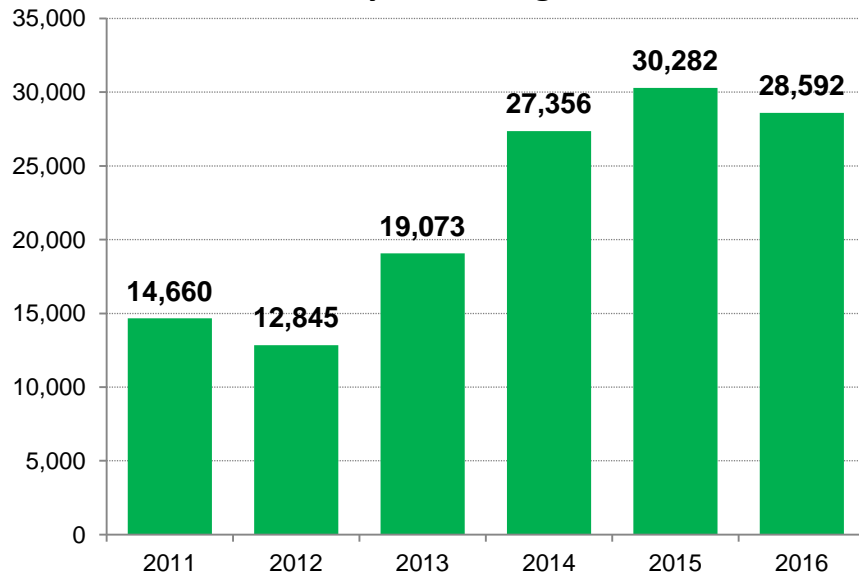
Action Plan

- DOT, NYPD, and NYC DOHMH developed a comprehensive set of enforcement and education initiatives to continue to improve bicycle safety
- Focus and deploy enforcement resources to intersections with high rates of cyclist KSI
- Tailor enforcement to address the most dangerous driver and cyclist behaviors

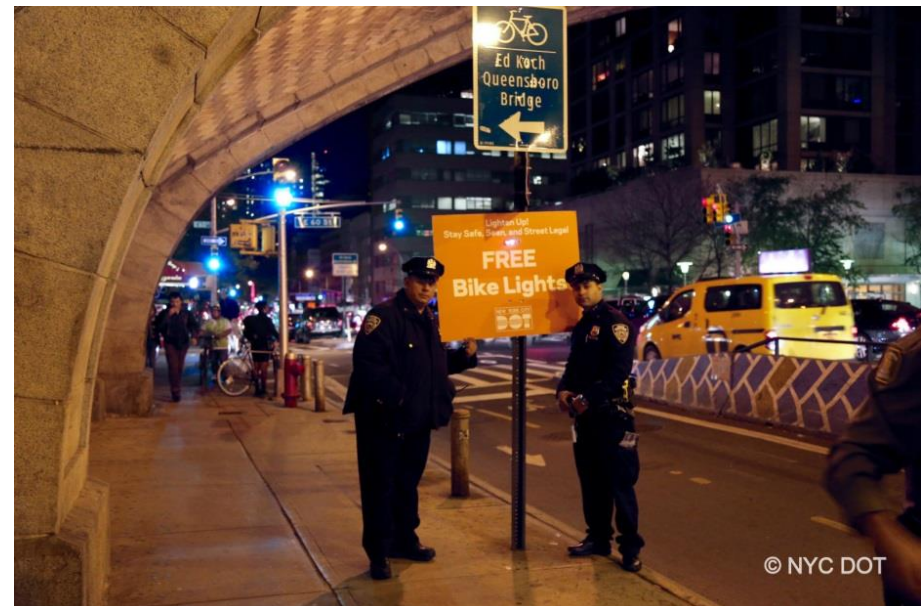
Bike lights, bell, and Bike Smart giveaway:

While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

NYPD: Bicycle Moving Violations



On-Street Cyclist Education with NYPD



Light giveaway at Queensboro Bridge

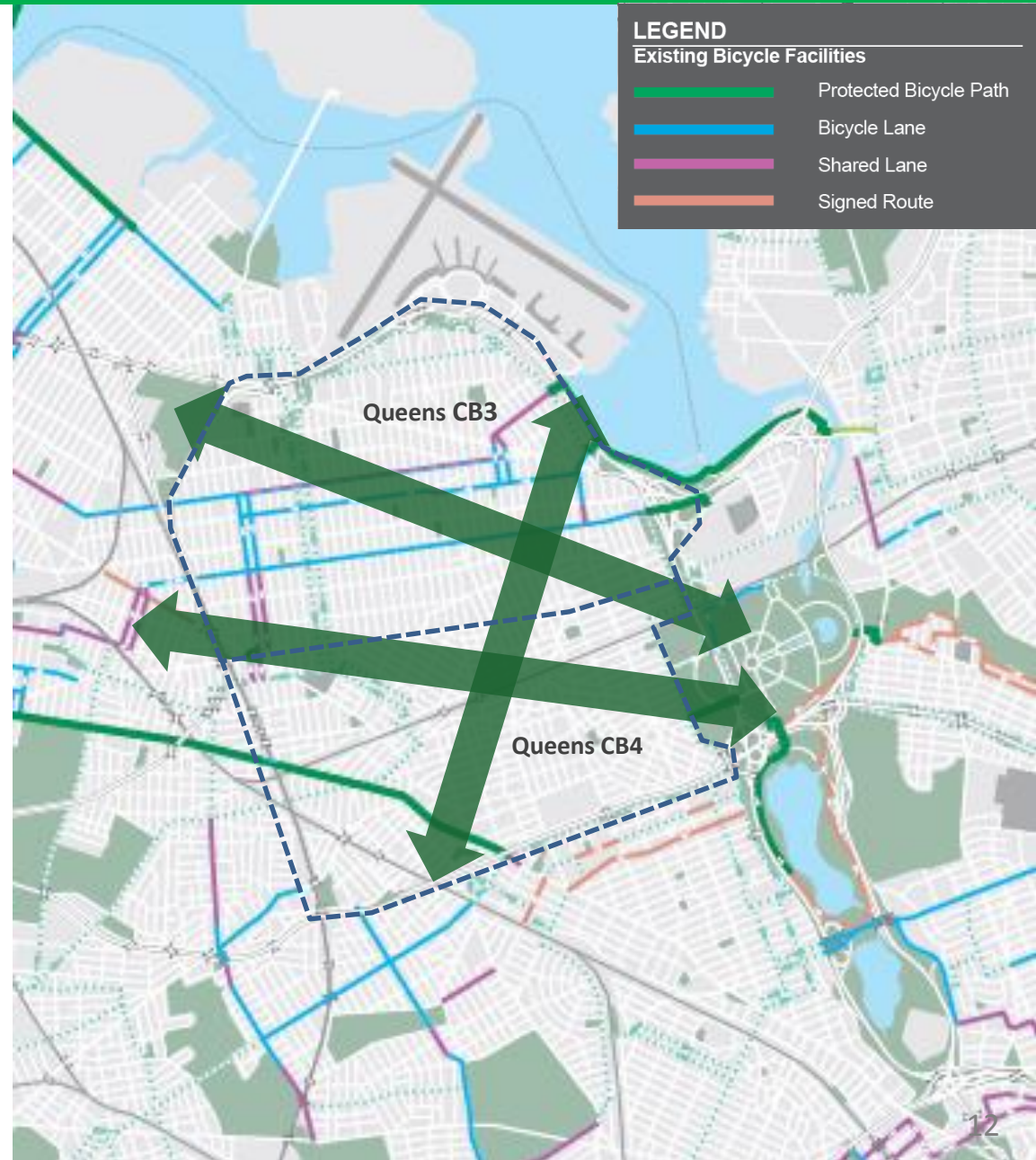
Conceptual Bike Network Development

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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

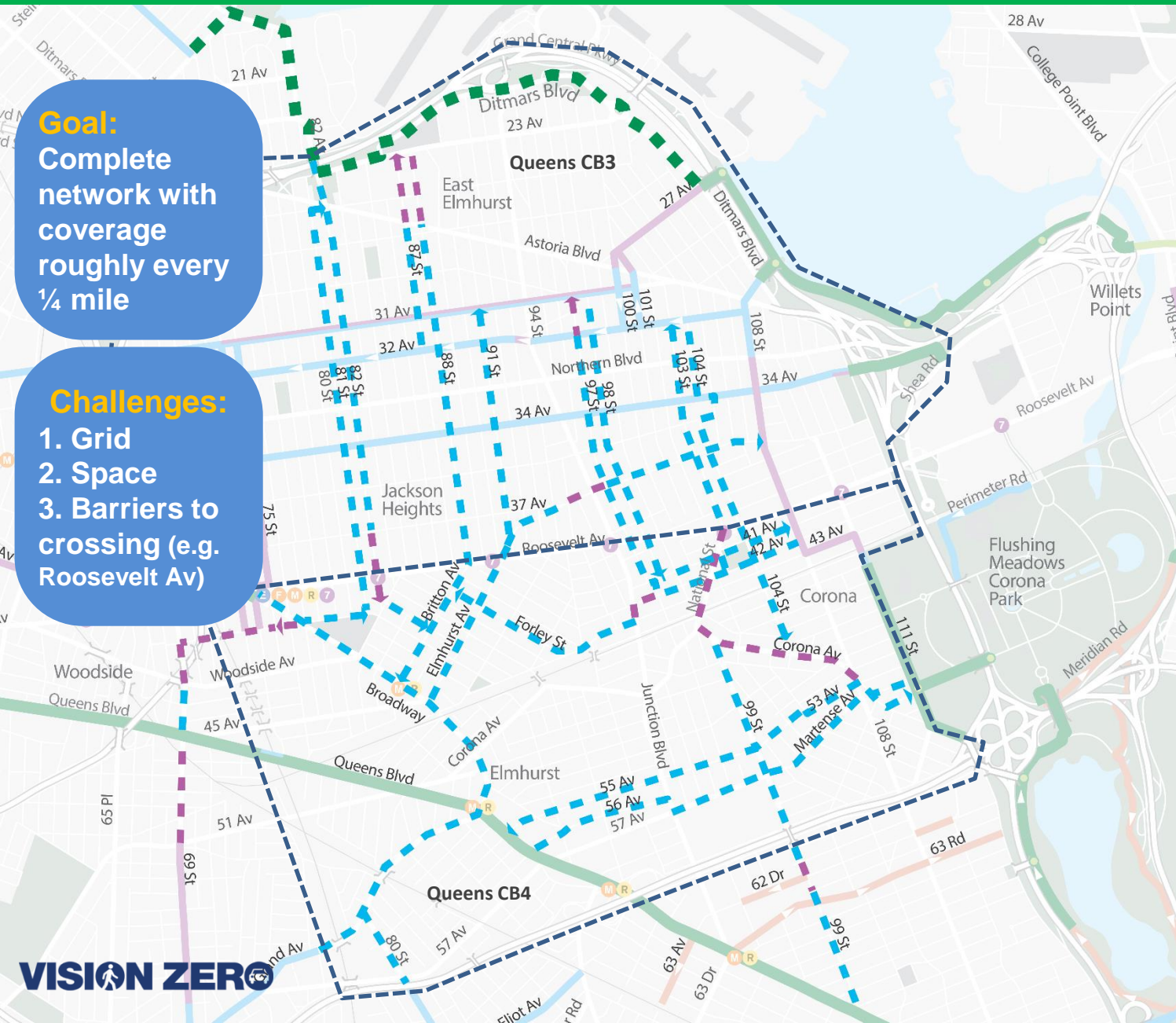


Crashes with people walking are
40% less deadly
on streets with conventional bike lanes

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

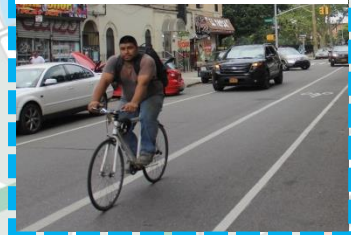


The Big Jump: Queens CB 4

Initial Phase

**No Parking Loss
Number of Travel Lanes
Remain The Same**

Conventional



Shared



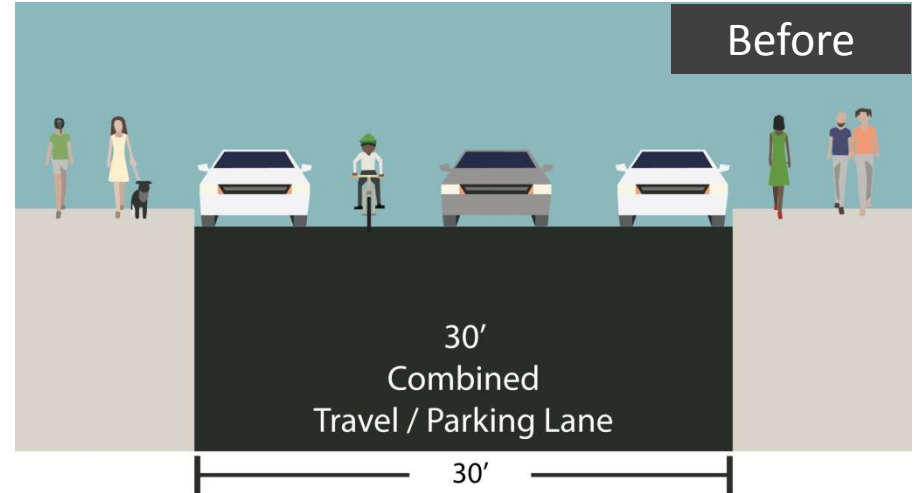
Typical Design

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



Before

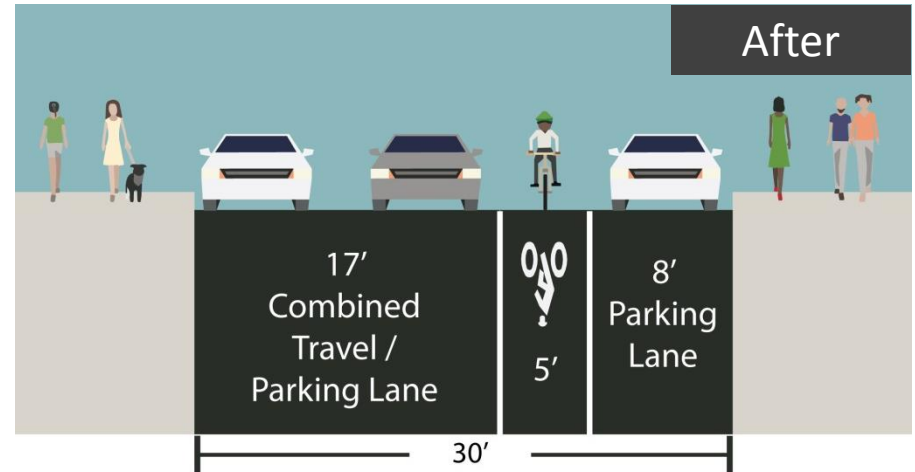
Typical 30 Ft-Wide Street



Before



After



After

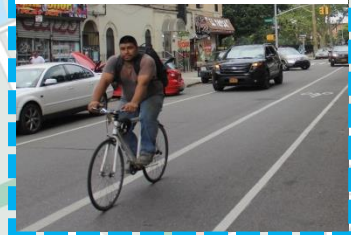
**No Parking Loss
Number of Travel Lanes Remain The Same**

The Big Jump: Queens CB 4

Later Phase

No Parking Loss
Number of Travel Lanes
Remain The Same

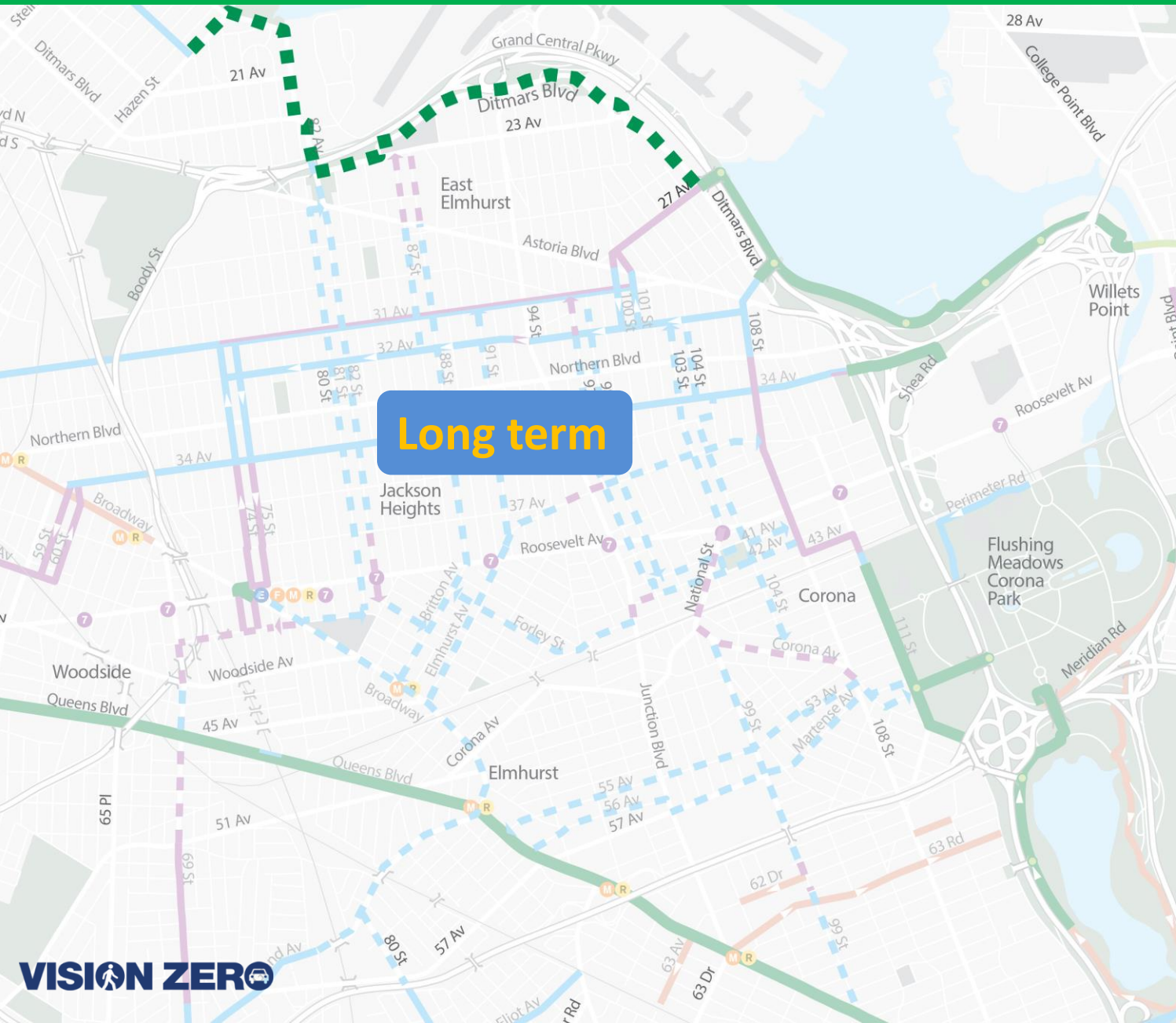
Conventional



Shared



The Big Jump: Potential Projects



Protected



Conventional



Shared



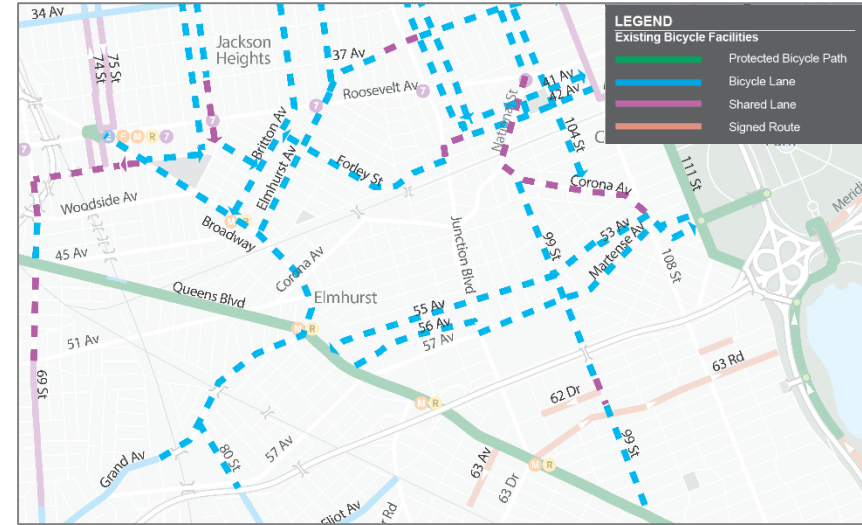
Summary

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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
- Respond to **community-driven** planning process



The Big Jump: Next Steps

Continuing The 3-Year Process

- Continue to work with the community
 - Community board, community groups, businesses, advocates, etc.
 - Focus group(s) on February 21, 2019 for community members and February 25, 2019 for businesses.
- Continue to work with police department to address education and enforcement issues.
- Return to Queens Community Boards 3 & 4 with revised routes based on public input.



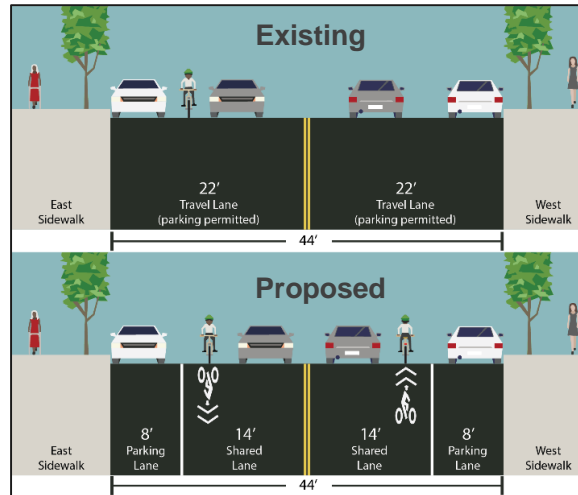
Appendix

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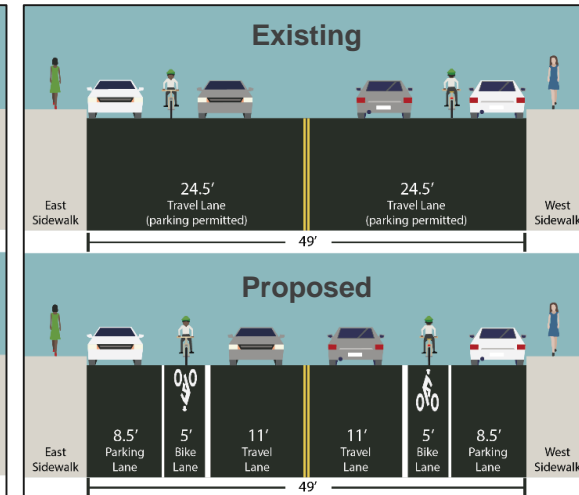
Appendix – Grand Ave/80 St Design



Existing Conditions: Grand Ave looking west at 83rd St



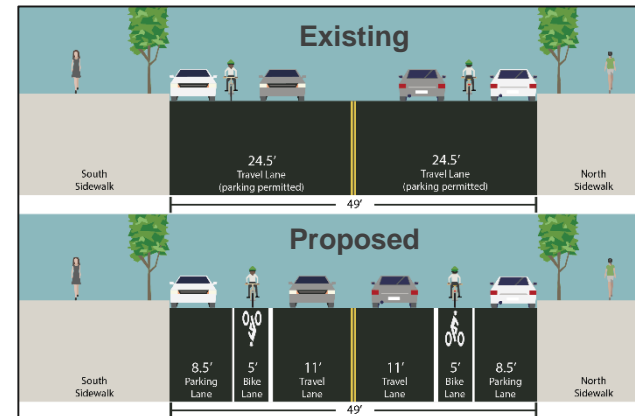
80th St: 54th St to Grand Ave



80th St: 57th St to 54th St



Proposed Configuration: 263rd St, Queens



Grand Ave: 74th St to Queens Blvd

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT