



THE BIG JUMP!

New York City Department of Transportation
Queens Community Board 3 Transportation Committee, March 12, 2019



Project Background

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The Big Jump: Overview

The Big Jump

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 BENEFITS

- Improve **safety** of all road users
 - **No parking or lane removal**
 - Increase **bicycle network** coverage
 - Create new **connections** to:
 - **Existing bicycle facilities:** Queens Blvd, 32 Ave, 34 Ave
 - **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
- Respond to **community-driven** planning process



The Big Jump: Safety

WHAT IS THE BIG JUMP?

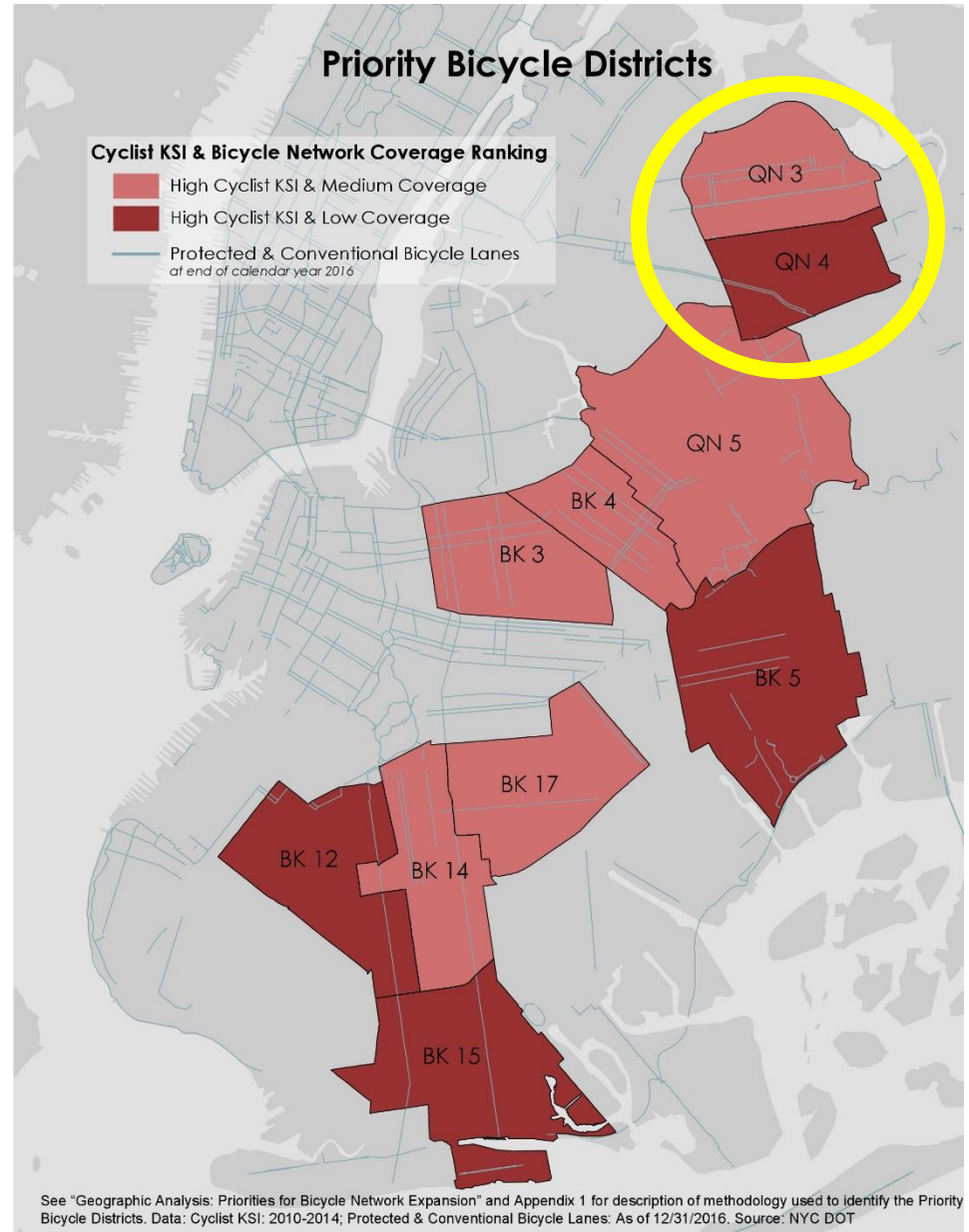
Safety in Numbers

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: Project History

Project Timeline

2017

Big Jump Kickoff meeting

2018

Planning workshops, on-street outreach and tabling at community events engaging hundreds of local residents in both Community Boards 3 & 4

Initial meetings with Community Boards 3 and 4 in September and October providing background on the planning process and offering invitation to upcoming workshops

Presented proposed routes at Community Advisory Committee Meeting in October

Re-visited Community Boards 3 and 4 Transportation Committees in December and January to present conceptual bike network proposal and solicit feedback on potential connections

2019

Met with CM Moya and SS Ramos in February to discuss proposed routes

Spring
2019

Implementation begins



Community Advisory Committee Meeting, April 2018

**Bike Network
Development + Design**

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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

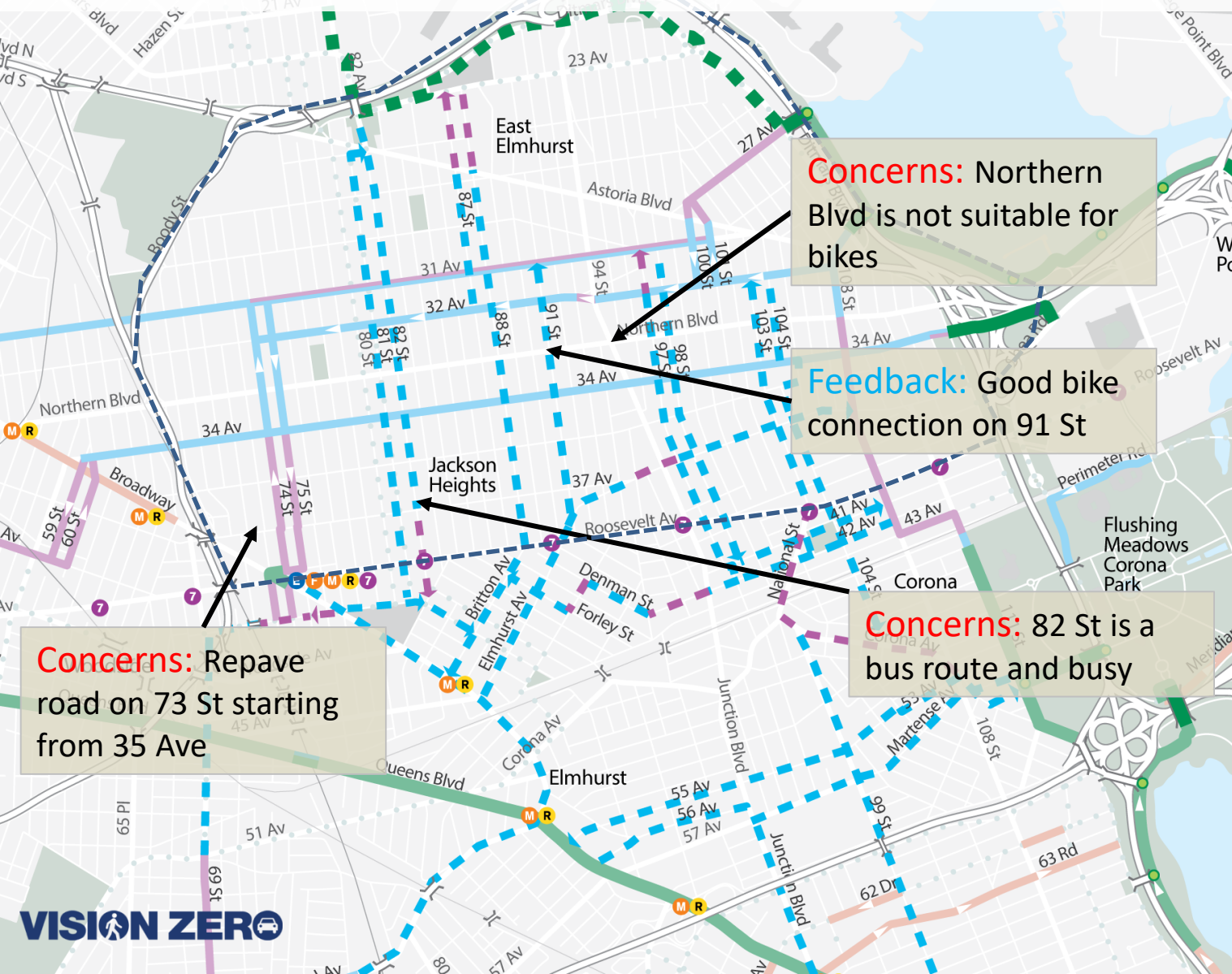
Discourage speeding;
Fully separates cars and bikes;
Requires most space & trade-offs



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

Map of Routes Presented Dec 10, 2018

NYC DOT presented plans for Big Jump neighborhoods at the Community Advisory Committee meeting in October 2018 and has since worked to address concerns received from outreach, online feedback, and Community Board meetings



Concerns: Northern Blvd is not suitable for bikes

Feedback: Good bike connection on 91 St

Concerns: Repave road on 73 St starting from 35 Ave

Concerns: 82 St is a bus route and busy

Bicycle Route Types:



Addressing Community Concerns

We received 46 comments on our online portal about the bicycle routes.

Comment

Concerns: Northern Blvd is not suitable for bikes

Concerns: Repave road on 73 St starting from 35 Ave

Feedback: Good bike connection on 91 St

Concerns: Confusing and difficult to navigate connection from Ditmars Blvd and 31 Dr to the Promenade

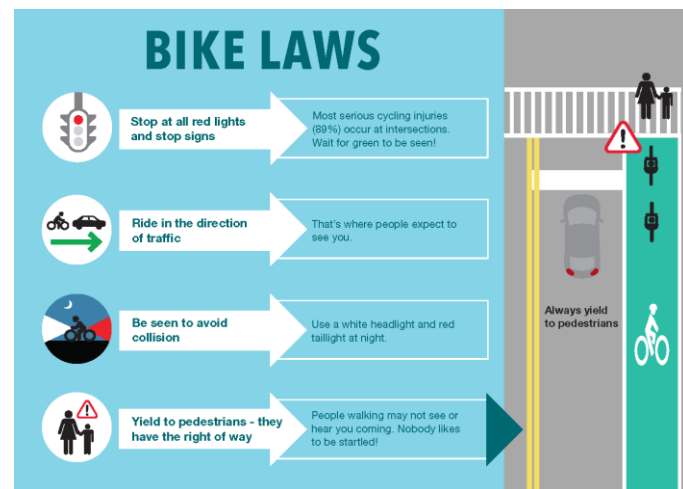
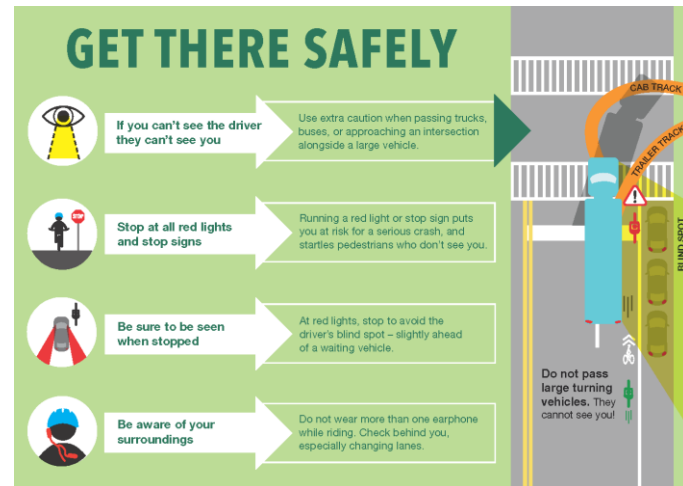
Response

No bike lanes proposed on Northern Blvd as part of this project

Our Roadway Repair & Management team has been notified

We will install a bike lane on 91 St

We will look at additional signage for better guidance



NYC DOT *Get There* campaign educates cyclists on rules of the road and provides tips for navigating around large vehicles

Addressing Community Concerns – Bikes & Buses

The photo below is an example of bicyclists sharing the road with buses and other vehicles. Bike lanes provide a designated space in the street for bicyclists.

Comment

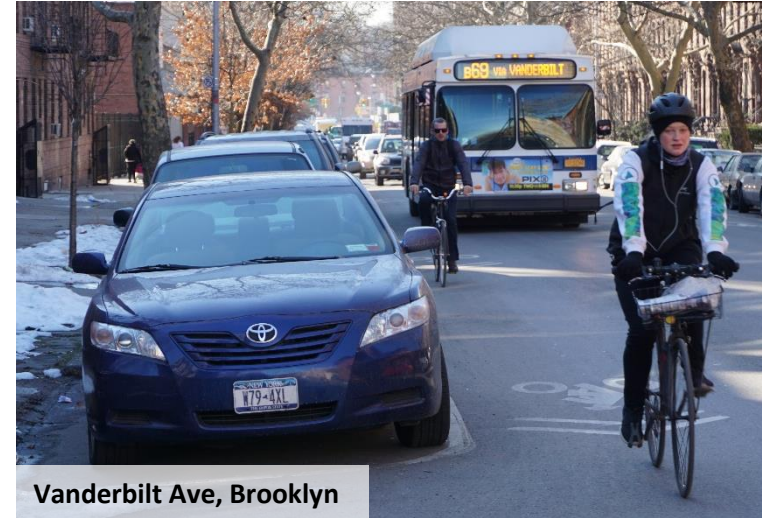
Response

Concerns: 82 St is a bus route and busy

82 St and 37 Ave approaching Roosevelt Ave will be a shared route

82 St between 37 Ave and 41 Ave

Shared lane



Vanderbilt Ave, Brooklyn

Concerns: 82 St is a bus route

We have implemented bike lanes on bus routes before

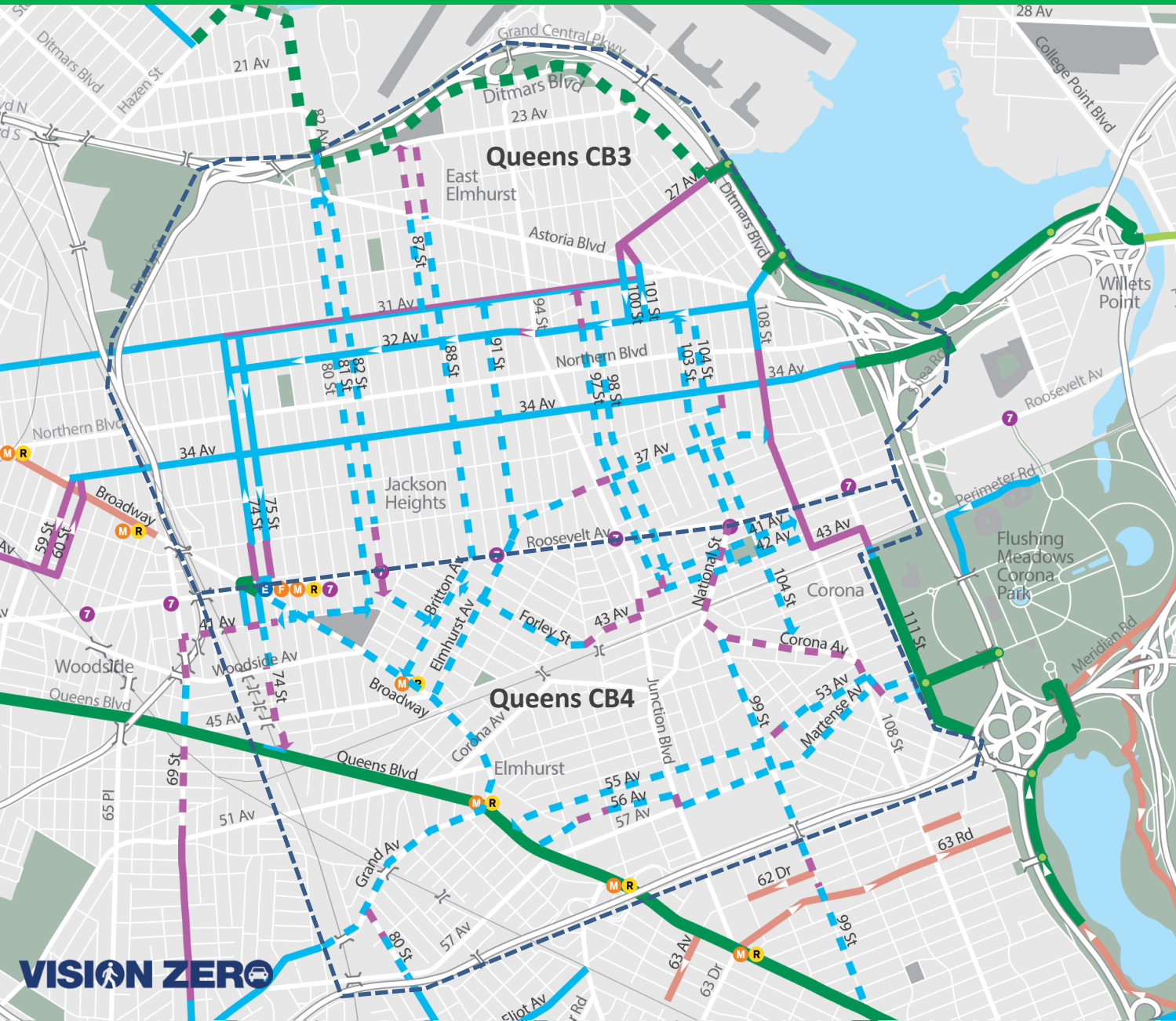
82 St between 37 Ave and Grand Central Parkway

Conventional lane



Classon Ave, Brooklyn

The Big Jump: Bicycle Connections

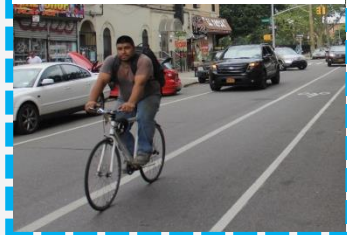


Bicycle Route Types:

Protected



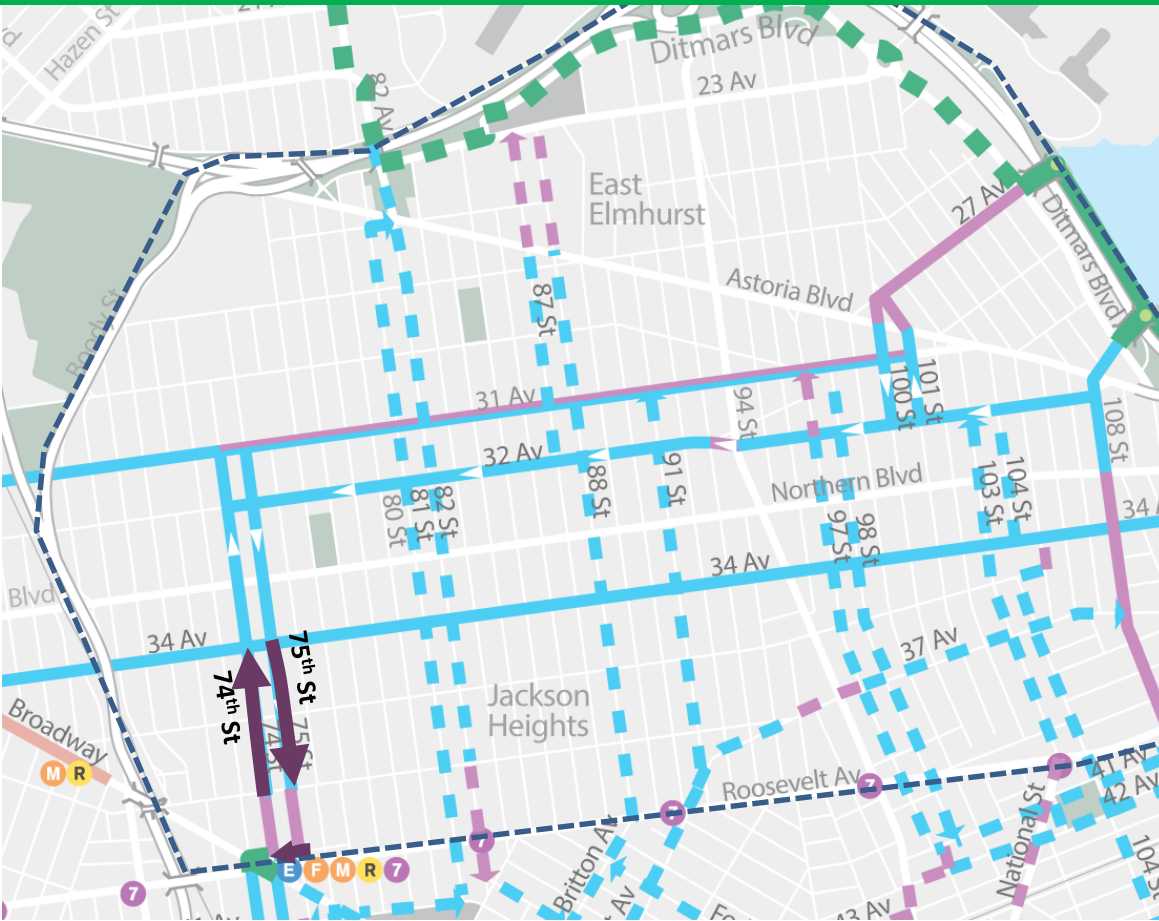
Conventional



Shared

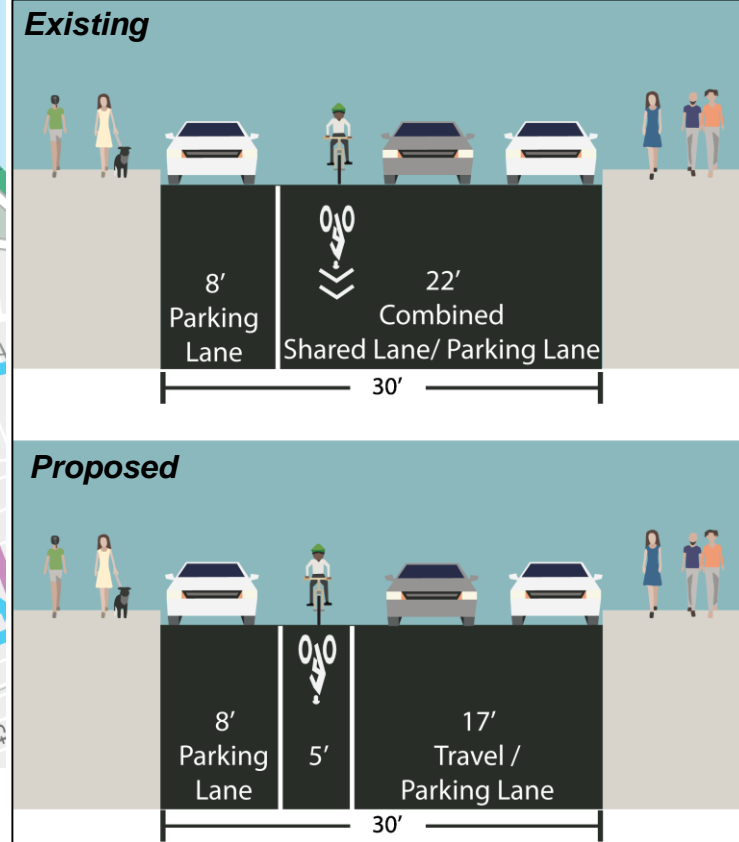


Street Design



Spring 2019 Implementation

74 St, 75 St, 37 Rd

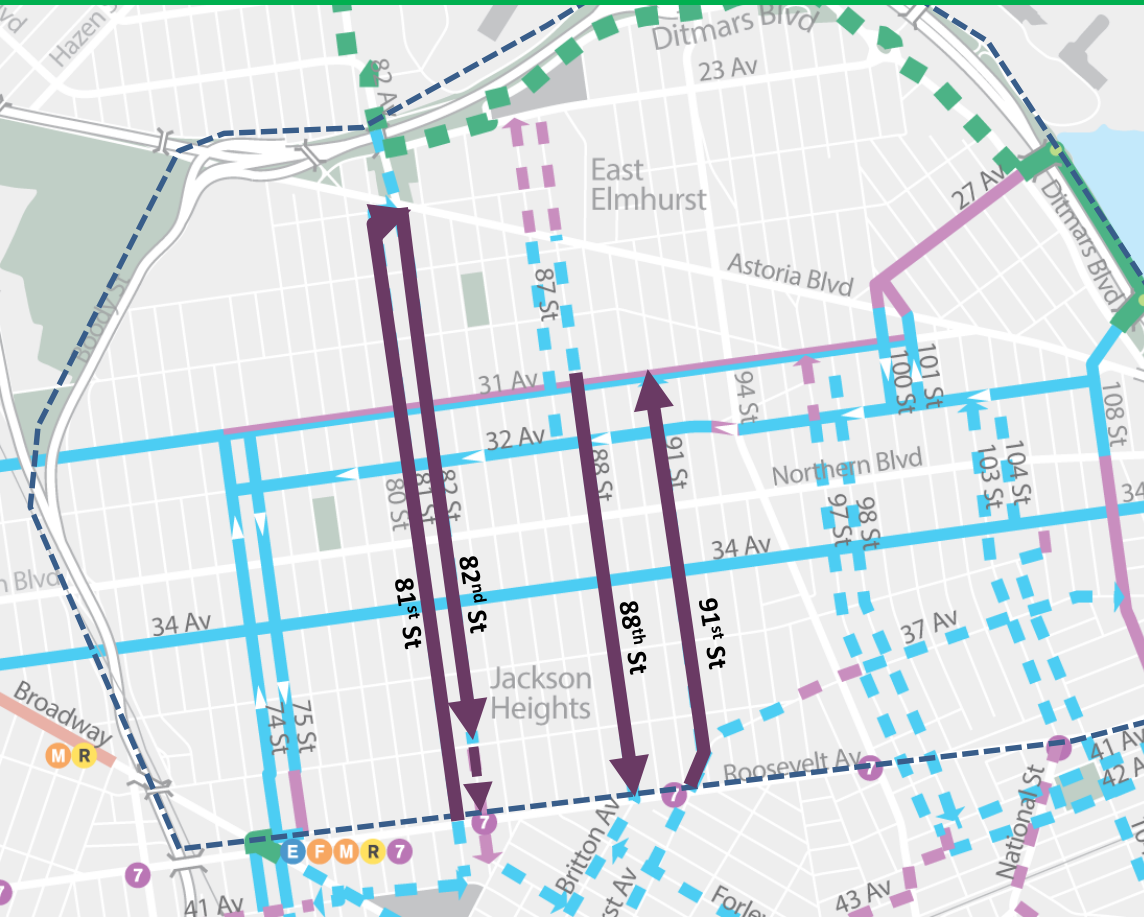


Upgrade existing shared lanes to dedicated bike lanes

- Visually narrows the roadway, **reduces crashes with injuries**
- Create **dedicated space for vehicles and cyclists**
- **Increase predictability** for all road users; provide wayfinding for cyclists

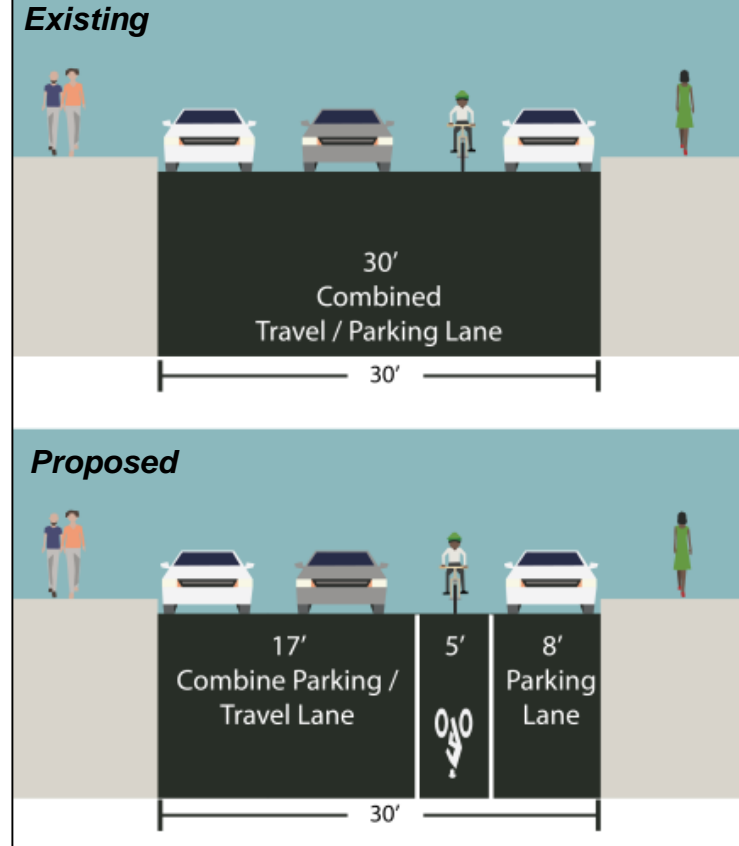
- **No Parking Loss**
- **Number of Travel Lanes Remain The Same**

Street Design



Spring 2019 Implementation

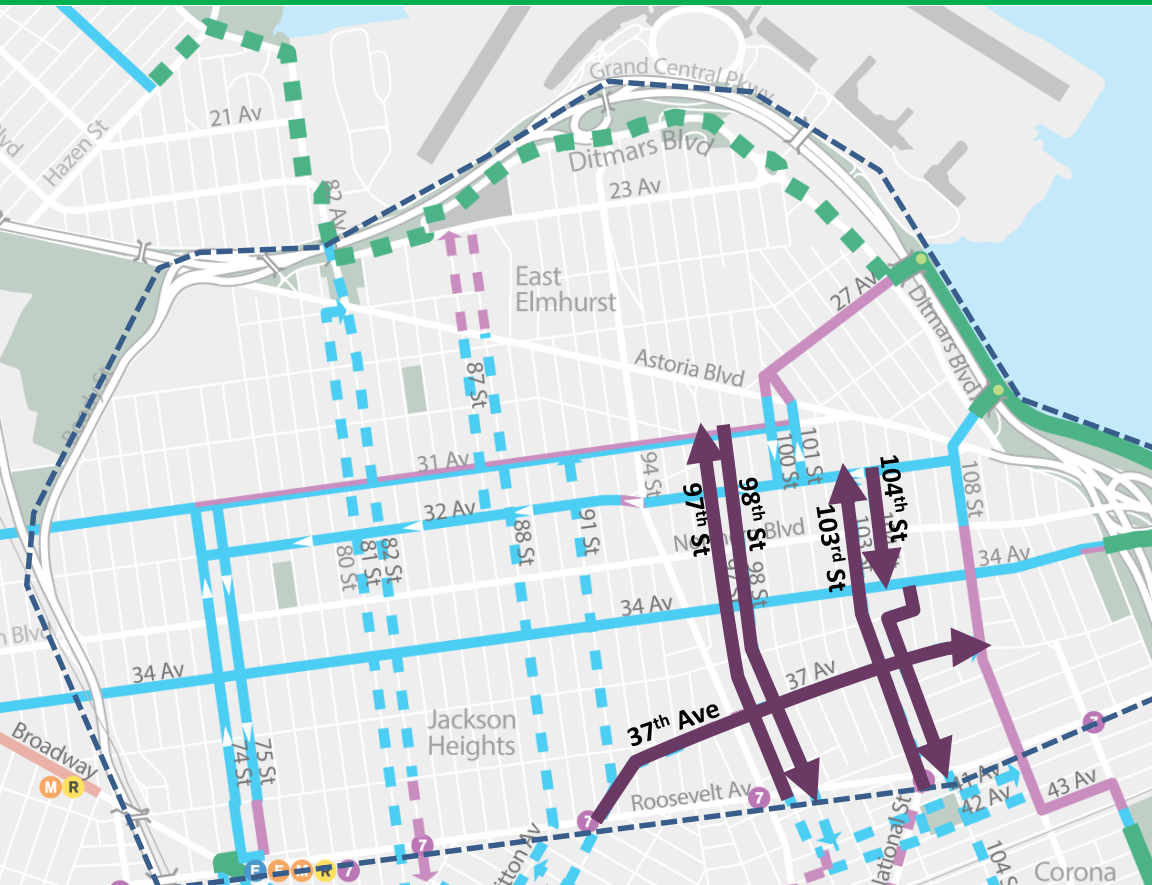
81 St, 82 St, 88 St, 91 St , Elmhurst Ave



Design creates strong north-south connection

- Visually narrows the roadway, **reduces crashes with injuries**
- Create **dedicated space for vehicles and cyclists**
- **Increase predictability** for all road users; provide wayfinding for cyclists
- Install **Shared Lane** on 82nd St between 37th Ave and Roosevelt Ave

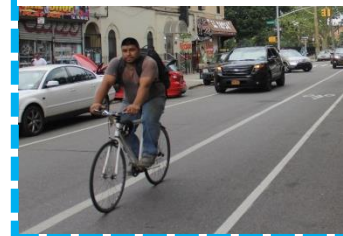
- **No Parking Loss**
- **Number of Travel Lanes Remain The Same**



Fall 2019 Implementation

97 St, 98 St, 103 St, 104 St, 37 Ave

Conventional



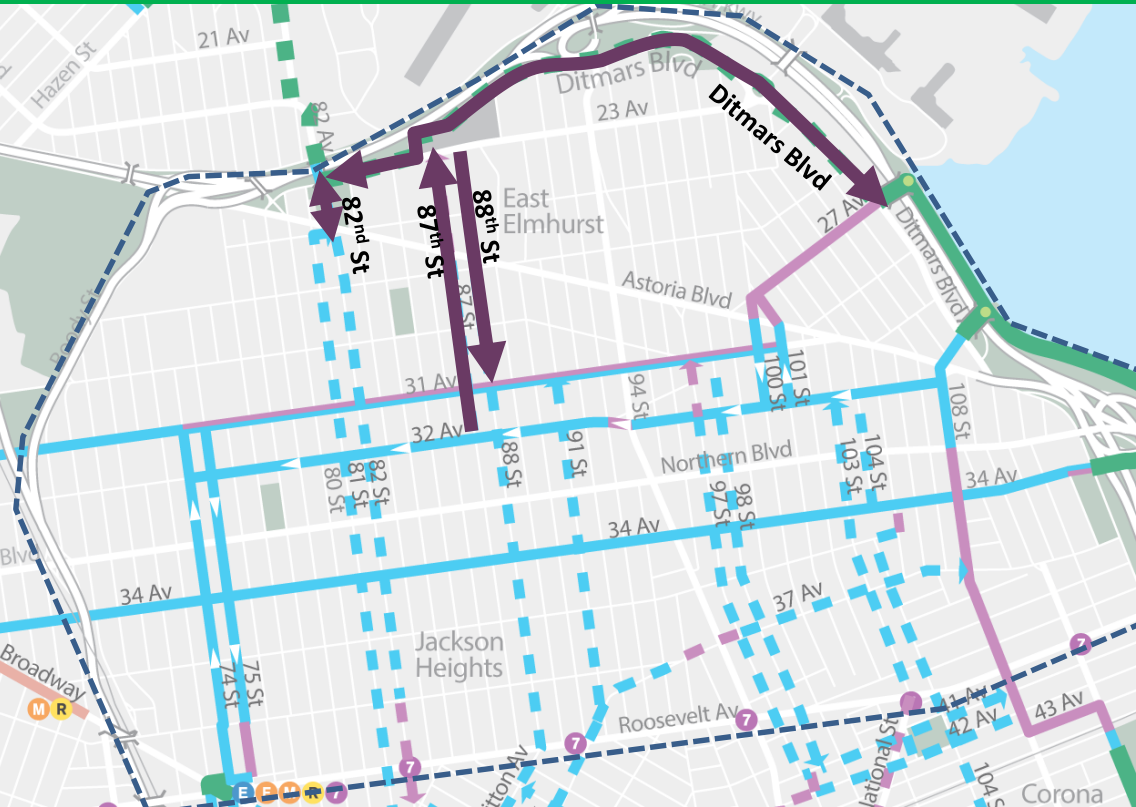
Shared



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

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

Street Design



Under Development

LaGuardia Airport Connections

82 St, 87 St, 88 St, Ditmars Blvd



Why protected bike lanes?

Protected bike lanes make streets safer for everybody

-15% drop in crashes with injuries

-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Summary

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Continuing The 3-Year Process

- Implement Spring 2019
- Continue to work with both Queens Community Board 3 and 4
- Evaluate feedback from residents and businesses in focus groups (February 2019)
- Continue to work with NYPD on cycling enforcement and education



*Participants faces are hidden for privacy

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

Appendix

Enforcement and Cycling Education

Bike lights, bell, and Bike Smart giveaways:

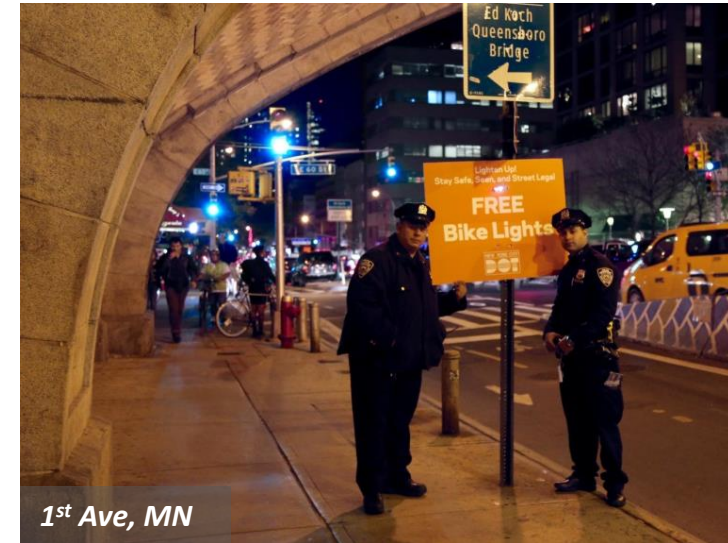
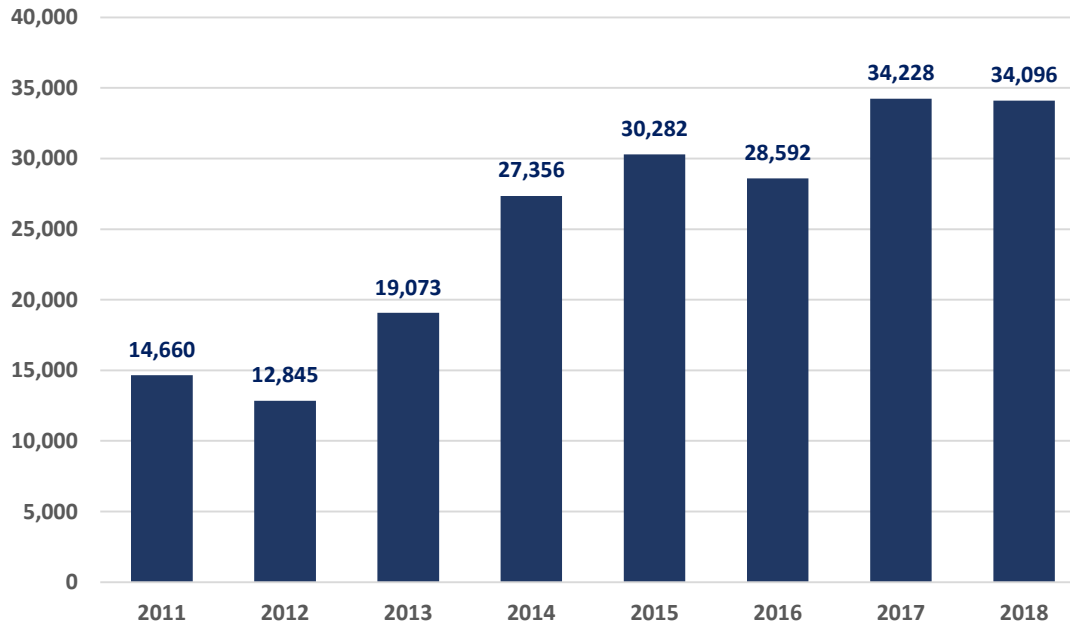
While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

Targeted enforcement to increase 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
- Violations are increasing as part of Vision Zero push for enforcement as well as general increase in cyclists



NYPD: Bicycle Moving Violations



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 a 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

