THE BIG JUMP!

New York City Department of Transportation
Queens Community Board 3 Transportation Committee, March 12, 2019
Project Background
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
Bike Network Development + Design
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
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
- 82 St is a bus route and busy
- Repave road on 73 St starting from 35 Ave
- Feedback: Good bike connection on 91 St
### Addressing Community Concerns

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

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concerns:</strong> Northern Blvd is not suitable for bikes</td>
<td><strong>No bike lanes proposed on Northern Blvd as part of this project</strong></td>
</tr>
<tr>
<td><strong>Concerns:</strong> Repave road on 73 St starting from 35 Ave</td>
<td><strong>Our Roadway Repair &amp; Management team has been notified</strong></td>
</tr>
<tr>
<td><strong>Feedback:</strong> Good bike connection on 91 St</td>
<td><strong>We will install a bike lane on 91 St</strong></td>
</tr>
<tr>
<td><strong>Concerns:</strong> Confusing and difficult to navigate connection from Ditmars Blvd and 31 Dr to the Promenade</td>
<td><strong>We will look at additional signage for better guidance</strong></td>
</tr>
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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

**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

Shared lane

![Shared lane](image1.png)

Vanderbilt Ave, Brooklyn

Conventional lane

![Conventional lane](image2.png)

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

Existing

- 8' Parking Lane
- 22' Combined Shared Lane/Parking Lane

Proposed

- 8' Parking Lane
- 17' Travel/Parking Lane

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
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

Spring 2019 Implementation

**Existing**
- 30' Combined Travel / Parking Lane

**Proposed**
- 17' Combine Parking / Travel Lane
- 5' Parking Lane

- No Parking Loss
- Number of Travel Lanes Remain The Same
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
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
The Big Jump: Next Steps

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
THANK YOU!

Questions?
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

<table>
<thead>
<tr>
<th>Year</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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<tr>
<td>Value</td>
<td>14,660</td>
<td>12,845</td>
<td>19,073</td>
<td>27,356</td>
<td>30,282</td>
<td>28,592</td>
<td>34,228</td>
<td>34,096</td>
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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!
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